Pickets Protest 'Waldie Blockade'

By KEN ERWIN

Union Finds "Admiral" Is Unresponsive

Brown Pulls Out on Ploy To Halft Water

Two international vice presidents of major labor unions with widely differing occupational skills had high praise today for the responsiveness and consideration of Congressman George Brown of Southern California.

Al Clem, Business Manager of Local Union No. 3 and Seventh Vice President of the parent International Union of Operating Engineers, said that Brown's quick and honest response to the union's recent complaint about blanket legislation stopping the flood control projects on California's three wild rivers, the Klamath, Trinity and Eel, was "forthright and immediate."

"After months of reconsidering the amendment that would set the California Water Project back some forty years," said Clem, "Congressman Brown has asked Congressman Wayne Appell (Dem., Cal.), Chairman of the Committee on Interior and Insular Affairs, to withdraw his co-sponsorship of the bill."

Chap said that Congressman Brown was so sympathetic to the needs of California, as expressed in the bill, that he would continue his support to his one hundred and forty county districts. The same would have been said, he added, to the vote on the bill's sponsor.

"This could be a stiff battle for the millions of dollars that result at the taxpayers from the lack of proper utilization of our natural resources."

Operating Engineers and the Seafarers International Union recently placed some 300 pickets around the Conoco, California office of Congressman Waldie, whose adjacent stand was simply not a "drop of water for Southern California and six Northern California for the conservation argument."

"Despite the untold hardships, destruction and water waste that will continue in Northern California until adequate flood control relieves the taxpayer of the millions of dollars in damages that result annually from the loss of properly utilized water resources," Clem said he would support the bill.

"This was all in an attempt to block the State Seafarers International Union and the Committee for Two Million and the Committee for Four Million and the thirty conservation groups supporting them."

Chap said he would have to pass an amendment to the bill that would have to pass an amendment giving the Standing Committee on Interior and Insular Affairs to make any headway with the legislation. The unions said they were unable to make any headway with the congressman and that Waldie was singularly dedicated to the bill.

(See WALDIEISM, Page 4)
The month of April was an extremely busy one. We had several jurisdictional disputes which we were able to resolve to the satisfaction of the members of Local 3, and in addition to this we attended the General Membership Meeting in the State of Hawaii, Oakland and Hills.

While we were in Honolulu we started negotiations on the Hawaii Agreement which is only open for wages and fringes this year.

Due to the fact that the Joint Apprenticeship Committee recently reduced the number of hours to 4,000 to finish the program, it was necessary for us to enter into negotiations to make an adjustment in the appren- tice wage scale.

After holding a series of meetings, we reached a tentative agreement which the Employers have agreed to submit to their group and inasmuch as it only affects those people who are not yet members of the Union, it will be submitted to the Executive Board for their approval.

Both the meetings in Honolulu and Hills were well attended and as there is considerable work on the big island there were many questions asked and answers had to be furnished.

During the month of April there was a joint committee of Employers and representatives of the Union who attended the Legislative Confer- ence in Washington, D.C. It was here that we called on many of the government officials pointing out to them the necessity of more work op- portunities to be made in Local 3. Many of these gave us a sympathetic ear but promised them that we had gone back home where we began to hear more of this word "ecology."

It is beyond our comprehension to understand the thinking of some of the politicians and the bird-watchers, for the politicians are advi- sory to more class be built in Northern California claiming that it would spoil the recreation areas.

I am assuming that they were not bothered about the workers who lose their homes in times of excessive floods. I wonder if they really realize what the pioneers and our fore- fathers who came before us took the same stand as some of the politi- cians and the bird-watchers, for the politicians are advo- cating the building of dams in Northern California claiming that it would spoil the recreation areas.

We would suggest to the bird-watchers that if they want to get into the real wilderness and rough it that there must be a place above the Anthills. What if the pioneers and our fore- fathers who came before us took the same stand as some of the politi- cians and the bird-watchers? What if the pioneers and our fore- fathers who came before us took the same stand as some of the politi- cians and the bird-watchers?

These Western States would have been inhabited by jackrabbits and coyotes if three improvements such as the dams and the flood control projects had not been built.

On May 6, 7, 8 and 9, I attended the Western Conference of Operating Engineers which was held in Seattle, Washington. The conference was well attended and since we have reverted to the workshop concept at the conferences, we find that they are very informative and extremely interesting.

There was a whole series of subjects discussed during transfers of employees, discussion of the Rock, Sand and Gravel operations, and jurisdictional problems and this last year has confronted the surveying industry, as well as crane gangs, shipyards and welders.

These exchanges of ideas enable us to work toward uniform working conditions throughout the Western States. There are now 15 states affiliated with the Western Conference.

While the work picture in some of the other areas is brighter than that in the jurisdiction of Local 3, it is still nothing to brag about.

Again, we ask of you and your families to study the voting record of the Congressmen and Senators in your district and when November comes, not only vote for those who are friends of organized labor, which doesn't necessarily mean some of those so-called intellectuals, but vote for the people who have proven themselves to be friends of the working men and women.

May we remind you once again that the weather is excellent now at Rancho Murieta and we hear nothing but favorable reports about the camps, so urge all of you who are desirous of improving your skills to make an effort to attend our training center for a period of time.

Inasmuch as the Nevada AgC Agreement expires in June, we will enter into negotiations with the Employers. We have already sent cards to many of the brothers in Nevada trying to ascertain what they wish to be in the contract so we will keep the Nevada brothers informed as to the progress made from time to time. Local 12's contract in Southern Ne- vada is open for negotiations so this could be rather interesting negoti- ations.

H.P. SAMUELS
President
AL CLEM
International Vice President
THOMAS W. PARKER
Secretary
STEVE KINLEN
Treasurer
Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam). Subscription price $2.50 per year.
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Published May, 1970
ENGINEERS NEWS

$3 Million Allocation Now Out For Yuba-Sutter-Hunter Work

By HAROLD BENTON
District Business Representative and Auditor

THREE MILLION FOR YUBA-SUTTHER HIGHWAYS

The Marysville District is presently receiving April show- ers which we hope will come and get us out of our doldrums. We are starting to open up their work for the benefit of our brother engineers. Again may I take this opportunity to express our appreciation to all the brothers who have been waiting so patiently for a job. Nothing would make us happier than to see every brother engineer working.

We are very sorry our good Business Manager and Interna- tional Vice-President Brother Al Clem was unable to attend the District Meeting held in Mary- ville on April 2, 1970. We know with his heavy schedule of un- derstanding why he was unable to come to him to attend every meeting. However, we want to express to the brothers there a hearty thanks. For all the brothers who have been waiting for a job we urge you to make it your re- sponsibility to mark your calen- dars next April to attend the District Meeting to be held in Oro- ville on April 2, 1971.

On Saturday, April 4, 1970 we met with all the brothers of the Yuba-Sutter Highway area to discuss work that they are doing in their shops at Sacramento and Marysville. This meeting was an open one to personally discuss with them our appreciation to all of them with this employer. We appreci- ate the constructive suggestions that they have made, and at the present time we are put- ting the proposals together and hope to come to negotiations immediately.

The representa- tional vote of the Sacramento and Marysville Districts thank all of you who attended this meeting. This large attendance and many questions show the interest you are of Operating Engineers Local Union No. 3.

ENGINEERS NEWS

ENGINEERS NEWS

ENGINEERS NEWS

A MILLION FOR YUBA-SUTHER HIGHWAYS

The State Highway Commission has approved the allocation of funds for the construction of a freeway on Highway 65 from South Beale Road to the intersection with Highway 70 freeway to Yuba City. Other allocations will be included in the 1970 budget for construction and right of way, which allows a total of nearly $1 million for Yuba and Sutter Counties.

The total end of the freeway to be included in the 1970 budget of the State of California is estimated at $88 million, but the balance of the project is to be budgeted in 1971-72 by the highway project specifications call for a tem- porary bridge crossing at the south end of the freeway section and interchanges at For- ty Mile and in Yuba City. In connection with the freeway project, an authorization was autho- rized $225,000 for additional right of way purchases on all areas and the majority of those funds will go for additional land needed on Highway 65.
Seek Access Roads

By Robert E. Mayfield
District Representative

SACRAMENTO HAS A NEW DISTRICT OFFICE — Located at 8880 Elder Creek Road in Sacramento, the new office was officially opened for business to the membership of Local 3 on April 8, 1970.

A poll was taken of the membership in the area and the voting results for the new ‘call’ were overwhelming.

Your Business Manager & International President, Al daily, your officers and the entire Staff of a Sacramento Office wish to take this opportunity to welcome you to this new office, the more complete and modern facilities plus more than ample parking spaces are certain to expedite dispatching procedures and all other business that is expedited to a District Office.

We also have a new list of telephone numbers to make a call and a note of them. The new numbers are as follows: Area Code 916, 538-8460, 538-8541, and 538-8402.

Work in the Sacramento Area at this writing is just starting to break as we have had an exceptionally dry winter. In the last month this office has had at least a half dozen pre-job orientations to work recently held. Hopefully as a result in the coming weeks the work picture should become fairly good. Everyone knows the past couple of years in this area haven't been the greatest, and some good work seasons are badly needed for this area.

Work in the mountain areas should be much better this year than it has for some time. Great Construction and a host of other contractors are just starting in the Penn Valley area. This is a Boise Cascade Project and will include quite a large dam, a new golf course and will in fact be a new large settlement and a nice community. In addition to the $122 million dollars that was recently released for State Highway work, $10 million of Federal money is earmarked for several stretches of new road.

A recent low bid of $44 million for a new interceptor sewer work at Rancho Seco Power Plant by the Sacramento Municipal Utility District (S.M.U.D.) was rejected. However, in talking to S.M.U.D. officials it is likely that this huge project will proceed one way or another, and if this is the case the entire project will be submitted for approval and hopefully do to reach agreement shortly with a large company.

I would urge everyone to gear their thinking for the upcoming elections that are only a short distance away. We all labor people have to unify our thoughts and all vote in the same way. Everyone should analyze the last three years and come to some kind of conclusion concerning our future.
Tight Money Slows Oakland Construction

By ALEX CELLINI

Equipment Dealers, Scrap-yard, Plants and Quarries: The days of high in the boom in Oakland are again on the move. Machinery dealers, however, have moved their half crew back to work. Peterson Tractor has put a couple of hands back on the line in engineering, and Transmission Department has added a helper to their payroll. So things look a little brighter for our Equipment Dealers in the area.

Construction Industry business is doing very well at this time. One of the figuring factors for this has been the high interest rates. A high rate has been bringing more sellers into the area, which is doing a real good job for our Brothers in the Market.

The Industry Plants and Shops are doing alright at this time except one. Pacific States Steel has kept a good number of men on the payroll during the past time the plant is on a one-furnace operation which will slow things down for a short time.

Pacific States Steel and Gravel Industry has again dropped into somewhat of a slump, with the B.A.R.T. projects nearing completion. As far as their requirements go for the material that they have been supplying fairly well. In fact the hauling men and the truckers make the whole picture in the field. Sand and Gravel Industry is doing alright at this time.

By HERMAN EPLER

Cerro City, Contra Costa County — Work in this area is being effected with many other areas in the country, by the tight money problem. The cut in federal and state spending is hurting its effect on the contractors as well as working people. Several of the big jobs are coming to an end now and the employ- ees are not sure if there will be any more projects for the near future.

A long time ago when a project comes to an end there is not much work for our Brothers who don’t have another project to send its employees to. Resulting in the loss of good employ- ees to other companies.

The Gordon H. Ball Company at Orinda has just completed the Golden Highway 24 through that area which will be a great boost for the B.A.R.T. projects between the traffic. Some of the brothers on this job have job offers to work for Peter- son and Kiewit which has the next largest section of the project. Kiewit’s job. They are putting down the subgrade at this time and all traffic is detoured onto the West bound lanes. They have about 25 brothers on the subgrade and a total of 40 engineers on the project.

There is a new subdivision starting on the eastern side and it will be on top of a hill south of Highway 4. Independent Construction is moving the dirt for this project which will be about 300,000 yards of cut and fill.

Work is as tight as the mon- ths of December. Brothers don’t quit one job looking for another at this time.

By PAT SHARLIN

East Costa County — Thousands of people visit northern California each year. The San Francisco Bay Area leaves a different impres- sion on each person, but all agree that it is forever chang- ing and wonderful if the growth and development will ever be complete—chances are it won’t, but everyone and their neighbors are forever doing something with their bay. Almost from the moment of its discovery, November 2, 1769, there have been surveying, sampling, filling, dredging, digging, draining, and filling, dredging, digging, draining, and developing. It has built highways, bridges, and bridges over it, and at least one island in the middle of it.

People in the Bay Area are continually bragging and in all places San Francisco Bay is something to brag about. No bay in the world is more beauti- ful. On a clear evening, one can see the cities and hills encircling the bay, glitter and pulse with light and anyone who sees it is indeed impressed.

Some, however, is but one aspect of Northern California’s great threshold on the world. The San Francisco Bay Area today, is a vast human galaxy of 4½ million residents, ever- shifting the limits of more than 50 towns and cities in nine counties. Population is expected to double by 1990 and should be about 5.5 million by the year 2000. The bay’s dimensions are equally vast. The great bay extends over an area of 422 square miles. It is nourished by a current to get back to 300 miles of shore- line, and contains an estimated two trillion gallons of water at high tide. No river on earth can match the bay in motion.

Tidal current through the Golden Gate can reach a peak of 18 miles per hour at high tide.

What San Franciscans call the bay — San Pablo, Suisun, Grizzly, Horseshoe, Richardson, San Rafael, San Leandro and San Francisco Bay proper jointed together by a story of channels, dotted by islands, and crockets by ten bridges.

More than a dozen bay cities share an annual traffic through the Golden Gate of some 12,000 ships and 35,000,000 tons of commercial cargo. Add military cargo to that total and San Francisco Bay as a whole makes on the nation’s third busiest port, topped only by New York and New Orleans.

The predictions of growth and development in the San Francisco Bay Area indicate that there is still a vast capability of people to be done. This sounds good for the Operating Engineers (Continued on Page 11)

SACRAMENTO REPORT

New Mexican-American Center Set

(Continued from Page 3) By MARTIN COOPERBREPUBLIC

SURVEYS—Good weather and calm wind conditions with all the survey firms in Sacramento and the hills are getting their crews up and ready to go. Some are going full blast al- ready. Others are recalling last year’s employees.

Make sure you have a recall slip filled out and get a telephone call when you leave, also make sure you have a dispatch in your pocket or truck at all times, as they will be checked. A lot of employees are getting into the hall and get a new one, with a letter of request, or look to be pulled off the job.

VOTE a big YES

On Proposition 7

By ALAN SWAN

Business Representative

WEST OF 99 AND NORTH OF HIGHWAY 80—With all of the good weather, most of the companies have started up their dirt drills, and this is in giving the Owner-Operators an opportunity to work on all the small jobs.

The State Division of Highways have announced comple- tion of the design plans for real- time construction of California 50 be- tween Lemoncito and the Andra Underpass north of Roseville. A contract of $1,750,000 was allocated for the job. Search for new layout is a 5.5 mile section of twin lane 40 foot wide roadway which will ultimately be ex- panding to an eight lane free- way. The project will also in- clude about one mile of com- pression, and 1.3 miles of reconstructed existing highway.

In the downtown area, Plaza De Las Plumas Corporation, is planning a $42 million Mexican-American Center. The project will be a 23-story, high-rise housing facility, catering to the elderly. It will take about 72,000 square feet. Some 60,000 square feet will be for small shops and businesses, including Arts and Crafts, restaurants and office spaces.

The center will be located on the block bounded by 5th, 6th, I and J Streets, just East of the new Chomeday new plaza. Completion is slated for the May, 1971, the anniversary of Mexican Independence.

Down at Grant Island, Gran- damaunt of construction work shifts supplying materials for your job. This book is a number of our brothers employed.
VICE PRESIDENT & DIRECTOR OF SAFETY

By DALE MAIR

INDUSTRIAL FACILITIES WILL BE BUILT — There will be a warehouse-light industrial park on the corner of New Avenue and McKinley Avenue, between Almond Avenue and Barton Avenue.

Construction of the first phase of this 30-acre area plant is scheduled to get underway within 60 days.

The new facility, with moveable partitions, will permit accommodations of one or many small tenants, and has been designed to meet the unique and important contribution to the future success of safety in the construction industry.

3. WORKER CHARACTERISTICS.

One of the points most often neglected in accident prevention is the job management does, beliefs, and impressions do workers have that might give clues to their susceptibility to accidents? In order to probe this, a number of questions were made on the employee’s attitudes toward his job, his fellow workers, his foreman, job management, and the industry in general.

a. Risk Taking and Minor Injuries. The first significant findings came in response to the question “Is taking risks a part of the job?” Of these 81, 10 (12.5 percent) are classified in the accident group has had one or more lost time accidents in the last five years or a minor accident in the last year.

b. Accident/Non-Accident Characteristics of Workers. Through analysis of the results, it was possible to correlate the answers to certain questions with human attitudes and behavior characteristics. One such technique, known as multiple discriminant analysis, was used to find the significant differences. The answers to the questions were supplied by individuals having lost time accidents and those not having lost time accidents. Through this type of analysis it was found that the answers to the questions about one’s job, his fellow workers, his foreman, job management and the industry in general tend to be significant in classifying the answers to the questions about one’s job, his fellow workers, his foreman, job management, and the industry in general.

The analysis indicated that the answers to ten questions were significant in classifying the men into “accident” and “non-accident” groups.

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The analysis indicated that the answers to ten questions were significant in classifying the men into “accident” and “non-accident” groups. Based on the results just outlined, it is claimed that the questions about the attitudes of the foreman and the industry in general could substantially reduce accidents. One such technique, known as multiple discriminant analysis, was used to find the significant differences. The answers to the questions were supplied by individuals having lost time accidents and those not having lost time accidents.

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Political Spread...

By ED PAIR
Director of Education and Research, CFGE

We were happy to note that State Senator Alfred E. Alquist, who is the Democratic candidate for Lt. Governor, has sponsored a bill authorizing construction of a state highway to the important Mineral King project in Tulare County and has asked for a memorial study as an alternate mode of transportation to the important recreational development.

We had talked to the Senator about this project, informing him that Operating Engineers were interested on several counts including 1) the need for increased recreation area access in the Tulare area; 2) increasing the use of the wilderness areas in which there was no transportation facilities and the resulting contamination of the East Fork of the Kaweah River and damage to meadows and streams from uncontrolled driving and parking in the valley as well as camping and dis-posal of waste at some 200 sites which lack any type of facilities; 3) Tulare County is a represented work area with about one-half of the land off the tax rolls because of large federal ownership. A condition which can only get worse during the next two years when a potential 2 million acres in the county are being preserved for agricultural use under the California Land Conservation Act of 1965.

Now if the powerful consummoters such as the Sierra Club and their political friends will let the project out of the courts, maybe we can get on with the Mineral King and provide the state and the people of Tulare with one of the nation's most beautiful and useful recreation areas. Senator in California has selected those it will support in the upcoming mid-term elections and John Henning, executive secretary of COPE has asked us to seek your support for the candidates that support and work with us for the benefit of the Operating Engineers.

We would ask you once again to fill out the form below and mail it in as soon as possible. VOTE is the political arm of Local Union No. 3 and it will only be as strong as the Eisen that support and work with us in the election. Do not wait to make your contribution. VOTE needs your support. You are asked to VOTE to make your political voice heard throughout the land. So do your part today, fill out the form and mail it to: VOTE, 476 Valencia Street, San Francisco, CA 94103.

Mail to: Voluntary Organization of Taxpaying Engineers 476 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.
I Notify me of VOTE meetings in my area.
I Call on me to help in political campaigning in my area.

Name
Street Address
City
State
Zip
Congressional District No.

Assemble District No.
Senate District No.

Dear Sirs

On April 24th, 1970 I finished a six weeks course at Rancho Meritita. That morning I made a brief speech in the class, telling them back 40 years to the oil fields of Keim County, California. I told them of "then and now."

My father was one of the early union men in the oil fields. He took part in turning the back at Modesto, driving the train that contained 300 things from San Francisco, captivated by the victorious "Black Jack Jerome" the strike breaker.

Now you have succeeded in getting management and labor to part Rancho Meritita

Peter Kiewit Sons has two contracts for the $20 million project in Tulare County and has asked for a monorail study as an alternate mode of transportation to the important recreation development.

If you believe that your and your family's job has more value than the union since 1955 then you have been in any proceeding 50 years.

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If you believe that your and your family's job has more value than the union since 1955 then you have been in any proceeding 50 years.
1964 FLOOD DAMAGE on Northern California's wild rivers including the Klamath, Eel and Trinity cost taxpayers $195 million dollars and resulted in untold hardship, wasted water and damaged ecology. Last year's flood damage resulted in eleven Northern California counties being declared disaster areas and would have been much worse except several new dams, completed in the past two years. This was the primary reason that operating engineers were picketing the Concord, California office of Congressman Jerome Waldie recently in protest of an amendment being sponsored to stop all construction on the above rivers. Carter later complained that Contra Costa's "waste making" industries would be hurt by lack of fresh water.

Says Issues Were Distorted!

Edgecombe Excoriates Local Labor Hero

Paul Edgecombe, President of Operating Engineers Local Union No. 3, said today that Art Carter, Secretary-Treasurer of the Central Labor Council of Contra Costa County and the Contra Costa County Labor Journal, had joined forces to "distort, debase and defame" the real position of "our officers, our union and our members" in the current controversy with Congressman Jerome Waldie over his campaign against flood control and construction of fifteen dams on the Trinity, Eel and Klamath rivers in Northern California.

Citing an item that appeared on the front page of the Contra Costa Labor Journal last week, Edgecombe said the total impression given by Carter and the Contra Costa Labor paper was that Operating Engineers had not quite understood what Congressman Waldie's legislation meant and through the good offices of Art Carter and a "cordial" meeting with the congressmen, they had finally been enlightened.

"It was Carter and not us that didn't understand the name answer. He had no answer to the statement that the water wasn't his or Contra Costa or the coaligned conservationists. Did he belong to the state and that the people of the state had voiced overwhelmingly in support of the State Water Project. He had no answer for the statement that his own county had been a tidal marshland until for human habitation until Shasta Dam and Reservoir came to the rescue and that Polson, Trinity and Oroville Dams are now not only providing Contra Costa County with water, but are protecting 90 per cent of the land once threatened by salinity," said the union president.

"Citing an item that appeared in the Labor paper was that "the publication contacted or was given a statement by any officer of this union," said the union official.

"We asked Jerry point blank had no official position in this national legislation, meant "the discussion with Waldie and the unions' aims tempt to make press issues with the public good. We will be alert and expeditious in informing our members and when necessary, the general public on the real issues in this type of legislation."

What Jobless "Percent" Means

"President Nixon has apparently built his economic policy on the hope that more Americans will become unemployed soon," Congressman George Brown (D.29th; Los Angeles) has charged.

"The Administration has told us many times in the year of its bumpery that inflation will slow as the unemployment level nears 6 per cent. But it doesn't bother to explain that each 1 per cent rise in unemployment represents about $800,000 people out of work," Brown explained.

SOME 300 PICKETS were on the line at the peak of the protest against blanket legislation introduced by Contra Costa Congressman Jerome Waldie to halt all construction on the Klamath, Eel and Trinity rivers in Northern California. Picketers were reduced to twenty following announcement by Congressman George Brown that he had withdrawn his co-sponsorship of the legislation. Art Carter later said local industries needed the fresh water.
LOCAL OFFICIALS talk with Congressman Jerome Waldie just prior to meeting with the Contra Costa County Building Trades Union of Local 3 in Concord, California. Shown (1. to r.) Norris Casey, President of Local 3; Congressman Waldie; Don Kichhoefer, Treasurer; Paul Edgcombe, President and T. J. “Tommy” Stapleton, Recording-Corresponding Secretary. Talks were stalemated.

Congressman Waldie later met with union officials but remained firm on his bill that would halt all flood control projects on three major Northern California rivers.

CONGRESSMAN GEORGE BROWN’S Northern California labor coordinator, Rod Larson, announces that the Southern California lawmaker has withdrawn his name as a co-sponsor of the Waldie Bill.

REGISTER WITH VOTE TODAY (See Page 6)

MARITIME TRADE DEPT. AFL-CIO SAN FRANCISCO AREA SUPPORTS PEOPLE ECOLOGY HUNT FISH BOAT

MARTIME TRADE Department & Seafarers International Union joined Local Union No. 3 in protesting Waldie proposition.

Still Low Pay!

Farmworkers are still among the lowest paid workers in the nation. The national average farm wage for 1968 was $1.45 an hour; while the average for production workers in manufacturing was $3.01 an hour.

Brown’s Letter To Aspinall...

April 17, 1970
Honorable Wayne Aspinall
Chairman
Committee on Interior and Insular Affairs
1224 Longworth
Washington, D.C.

Dear Chairman Aspinall:

As you know, I re-introduced H.R. 16854 in the 91st Congress. This bill would amend the National Wild and Scenic Rivers Act of 1968 (Public Law 90-542) to include the Eel, Klamath, and Trinity Rivers as components of the national wild and scenic rivers system. I have come to the conclusion that I cannot support the bill in its present form.

The purpose of the bill is to amend the National Wild and Scenic Rivers Act of 1968 to designate the Klamath, Trinity, Eel, and Smith Rivers as components of the national wild and scenic rivers system. The bill also provides for the establishment of a National Wild and Scenic Rivers Council to make recommendations to the President with respect to the designation of additional wild and scenic rivers.

I am not saying that these specific streams would be designated for protection, but that the provision for the establishment of a national wild and scenic rivers council is a step in the right direction. I believe that it is important to have a national wild and scenic rivers council to consider the designation of additional wild and scenic rivers.

Sincerely,

George Brown
Member of Congress
Privileged Few?
Would Halt Progress
On State Water Plan

Below are fifteen of the twenty dams on which Congressman Waldie’s proposals and legislation would stop planning and con-
struction. By including almost the entire length of these wild
rivers in the National Wild and Scenic Rivers System, Con-
gressman Waldie hopes to block the Peripheral Canal and the
State Water Project at the behest of the so-called Committee
of Two Million which includes the Sierra Club, Trout Unlimited and 30 other neo-conservationist groups.

PORTIONS OF THE Klamath, Trinity and Eel Rivers
RECOMMENDED FOR INCLUSION IN THE NATIONAL WILD AND SCENIC RIVERS SYSTEM

<table>
<thead>
<tr>
<th>River</th>
<th>Area For Inclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Klamath River Main Stem</td>
<td>Beginning 100 yards below Gates Dam then downstream to the Pacific Ocean.</td>
</tr>
<tr>
<td>Scott River</td>
<td>Beginning at the mouth of Mill Creek west of Fort James then downstream to the river mouth near Humbalg.</td>
</tr>
<tr>
<td>Salmon River</td>
<td>Beginning at Coldville Bridge then downstream to the river mouth near Somohi.</td>
</tr>
<tr>
<td>North Fork</td>
<td>Beginning at the intersection of the river with the southern boundary of the Marble Mountain Wilderness Area then downstream to the river mouth.</td>
</tr>
<tr>
<td>Trinity River</td>
<td>Beginning 100 yards below Lewiston Dam then downstream to the river mouth near Weetchpec.</td>
</tr>
<tr>
<td>North Fork</td>
<td>Beginning at the intersection of the river with the southern boundary of the Salmon-Trinity Primitive Area, then downstream to the river mouth near Helena.</td>
</tr>
<tr>
<td>New River</td>
<td>Beginning at the intersection of the river with the southern boundary of the Salmon-Trinity Primitive Area, then downstream to the river mouth near Burnt Ranch.</td>
</tr>
<tr>
<td>South Fork</td>
<td>Beginning at the junction of the river with Highway 56 then downstream to the river mouth near Saltery.</td>
</tr>
<tr>
<td>Milk River</td>
<td>Beginning 100 yards below Van Arsdale Dam then downstream to the Pacific Ocean.</td>
</tr>
<tr>
<td>South Fork</td>
<td>Beginning at the mouth of Section Four Creek near Branscomb then downstream to the river mouth below Wood.</td>
</tr>
<tr>
<td>Middle Fork</td>
<td>Beginning at the intersection of the river with the southern boundary of the Middle Eel-Tella Baby Wilderness Area, then downstream to the river mouth at Deep Basin.</td>
</tr>
<tr>
<td>North Fork</td>
<td>Beginning at the Old Gimian Ranch then downstream to the river mouth near Raabey.</td>
</tr>
<tr>
<td>Van Duzen River</td>
<td>Beginning at Dosemeht Bridge then downstream to the river mouth near Fortuna.</td>
</tr>
</tbody>
</table>

McCloskey Will Re-examine Bill
To Block ‘Wild River’ Controls

Congressman Paul N. McCloskey (Rep.-Calif.) has promised the leaders of two giant Nor-
thern California labor unions to “re-examine the question of the Eel and Trinity” in light of the protest that legislation co-sponsored
by him and five other congressmen would block badly needed flood control, halt the California State Water Plan and prevent the development of recreation areas in Northern California. International Vice President Al Clem, Operating Engineers, and Frank Drozak, Seafarers International, told today that Congressman McCloskey’s reply was “thoughtful and re-
sponsive.”

Clem, Business Manager of the 55,000-member construction union said that although the bill’s sponsor, Congressman Jer-
ome Waldie (Dem-Calif.) has attempted to polarize the issue as being “jobs versus ecology,” this was a far cry from the En-
gineers and Seafarers real reason for taking issue with the bill.

“Only fools would believe in ‘make-work’ that is destruc-
tive to the ecology,” said Clem. “We have watched almost yearly the flood damage in Northern California that is costing all Californians millions of dol-
lores in taxes, but have been physically involved in restoring the ravaged countryside. So we know first hand of the wasted resources, destroyed farms and towns, destroyed rivers and streams that are the byproducts of uncontrolled water resources.”

Clem said that subsequent rela-
tions with the congressman had improved him “concerned and
helpful in almost every in-
stance. We don’t want to hit Pete over the head because we disagree on one issue but a ques-
tion of this importance must be brought to the public’s attention.” Clem, who resides in
Burlingame, said that officers of the union had been in con-
tact with other sponsors of the bill and that Congressman
Brown in Southern California had withdrawn his name from the bill. He also said that meet-
ings earlier had come from Congressman Charles H. Wil-
son. “However, we have yet to hear a word from Democratic Congressmen Don Edwards, Richard Hanna or Thomas Ross. We will continue to seek their explanation,” said Clem.

Clem noted that our members live, work and play in Northern California and feel strongly that they must fly
in the face of the current ecological craze that puts po-
lemonade and Schmidt’s ahead of people engineering. So we poorly planned and blanket political legislation is little more than emotional black-
mail that stunts our growth and halts progress for the many.”

“If Congressman Waldie and other energetic lawmakers really
want to do something con-
structive, let them seek and pass emergency funding to pro-
vide waste disposal systems and
the proper methods of taking care of the immediate health issues and stop the poisoning of our sites and the surrounding areas including Congressman Waldie’s own Contra Costa County.”

FRESHWATER RESERVOIRS OF THE Klamath, Trinity AND Eel RIVERS

<table>
<thead>
<tr>
<th>Project</th>
<th>River</th>
<th>Height</th>
<th>Normal Pool</th>
<th>Capacity</th>
<th>Live Storage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Humboldt (Ab Pe)</td>
<td>Klamath River</td>
<td>232</td>
<td>700</td>
<td>55,000,000</td>
<td></td>
</tr>
<tr>
<td>Humboldt</td>
<td>Klamath River</td>
<td>232</td>
<td>700</td>
<td>55,000,000</td>
<td></td>
</tr>
<tr>
<td>Happy Camp</td>
<td>Klamath River</td>
<td>240</td>
<td>1,680</td>
<td>5,567,000</td>
<td></td>
</tr>
<tr>
<td>Calihan</td>
<td>Scott River</td>
<td>271</td>
<td>3,555</td>
<td>133,000</td>
<td></td>
</tr>
<tr>
<td>Helen</td>
<td>Trinity River</td>
<td>558</td>
<td>1,840</td>
<td>2,831,000</td>
<td></td>
</tr>
<tr>
<td>Burnt Ranch</td>
<td>Trinity River</td>
<td>475</td>
<td>1,345</td>
<td>600,000</td>
<td></td>
</tr>
<tr>
<td>Beaver</td>
<td>Trinity River</td>
<td>785</td>
<td>1,000</td>
<td>9,000,000</td>
<td></td>
</tr>
<tr>
<td>Estapona</td>
<td>S.F. Trinity River</td>
<td>277</td>
<td>1,560</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>English Ridge</td>
<td>Eel River</td>
<td>235</td>
<td>1,685</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>Bell Springs</td>
<td>Eel River</td>
<td>492</td>
<td>1,330</td>
<td>1,330,000</td>
<td></td>
</tr>
<tr>
<td>Yellow Jacket</td>
<td>Eel River</td>
<td>800</td>
<td>800</td>
<td>8,000,000</td>
<td></td>
</tr>
<tr>
<td>Dos Elos</td>
<td>N.F. Eel River</td>
<td>770</td>
<td>1,550</td>
<td>7,600,000</td>
<td></td>
</tr>
<tr>
<td>Mina</td>
<td>N.F. Eel River</td>
<td>577</td>
<td>1,607</td>
<td>800,000</td>
<td></td>
</tr>
<tr>
<td>Larabee Valley</td>
<td>Van Duzen River</td>
<td>452</td>
<td>2,668</td>
<td>168,000</td>
<td></td>
</tr>
<tr>
<td>Dimondine</td>
<td>Van Duzen River</td>
<td>385</td>
<td>2,689</td>
<td>720,000</td>
<td></td>
</tr>
</tbody>
</table>

*From California Department of Fish and Game, 1968.
More Fresno

(Continued from Page 5)

restaurant operators, has selected Fresno for its first major full-service venture in the San Joaquin Valley.

The new 15,000-square-foot restaurant, costing $1.5 million, will have 100 rooms, a restaurant seating 140 people, a large lounge, two meeting rooms with recreational facilities, and an indoor, heated swimming pool. It will be the 87th in the Johnson chain.

The developers are looking for an increase in the interest rate up to seven per cent on the bonds that are still unsold. And it

In the midst of the recession and the national reputation of the new underwriter, Goodman pointed out that "Hartford's Good Driver Incentive Program makes it possible for

Hartford's Co. policy of not penalizing drivers of high-performance sports cars now.Starting this month, only at the same rate as other drivers, Negro drivers, he said, was the only way to keep them in the market, according to Goodman.

Hartford also has available its "RETURN DISCOUNT" plan that offers the insured a pro-rata refund of the unaccrued portion for any policy that is not renewed.

Ford, however, said Goodman, "because of the increasing paperwork involved, members of the Improved Protective

Hartford Group Auto Insurance Program could be made in the near future. In the meantime, members are asked to fill out the form on this page as soon as possible and mail it in so that pricing will be accelerated and coverage expanded.

This insurance company has approved an additional 25 miles of work on 58th Street between 10th and 11th streets.

Goodman also pointed out that members of this group have over $200,000 additional 25 miles of work on 58th Street between 10th and 11th streets.

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May, 1970

ENGINEERS NEWS

Get a $100,000 Drill!

by BILL RELENFORD, RUSE TAYLOR, ED KNAPP, GAIL BISHOP

ANACONDA'S PROPOSED TOP 25 BILLION DOLLAR PROJECT will continue to hold onto the state's money spotlight by adding 27 million tons of ore to production over and above 1969. Anacoda's directors at a meeting in Boston have ordered up another 3.5 billion dollars worth of producing gold mines, the Durval in Battle Mountain, Nevada. Mining near Yreka, the Cortez Gold in the Crescent Valley, is expected to be in gold bullion during 1969. An increase in the state's exploration program is expected to bring the percent increase in gold output. Over 600 brother engineers are presently all over the state in these profit-making enterprises, which are opening up new terrain to the clock, producing the state's gold, silver and copper. A number of these are winding up the new round-the-Ball Mountain and Auaula, which adds to the state's silver output.

SILVER SHARK - Nevada's latest silver strike will probably be the largest since the famous Conquering Horse silver mine near Winnemucca. City. State geologists reported a million dollar one deposit can be considerably increased by the people of Coulom, Utah, made the disclosure. The mine is in the middle, some 25 miles west of Ely. Note: Before you read on, you need a gold field with your mining picks and hard hat, you won't get very far in the mining dig, this is what it takes to get started in the mining business.

CONSTRUCTION - Boise Cascade Corporation has specialty which should excite Nevada's out-of-work brother engineers. A number of work in the north of Lake Tahoe's north shore area. They should involve both a lot of equipment and a lot of operations. Getting a few of these projects to file requires moving quite a number of million dollars worth of dirt. No date has been set for starting.

In the Case of the Late Snowfall, construction in Nevada is about to break through. The multi-million dollar highway job west of the city of Winnemucca will begin in the latter part of May. Duro Wev Construction, Company is presently doing the striping job for the highway. At Winnemucca, will complete the project sometime in July, and the job will be finished by October. The anticipated Carlin Construction will fill all the road construction board, however, the Esko west freeway job should start soon.

Industrial Construction will reopen the road and highway freeways a few weeks as the mule sluvy, who will put both of the contractors in 

Court Rules Employer Must Pay

should an employer refuse to discharge an employee after the union knows that the worker has failed to satisfy his union, the union, the company can be made to pay that worker's tentative job and pay and provide work for a month or so.

Don McMillen is seeking to clear the union's sign of activity on his State-Conway project south of the town of Athens. He should be working up on this soon, A. Tidwell & Son are currently working on their several small projects in the Winnemucca area, under Zim's job is now in the completion stage, and he is working on the job or the company's place in the city, for which he and the company are now in the process of moving to the state. If a contract is made with a local owner, the company can be made to pay that worker's tentative job and pay and provide work for a month or so.

The job on Highway 50 between the towns of South Lake Tahoe and Stateline is also underway again. They are now working on the fill section of the road. The road is not expected to be open until early next year.

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**Work Picture Brighter As Weatherman's**

By RAY COOPER & DICK BELL

During the past three weeks, the weather man has been good to the construction industry here in the Six-Mile.

Every day a few more of the Brothers are returning to work and with them the employers. New dispatchers also are on the increase as new members come from the Bay Area.

One of the most recent starts was a clearing project on the Marine Highway at Somes Bar under the direction of Ray Kizer Construction Company.

This project was awarded to Nesty Enterprises on the southwest end of Klamath County. The job is valued at $75,000 and is expected to be completed by the end of the month.

The weather has been cooperative, allowing the work to progress smoothly. The project involves clearing and preparing the site for the new Marine Highway at Somes Bar, which is scheduled to be completed by the end of the month.

In addition, the company has received a new job in the Siskiyou area, which is expected to start within the next two weeks. This project is valued at $120,000 and includes clearing and preparation of the site for a new highway.

Despite the challenges of the past, the company has managed to keep the workforce busy and the morale high. The area is experiencing a building boom, and local businesses are reaping the benefits of the increased activity.

**Construction Plans Lengthen San Francisco Out-Of-Work List**

By BILL RANEY & DICK BELL

Despite the exceptionally mild winter, the construction industry in the San Francisco Bay Area is facing a significant out-of-work situation. The construction unions are calling for an increased number of projects to help alleviate the problem.

The San Francisco Airport is one of the few projects that has been under construction throughout the winter. However, the airport is scheduled to be completed by the end of the current year.

Another major project is the construction of a new runway at the Oakland International Airport, which is expected to be completed by the end of the current year.

Despite these projects, the construction unions are calling for an increased number of projects to help alleviate the out-of-work situation. The unions are urging the city and county governments to increase their spending on public projects to help create more jobs for the construction workers.

**BIRDS**

As Weatherman's advice, it is best to stay out of the water and enjoy the sunshine. The weather has been cooperative, allowing the work to progress smoothly. The project involves clearing and preparing the site for the new Marine Highway at Somes Bar, which is scheduled to be completed by the end of the month.

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March 1970

OBITUARIES continued

DECREASED DEPENDENTS

March 1970

Carrigan, Lydia—Deceased March 13, 1970

Deceased Wife of S. P. Carrigan

Dutra, Diane—Deceased March 6, 1970

Deceased Wife of Frank Dutra

Fick, Mary K—Deceased December 18, 1970

Deceased Wife of Howard Oding

Karin, Fern T.—Deceased March 1, 1970

Deceased Wife of Frank Fick

Logan, David Scott—Deceased February 27, 1970

Deceased Daughter of Jack Logan

Oding, Ruth L.—Deceased February 14, 1970

Deceased Wife of Howard Oding

Steeley, Fern T.—Deceased March 1, 1970

Deceased Wife of Al Carrigan

Swingle, Mary B.—Deceased December 28, 1970

Deceased Wife of Frank Swingle

Vanderbilt, Millie—Deceased March 2, 1970

Deceased Wife of Carleton Vanderbilt

Yardeley, Elizabeth—Deceased February 5, 1970

Deceased Daughter of Marcus Yardeley

SAN JOSE

The following Local 5 Golf Tournament is slated for June, with the town to be one of the host clubs, by the Tournament Chairman, George Carrigan, phone number 254-2626. Please feel free to call George Carrigan for further information.

We would like to extend our sympathy to the families of the following deceased: Brother Donald, Charles A. Greenaway, LeRoy Parmley, Edward R. Noon and John Chaile.

San Jose: Today the only kind of pollution is the odor coming from garbage dumping...
Pineapple Joe Land!

Busy Building Better Boom

By HAROLD LEWIS

Travelling Chairman, Rep.
WALLACE LEAN, BERNT N.
KANO, WILFRED BROWN,
KENNETH R. TAYLOR, VALENTINE WESSEL

Business Representatives

HIGHWAY WORK DOWNS

In an effort to maintain a good year of work and now the month of earth transformation is at hand, the portion of the freeway system is nearing completion and equipment is being put into storage. However, to some degree, the employers manage to maintain a small reliable work force on small odd jobs. From our observations, this does not mean that the work is at an end; there is still a hold-off just as small odd jobs are left for the adjacent freeway routes. The freeway has several miles to be completed and within the freeway system there are quite a number of ramps to be constructed.

In the previous month, Mark Construction Inc. and Stewart Pacific-Eckstein both wore low hats on the Waimalu area. The Award of the freeway work for this year will be con-

More Retirees

Tennery, Dave $119.50

Trusty, Gus $142.00

Walding, Richard $225.00

Wodridge, L. A. Sr. $255.00

Young, George F. $140.00

Davis, Howard J. $252.70

Dennis, John E. $215.50

Fitzgerald, Stewart $252.70

Garceau, Robert A. $140.00

Gausepohl, Charles $250.00

Green, William $250.00

Hunt, William J. $230.00

Johnson, Albert $215.50

Johnson, Stanley W. $250.00

Kneale, Joseph $204.00

Kooy, W. H. $190.00

Kushmar, V. M. $214.00

Laroche, James $241.00

Lvens, James $225.00

Mardell, Charles $250.00

McGarvin, Al $140.00

Merrill, Lawrence $225.00

Metcalf, Charles $250.00

Painter, Charles $204.00

Perkins, Elmer $204.00

Peterson, Charles O. $255.70

Petterson, Carl $180.00

Petterson, David $220.00

J. A. Thompson & Son, Inc. Pearl City Naval Housing by PDC

The KapaaKaiwa, Highway and part of the H-3 Freeway is being constructed by Hawaiian Construction Co., Ltd. This project began the latter part of 1969 and has more than a hundred foot cut to maintain. This approach work is being done by the Island Construction Co., Ltd. The route eventually will extend to Schofield. The State Department of Transportation is focusing its efforts in connecting its islands into one island. This is being done as a precautionary safety measure to motorists. The Hawaii Highway and its associated work for small equipment. It is on schedule and the amount of small equipment has been allotted for this use.

On the overall view of the highway pattern, the Wai'anae Highway project is nearing completion. The type of work held up by the adjacent freeway routes. The freeway has several miles to be completed and within the freeway system there are quite a number of ramps to be constructed.

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Perkins, Elmer $204.00

Peterson, Charles O. $255.70

Petterson, Carl $180.00

Petterson, David $220.00

J. A. Thompson & Son, Inc. Pearl City Naval Housing by PDC

The KapaaKaiwa, Highway and part of the H-3 Freeway is being constructed by Hawaiian Construction Co., Ltd. This project began the latter part of 1969 and has more than a hundred foot cut to maintain. This approach work is being done by the Island Construction Co., Ltd. The route eventually will extend to Schofield. The State Department of Transportation is focusing its efforts in connecting its islands into one island. This is being done as a precautionary safety measure to motorists. The Hawaii Highway and its associated work for small equipment. It is on schedule and the amount of small equipment has been allotted for this use.

On the overall view of the highway pattern, the Wai'anae Highway project is nearing completion. The type of work held up by the adjacent freeway routes. The freeway has several miles to be completed and within the freeway system there are quite a number of ramps to be constructed.
SACRAMENTO

We wish to extend our deepest sympathy to Brother Howard Bead on the loss of his wife, instead of Richard Bead. Also the family of Brother Paul M. Johnson, a retired member. Brother Henry Roberts is in the Mercy Hospital on "J" Street for back surgery, so drop him a line to let him know he is in Reno.

We wish him a speedy recovery from the cancer office, and his many friends in the area.

MARYSVILLE

We have just been informed of the death of John Gessett of Colton. We sympathize with his family and friends. We had two great social blood donors in this district last month, James Walling and Mrs. Judy Dickson, wife of Brother Act Dickson. We thank you.

Hospitaled recently at Fremont Hospital were Connie Story and David Haggart. Helen Doidon is in Hospital and Charles Sanders is hospitalized at Yuba General Hospital. A speedy recovery to all of you.

TIDDEN

We wish a speedy recovery to the following brothers who have been "under the weather"—John Merrill, George Gomez, Raymond Dutcher, and his many friends in the area.

Henry Stobart is in the Mercy Hospital on "J" Street for back surgery. Brother W. H. Edwards is back in St. Joseph's Hospital with his family of Brother Paul M. Johnson, a retired member. Brother Gordon Bosley, Grievance Committeeman, was injured at work and will be on the mend. Our deepest sympathies are extended to Brother and Mrs. Millard DeWitt.

We have just been informed of the death of John Gossett of Colton. We extend our deepest sympathies to his family and friends. We also extend our sympathy to the Marcus Yordy family on the loss of their infant daughter on February 5, 1970.

SAN RAFAEL

Rev. Silverside, Public Relations Man for Brown-Eyed Company has been appointed to the Marble Property Owners Association, Congratulations, Rev.!!

Congratulations are in order to Brother Emu Percival and his wife on becoming proud parents of a boy, born March 22, 9 lbs., 20 oz.

Best wishes to Brother "Drake" Harris for a fast and speedy recovery after having had surgery on his hands. Brother A. M. Dewey is still confined at Kaiser Hospital in Terra Linda, and Ron Lee, report received, is doing very good.

Brother Dianno Gofield has been on the sick list, too. Best wishes for a fast recovery.

Brother Karl Wolff is recovering nicely from his recent surgery. Also Brother Charlie James who is at home recovering very nicely.

Brother Henry Hahn still out of commission, but able to get around.

STOCKTON

Our deepest sympathies are extended to Brother and Mrs. Wilfred Quinn on the loss of their son, First Lieutenant Melvin Quinn USMC, who was killed in action in Vietnam.

Brothers William A. Blaylock and Arthur Fowlis were seriously injured recently in an automobile accident. We are happy to report that both are recovering nicely.

Brother Gordon Bosley, Grievance Committeeman, was injured on the Fredonia-Walnut job when the electric pulf jumped out of gear while going uphill. Brother Bosley also is recuperating satisfactorily.

Brother W. H. Edwards is back in St. Joseph's Hospital with a new problem. We hope for a speedy recovery, Bill.

SWAP SHOP CORNER: Free Want Ads for Engineers


FOR SALE: 1/2 TON COMPRESSOR UNIT 220 volt, 4 HP, $145.00. Will advertise "sold." Together with free想知道 your tax wants you to advertise on a separate sheet of paper and submit it with your tax returns.

FOR SALE: 10 TOY BOAT PLANE MODEL 535 WITH SEVEN UNDER 30 WORDS OR LESS INCLUDING YOUR NAME, ADDRESS, PHONE NUMBER.

FOR SALE: TRIGLUE WELDING TOOLS, COMBINE FOR $95.00. See the interest. 8475 3-1.

FOR SALE: UNICORN ROTO-EDGE, M-250F ONLY 700.00. Available at the next swap. 8475 3-1.

FOR SALE: TWO WHEELER 50 NEW ONLY 250.00. 8475 3-1.


FOR SALE: CLOWN CRUISER for sale. Low hours. Must go. $1,200.00. Call 8475 3-1.


MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

1970 Schedule of Semi-Annual, District and Sub-District Meetings

Semi-Annual Meetings

July
11 San Francisco, Sat. 10:00 p.m.

District & Sub-District Meetings

May
5 Sacramento, Tues., 8:00 p.m.
12 Stockton, Tues., 8:00 p.m.
22 Redding, Wed., 8:00 p.m.
23 Oroville, Thurs., 8:00 p.m.
27 San Francisco, Wed., 5 p.m.

June
2 Fresno, Thurs., 8:00 p.m.
5 Prava, Fri., 8:00 p.m.
6 Reno, Sat., 8:00 p.m.
11 San Rosa, Thurs., 8:00 p.m.

July
21 Eureka, Thurs., 8:00 p.m.
22 Redding, Wed., 8:00 p.m.
23 Oroville, Thurs., 8:00 p.m.
27 San Francisco, Wed., 5 p.m.
50 Hills, Thurs., 7:30 p.m.

August
5 San Francisco, Wed., 8:00 p.m.
10 Stockton, Tues., 8:00 p.m.
11 San Francisco, Thurs., 8:00 p.m.
10 San Francisco, Wed., 8:00 p.m.

District & Sub-District Meeting Places

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2006 Broadway
Redding, Engineers Bldg., 100 Lake St.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, YWCA Community Bldg., 2806 Richmond St.
Hilo, Hawaii Tech. School, 1170 Manono St.
San Jose Labor Temple, 2102 Almaden Blvd.
San Francisco, Engineers Bldg., 2006 N. California

Statewide Labor Choices

U. S. Senator
GEORGE E. BROWN, Jr. (D)
Governor
JESSE UNRROI (D)
Lt. Governor
ALFRED E. ALCOTT (D)
Secretary of State
EDMUND G. BROWN, Jr. (D)
Controller
HERMAN SILLAS (D)
Attorney General
MILTON G. GORDON (D)
State Treasurer
CHARLES A. O'BRIEN (D)

Supt. of Public Instruction
JULIAN NAVA

Council Rates City Propositions

San Jose Picking Up

By ROB SKIDGICH
MIKE KRAYNACK & JACK BIRCHER

San Jose's labor council has developed an eight-year plan to improve the city's health and safety in the public and private sectors.

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Supt. of Public Instruction
JULIAN NAVA

Hawaii Still Booming ...

Continued from Page 4

ASPHALT PAVING INDUSTRY—Hawaii Bituminous Paving Co., Ltd. has resumed reinforcing Runways 11 and 26 at the Honolulu International Airport. Approximately four layers of asphalt placed, which is equal to 1000 tons will be used in this venture. The employer has prepared a planned calendar dates to complete the work.

Brother William Ko, Grievance Committee Chairman and also assistant at Hawaiian Bituminous Paving Co., Ltd. has submitted a noti- fication for the year 1970, based on the situation for the year 1970, which provides work assignments within the Hawaiian Bituminous Paving Co., Ltd. It has recently hired eight more engineers bringing the total of two hundred and fifty employees.

HOOKE INDUSTRY—Brother Benjamin Lishak, Steward at Associated Steel Workers, Ltd., has informed us that the work almost is in the Hooke Industry is beginning to slow down.

NEGOTIATIONS—Interim re-