



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIF.



January 17, 1947

## Big Job Ahead of Labor, Pres. Green Warns

### AFL responsibilities told in message for New Year

By WILLIAM GREEN

President, American Federation of Labor

America must find the answers to the all-important problems of peacetime progress in 1947.

Our country must keep alive the spirit of international cooperation through which the United Nations can lead the world to an era of permanent peace, based upon justice to all nations.

At home, our people must revive the spirit of national cooperation for the protection of our fundamental freedoms and the attainment of lasting prosperity and security.

There is a tremendous job ahead of us. We must halt the engulfing tide of inflation without inviting a reactionary tide of deflation. We must build millions of new homes for our citizens and especially for ex-servicemen who now lack a decent place to live. We must increase production to meet the needs of our people and to bring about a long overdue reduction in prices. We must keep wages and purchasing power high so that industry and agriculture can be assured of a domestic market for the tremendous flow of factory and farm products.

These are some of the minimum and urgent tasks facing the nation. Beyond these immediate goals, we must provide by law a full measure of social security for the American people so that the fear of poverty, the danger of destitution in old age and the risks of illness without proper medical care can be banished from our land.

#### National Unity Vital

This constructive program requires a high measure of national unity and the same kind of fighting determination to overcome all obstacles which brought us victory in the war.

But today, I regret to report, war-time unity has for the most part disintegrated and America is being torn apart by dangerous tensions. The key factors in our industrial life are pulling and hauling against each other in an economic tug of war. The powerful forces of management and labor which should be part of the same industrial team—working together, producing together and progressing together—are now, in many instances, struggling at cross purposes.

That is not consistent with the American way of life. It is equally obnoxious to the fundamental philosophy of the American Federation of Labor.

#### Stresses Teamwork

We in the American Federation of Labor believe sincerely in teamwork between labor and management. We have found through long years of experience that it works and that it pays. When industrial peace reigns, when labor-management cooperation is firmly established, production booms, jobs are plentiful and prices can be reduced. The workers benefit, the employers gain and the public as a whole prospers.

Our great hope for 1947 is that this will become the accepted policy of all American business and labor. Then we can capitalize on the many elements in the present economic situation which are favorable. As President Truman's Council of Economic Advisers reported recently, the nation's pro-

ductive abilities are almost unlimited and the demand for food products and factory products is backed up by an unprecedented accumulation of purchasing power.

Then what is stopping us from going ahead? In my opinion, it is the lack of a broad understanding between industry and labor that they are indispensable to each other and that both owe a joint and fundamental responsibility to the public to live together and work together in peace and harmony.

#### Free Enterprise

The first step toward such an understanding is a firm pledge and commitment to respect and safeguard the free enterprise of industry and labor. Industry has now been freed from Government controls. It should be satisfied. It should not seek the imposition of new Government controls on labor, either by legislation or administrative order. That, in the end, would mean Government control of business, too. Economic stability and economic progress can only be gained through economic freedom.

The American way of life is not static. It must keep changing for the better all the time. Organized labor recognizes this truth. It is time industry also understood it and conformed to it, instead of trying to apply the brakes and throw our economy into reverse.

The American Federation of Labor hopes that in 1947 the forces of reason and progress will triumph over the few extremists whose refusal to keep in step with the times threatens the welfare of our country.

In anticipation that the great promise of the future will be fulfilled, I extend to all members of the American Federation of Labor and to the American people as a whole best wishes for a happy and prosperous and peaceful New Year.

### Building Trade Apprentices in U.S. Increasing

Washington, D. C. Although less new construction was begun in November as compared to October, the total number of apprentices in the building trades continued to increase. Reporting a total of 87,483 construction apprentices at the end of the month, the Apprentice-Training Service of the U. S. Department of Labor pointed out that that figure does not represent full coverage of all apprentices, but is based on 3618 reports received from all parts of the country.

### Appeals to Unions



AFL Pres. William Green, deeply concerned over the threatened attack on labor's rights in the 80th Congress, called on AFL state federations and city central bodies to take immediate political action to protect themselves and the nation. (Federated Pictures)

### Redding office moves; several big jobs loom

By E. A. HESTER  
Business Representative

Redding—By reason of the phoney law, whereby saloons are required to maintain a restaurant, we were forced to move our office. The Redding office is now located at 1254 California street. We have a larger place, a better place and a better location. We will be able to hold small meetings. For that reason, this office will remain open every Thursday evening. Drop in, Brothers—meet the brothers—become better acquainted. Let's discuss our problems and find out what's doing here and elsewhere.

We have it over the grapevine that Morrison-Knudsen are building two camps. One at Burney and one at Poison Lake. The camps will house 250 men each. The Fruit Growers Association of Westwood is extending its railroad from Poison Lake to McCloud, where it will connect with another line. A distance of 54 miles, rough country and heavy grading. I understand that Morrison-Knudsen are going to do the job. Morrison-Knudsen Co. will soon have their PG&E \$940,000 dam job completed at Fall River Mills. This work is being done for the PG&E, along with their \$160,000,000 1947 and 1948 construction program, of which the majority of the work will be in Northern California.

#### 'Big Timber' Road

N. M. Ball and Son have started work on a six mile section of the Big Timber Road, north of Hayfork. This is an addition of three (Continued on Page 4)

### Big job on Feather River awarded this month for levee construction work

By WILLIAM C. WAACK  
Business Representative

Marysville—Two miles east of Gridley and eight miles north is a section of levee that will be unusual in construction as far as levees go. This section is 3.5 miles of relocation of the west bank of the Feather River starting opposite the Rio Bonito station, then upstream. For 3,000 feet a trench will be excavated through the tailing piles left by the gold dredgers. The cobble rocks will be removed and an earth core substituted, then reinforced again with the rocks taken from the pit. There are 1,300,000 cubic yards in this section of the operation, and this excavation should belong to several large draglines or shovels, a three shift job. Who gets the job will be determined on the 16th of this month. Only 60 sets of specifications have been issued, so it's anyone's guess as to the successful contractor.

Yuba Consolidated presents the usual number of contract interpretations. At our December meetings a number of grievances were filed, among them a request for reclassifications of a group in the repair gang, also two of the electric shop. It was impossible to get an appointment with supervision until January, and the matter was laid squarely in the laps of the company. Unless adjustments are made by the 13th of this month, it will be necessary for the Union to set up the grievance committee in San Francisco.

Word has come to the office that George Wilbur has quit Biggs No. 3. Sorry to see George leave. Howard Good will take over the steward job, however. Boat No. 14 seems slow in getting their grievance committeeman's name into the office. Well, maybe it's going to be the job of the rest of the rigs and departments to carry this boat along, which is something we don't like to do.

Dave Workman, while discussing the merits of the Hammonton Ball Club for the 1947 season, did a nice job in out-fumbling me with the dice box in Fricks "Club Room." With the hunting seasons closed, the hot stove league goes into session, and with the first of the spring sunshine we should see some of the cripples shake out their "Charley Horses."

#### Frank Brophy Dies

One of the young "Old Timers" won't be on the sidelines this season, however. Frank E. Brophy, a dredge man with Yuba for 31 years, passed away on the 11th of December. Frank was the father of the famous Brophy twins, Wilbur and Willard, two of the finest ball players in this country. All three were members of Local 3, Frank representing the cleanup gang on the grievance committee. One of the boys, is it Wilbur or Willard— is now doing his stretch with Uncle Sam, while the other is at Hammonton. Our sympathy goes to the family of this fine fellow.

Earl Parker, our genial Marysville contractor (who ordered a lot of calendars but didn't get but a few) phew, is still listening and hoping that the six rigs he has at

Meridian and the seven at Knights Landing will hang together until "Spike" gets back. Yes sir, Brothers, Spike is taking a month off, believe it or not. Perry Parker is taking over in his absence. Twelve rigs are still land leveling in the Parker spread.

#### Dry Weather Hopes

Mike O'Hair, the Colusa land leveler, is still wondering how long the dry weather will hang on. Bro. Sam Woods, Mike's lube man, has been passing out a good brand of cigars. It's now a Sam, Junior. This spread of equipment in the Colusa district levels plenty of acres in the course of a year.

Clarence Baker has three jobs left to finish at Chico. Six of the cats are down at Tipton-Tulare County. Walter Poore is back nut-busting for Baker.

Butte Creek Sand has taken a new lease on life. This is the former Johnson Rock setup. The management has definitely stated that it is their intention to go along. Lester Rice is making real headway on his bridge approaches. Equipment is scattered and working from the D Street bridge to Yuba City. Everyone is happy, including the contractor.

Yuba Sand and Gravel took over the P.C.A. sand site on the north levee. Supt. McBurney intends to increase the production of his plant for the coming spring.

The general outlook for work in the northern valley for the coming year insofar as construction goes is good.

## U. S. Nearing Inflation Peak

Champagne, Ill. — The United States is "approaching the peak of the inflationary phase of the business cycle" it was declared by the Bureau of Economic and Business Research of the University of Illinois in a report made public here.

"Supporting this belief are the facts that the volume of available goods is increasing as distribution pipelines are being filled, that high prices since the OPA controls are putting many consumers out of the market and thus lessening demand, and that many business concerns are reexamining their buying policies and expressing concern over the unbalance of inventories and the size of forward commitments for merchandise," the report said.



### Report of last meeting

The meeting was called to order at 8:10 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 130 members present.

At this time Brother J. H. Martin requested the floor and spoke in regard to the Pan-Humanity League and Institute of Men. After a short outline of the intent of the Institute, he passed out pamphlets further explaining the institution. No action was taken.

A synopsis of the Regular Meeting Minutes of December 7 and of the Executive Board Minutes of January 4 read and approved as read by motion.

Cards of thanks were received from Mrs. Williams and family; Mrs. Gerald Mathews and family and the Dewins family. Received and filed.

The Business Agents gave their reports which were received as given.

The report of the General Secretary-Treasurer was read by President Clancy.

Brothers Newell Carmen and Kevin Walsh of Local No. 39 were present at the meeting.

The following Brothers were reported ill: George C. Hill, Wm. C. Budd, A. L. Bittleston, Gordon L. Capps, Wm. Duncan, Grady M. Harwell, Joseph Joyce, F. D. Lemley, Clarence Norwood, Harry Michelsen, B. J. Sherman, J. Shippey, John E. Silva, H. T. Williams, Leo Stewart, P. L. Young, F. L. Brown, J. T. Cavalier, W. C. Gibson, W. Summers, E. J. Ward, C. Xavier, R. B. Martin, John Kugler, John C. Daly, David H. Stein, M. Jakovac, Fred L. Botts, J. M. Grover, L. Brazzanovich, Alvin A. Wetmore, R. C. McAuliffe and H. B. Addington.

The following Brothers were reported deceased: Leslie Jilbert, Henry J. Stockel, Mads C. Madsen, Frank E. Brophy, Ralph Worley, Wm. P. Federoff, Abel Hodge and Jack Taylor.

Brother Foss reported that Brother Charles Clark, member since 1902, now out on a withdrawal card, sent his regards to the members and that he would be glad to have any of the members visit him who happened to be in San Jose.

Under New Business, there was a general discussion regarding group insurance, no action being taken.

Brother Lester Gomez, cited for trial, was not present. In view of the explanation of Brother Clem, Brother Gomez was excused and President Clancy set the trial for February 1, 1947.

There being no further business to come before the meeting, it adjourned.

Respectfully submitted,

C. F. MATHEWS,

Recording Secretary.

### Drop Something, Brother?

By JOSEPH RILEY, Business Representative

Did you drop something, brother? It's time you picked it up! Your G.I. insurance is good insurance, a good investment and a good idea. Now it is easy—get it—while you're still able.

Before going any further—I'm not selling insurance, merely submitting this article for information. After all, Local No. 3 had around 2100 members in the service and some may gain financially from this column.

Your benefits: For a small sum, ranging from 6c to 94c per \$1000, your policy may pay you \$5.00 per month per \$1000 carried, if you are totally disabled for at least 6 months.

Premiums will be waived upon application if you are totally disabled for more than 6 months.

You may borrow at 4% on 94% of cash value.

A converted policy after a year has a cash value.

Your money above net cost of insurance earns 3%.

There will be dividends on all policies.

A new reinstatement date has been established until February, 1947. Two months premiums is all that is required and no physical examination. The cost of G.I. Insurance cannot be beaten.

There is a choice of 7 different policies.

There is no war or hazardous occupation clauses. You have 8 years to convert your term policy, if it was originally taken out prior to January, 1946, 5 years, if since then.

Any amount of insurance may be carried in Multiples of \$500 above \$1,000.

You may now carry the full \$10,000, even if you had less in service.

You may declare a converted policy paid up at any time. This means you will be insured by a paid policy for the amount of paid-up insurance. Payments are non-taxable. Convert while your age makes costs low.

Your terminal leave bonds may be used for paying premiums. Ten million Vets have allowed their insurance to lapse—the February deadline is looming closer.

The Veterans Administration has certified 10,000 disabled Veterans for free automobiles.

### ENGINEERS' NEWS

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### Weather holding down principal work in Nevada

By H. L. SPENCE  
Business Representative

Reno—Two state highway jobs were let at Carson City, Nevada on December 30, 1946. Nevada Construction Inc. (better known as Duque & Frazzini) were low bidders on the job from Carson City to Kings Canyon. Hoops Construction Co., from Idaho, was low bidder on the 10 miles of highway work in White Pine County, which is 50 miles east of Ely, Nevada, from Sacramento Pass to Baker Junction. However, there will not be very much work on either job until spring.

Dodge Construction Company is working on their job in Smokey Valley between storms. Their job at Battle Mountain has shut down until spring. Their job east of Wells, Nevada that Roy Cram was on is also shut down on account of weather conditions.

### Stripping Job On

Isbell Construction Company's stripping job at Kimberly, Nevada, is still going. Brother Ed Clifford who did a very good job as steward, resigned as steward on December 21st. Brother Clifford was replaced by Brother Henry E. Sherman, who I am sure will do a good job as steward with the cooperation that I am sure all the Brothers on the job will give him. Isbell Construction Company is also doing a few small jobs in and around Reno. Their gravel plant on East Second Street is operating full blast.

Smith Petersen's gravel plant is going along like clockwork, with Brother Chris Petersen on the link belt at their gravel pit.

John Powers & Company is doing a lot of local work.

George Miller's Company has a number of small jobs in and around Reno.

Earl Games seems to keep his crew busy on small jobs around Reno. I have seen Brother Bill Games every day or so moving equipment and working around town.

Work has slowed down quite a lot in the State of Nevada on ac-

### She's Well Pinned



Most "pinned up" American beauty of 1946 is curvaceous Myra Keck of Haverford, Pa. The bathing suit is supported by her title. (Federated Pictures)

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### Reverse Research

A social worker was talking to a girl in a slum district.

"Where's your father?"

"He's in the penitentiary."

"And your mother?"

"Oh, she's gone to the insane asylum."

"What about your sister?"

"They took her to the reformatory."

"Well, your brother, now, how about him?"

"Oh, he's at Harvard."

"At Harvard? That's fine—what's he studying?"

"He ain't studying anything—they're studying him."

count of the cold weather, but there will be plenty before too long a time to keep all the boys busy.

### Fresno reports leveling steps up 100 percent

By H. T. PETERSEN and  
GLEN DOBYNS  
Business Representatives

Fresno — During the past month this office has noticed an increase of over 100% in land leveling activities in the area, most of the outfits coming from the North and all having considerable acreage ahead of them. However, the Rand Construction Co. and Vennell Co. are still doing some work in Tulare County. Incidentally, Rand Construction Co. was low bidder on the east side highway job, half of which is in Tulare and the other half in Kern County. It is our intention to meet with this contractor and the State Highway Dept. engineers to work out the problems of the different wage scales involved on this one job.

The pipeline contractors, Macco Robertson, Pacific Pipe Co. and W. M. Lyles Co. all have several small construction jobs in progress in addition to the ditching for farmers in irrigation systems.

Grant Pacific Rock Co. plant at Lindsay has been tied up for the past two weeks by a picket placed on the Spalding Lumber Co. batch plant at Lindsay. It is hoped that the matter will be adjusted by an early date in January.

### Weather Stops Job

Gunner Co.'s job in Merced has been shut down for the duration of the wet weather; however their job south of Fresno is getting well under way. Engineers working on this job at the present time however, are being handicapped by wet weather.

Brewster Co., Thompson Bros. and Weller Co., all from the oil-fields area, seem to have plenty of work ahead of them to keep our members busy for some time to come.

Biasotti Co. is just moving in on their highway job on the west side. Al Regalia will be superintendent.

### Start Highway

Basich Bros. have started their highway job in Fresno and are operating on a one-shift basis.

All canal contractors are going (Continued on Page 8)

### Some Important Dates for Veterans

DATE	(BENEFIT)	WHAT IT MEANS TO YOU
Feb. 1, 1947	Insurance	Last day to reinstate lapsed term insurance policies without a physical examination. DO IT NOW.
Dec. 31, 1949	Insurance	Last day for <b>DISABLED VETERANS</b> With Service Connected Disabilities, to reinstate term insurance policies without physical examinations. DO IT NOW.
8 years from date of issue on G.I. policies issued before Jan. 1, 1946	Insurance	Time within which you may convert your term policy into a permanent insurance policy. THINK IT OVER — PLENTY OF TIME.
5 years from date of issue of policies issued on or before Jan. 1, 1946	Insurance	Time within which you may convert your term insurance into a permanent insurance policy. THINK IT OVER—PLENTY OF TIME.
2 years from the official end of the war	Readjustment Allowances	Ex-servicemen and women discharged before the official end of the war may apply for readjustment allowances throughout this period. (USE ONLY IF NEEDED).
4 years from the official end of the war	Education and Training	Ex-servicemen and women discharged before the official end of the war may apply for education or training under the G.I. Bill within this period.
9 years from the official end of the war	Education and Training	An education or training taken under the G.I. Bill, and any vocational rehabilitation taken under Public Law 16, must be completed within this period.
10 years from the official end of the war	G.I. Loans	Time within which veterans may apply for guaranty or insurance of loans under the G.I. Bill. THINK IT OVER. PLENTY OF TIME.
1 year from discharge or separation	Dental Service	Best time to apply for treatment of service-connected dental conditions.
1 year from date of notification of determination	Disability Compensation	Time within which to appeal decision of the VA's Rating Board (disability compensation cases).

(For additional information visit or write your nearest Veterans Administration Office.)



# Report of San Jose office

By RICHARD A. CHRISTIANSEN  
Business Representative

**San Jose**—I respectfully submit the following report of activities in the territory to which I am assigned, during the period from December 1, 1946 to January 4, 1947.

First, may I take the liberty of wishing all, the best of everything during the year 1947, and hope and pray for a united front toward the end of obtaining better conditions and wages and elimination of jurisdictional controversies which only retard progress and curtail the chances for good wages and conditions.

During this month it has not been possible to put through contracts which have been and are still under negotiation. This is largely due to the holiday season when so often the principals involved have been unable to get together. It is believed such contracts as are at present under negotiation will be consummated shortly.

## Hotel Negotiations

In the San Jose area and in particular in the city of San Jose, negotiations have been carried on for the engineers employed at the Montgomery and De Anza hotels. The Montgomery Hotel, countering my request for a \$300 per month, 40 hour week, have offered \$275 on a 48 hour week. At the De Anza Hotel, they offer \$260 and one meal per day, on a 48 hour week. Negotiations are still in progress.

At the U. S. Products Co., Mr. McGann has intimated he would negotiate a contract with the Engineers for the cold storage plant but only if we do so at the prevailing scale of wages at the ice industry plants in San Jose, but will pay the scale set when contracts for such are consummated this spring. However, he does prefer waiting until this is done. We hope to make some progress in the immediate future.

**O'CONNOR SANITARIUM, San Jose, Calif.**—Contract with this hospital presented and wages asked for have been reported as being not into effect January 1, 1947. I am awaiting confirmation and trust to receive return of signed contracts. I have asked for a contract on the 40 hour week. However, the Sister in charge of the hospital intimated they would have to work on a 48 hour week. Hence, until this is fully established I am unable to state if the hourly rate will be that desired, or requested.

**J. C. PENNEY CO., San Jose, Calif.**—We are fortunate in that one of the members of Local 39 has been given the position of Chief Engineer at their new building, and it is hoped that before long a contract will be signed.

**GAMBORD MEAT CO., SAN JOSE TALLOW WORKS, KAUFMAN MEAT CO., San Jose, Calif.**—These plants visited with a view to signing up engineers and subsequently procuring contracts for our men. Favorable outlook is had with the Gambord Meat Co. and at the Kaufman plants.

**R. T. COLLIER PLANT, Alviso, Calif.**—This plant which is now in operation, is in the process of negotiating a master contract covering any and all crafts at the plant. Under such a contract, should a member of any craft not a signator to the contract at present, subsequently be employed and working 51 per cent or more per day under such craft, said craft would automatically become a member thereto. It is believed it will eliminate jurisdictional controversies, etc., and automatically set the scale of wages for the respective crafts without the necessity of sitting down and negotiating further.

**SEGO MILK CO., Salinas, Calif.**—Clarification given members and the management regarding the five day work week and what constitutes "overtime." It appeared that in an endeavor to grant special consideration to the men, this clause in the former contract had not been fully observed but the management and chief engineer after consultations have been adhering thereto.

**TERVIN PRODUCTS CO., Salinas, Calif.**—This firm has curtailed its cannery industry and may not reopen therefor and consequently has released from employment four men, two of whom were fully paid up members and who are now seeking other employment. I am endeavoring to have them placed.

**MONTEREY ICE & DEVELOPMENT CO., Salinas, Calif.**—This plant is undergoing an entire rebuilding process and the addition of an additional ice tank. Men engaged in duties other than pulling or operation of compressors. It is hoped it will be ready by the coming season.

**WESTERN FROZEN FOODS, Watsonville, Calif.**—The engineer employed at this plant, realizing the opportunity to better himself and possibility of securing better wages, has made application for membership in the Engineers. Scale of wages paid him—\$1.05 per hour on a 48 hour week. He advises that the Chemical Workers Union has a contract for this plant. Effort will be made to negotiate a contract for him.

**SECURITY WAREHOUSE PLANTS, Santa Clara and San Jose, Calif.**—Due to a reduction in business, men have been released at both plants. However, with a few exceptions where offers have been extended to the men to work at general duties at reduced rates, men are taking other employment elsewhere. Further investigation is being made relative to actual reasons for the curtailment of employees at this time.

While there is a trend toward what might be a decline in business, it still appears that the dismissal of employees may indirectly have some bearing on the forthcoming negotiations for a new contract for the coming year. A careful study is being made in this connection.

Regular meetings held by Local 39 at San Jose and Salinas have been held although attendance somewhat small. We trust members will come out regularly and as many as possible in order to voice their desires, complaints, or what not in order that your business representative may be fully informed and serve you as desired. Again, best wishes to one and all for a happy and prosperous 1946.

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## Redding

(Continued from Page 1)  
contract jobs already under way. An additional five mile project north of Hayfork is scheduled for early spring. In the same locality we have a \$600,000 State highway improvement job coming up this spring, along with about two more large federal road jobs. S. C. Giles of Stockton has begun work on a \$75,000 bridge contract, also in the Hayfork district. There are several other jobs like this coming up very soon.

Eichleay Engineering Corporation of Pittsburgh, Pennsylvania, submitted the low bid of \$448,000 for the completion of the remaining portion of three penstocks at Shasta Dam. This work is scheduled to be under way soon.

**\$3 Million Job**  
Bids were opened December 26, 1946, on a \$3,000,000 power line which leads from Cottonwood to Eureka. There will be a lot of good cat work on this job. The job has not as yet been awarded. At this time work is very slow, due to the fact that we are getting our share of cold weather, snow and rain. Although we do not have many men on our out-of-work list.

N. M. Ball and Son are anticipating starting a swing shift on the Shasta job. If they do, that alone will take care of all the men we have on the out-of-work list.

In closing, I wish each and every one of you a Prosperous and Happy New Year. Thanks to all for the many beautiful Christmas cards I received.

★ ★ ★  
Cynical Celia says the only thing that's on the up-and-up nowadays is the cost of living.

# Report from Stockton

By R. E. McCARTHY  
Business Representative

**Stockton**—Every time that I visit the Golden State plant at Merced, if a stranger to labor was with me, he would think that we were in a hornets' nest, but we have the swellest bunch of engineers here a person could meet. Ray Groh has done a swell job here, and as long as the harmony persists at this plant, we won't worry about it.

Remarks from Brother Campbell, business representative in the Fresno district, sent me out looking for a dehydrator plant between Atwater and Livingston the other day. Really was something. Any business representative looking for a plant in this territory should have all navigation instruments known to man, he sure needs them. After searching for about three hours, I finally located the Pucicelli Dehydrator out in the middle of a vineyard, on a little used side road, and to top it off a Company Union in the bargain. I wonder if its location was wishful thinking on the part of the employer?

Now that the holidays are over and done with, we can probably get down to business organizing the unorganized.

## Prospect for Labor

Questions frequently asked are: "What will this new Congress and Senate do with Labor legislation, past and present. The only thing to do is to wait and see, but it brings to my mind the thought of how is the minority going to tell the majority what to do. If they try it then all the principles of democracy as laid down by the majority through vote, and otherwise shall be violated. Think it over Brothers, we have another election coming up soon.

Brother Pedro Flores of the Cresote Plant got tied up with the Pole Peeler the other day and lost four fingers. The boys got busy and took up a little collection for a gift for him. Nice going fellows.

## Poultry Contract

We will start negotiations for a new contract at the Acme Poultry Producers in Turlock sometime this month.

Wish that the engineers at the Golden State plant in Newman would watch the water tank a little closer. My car got an unexpected bath when I was down there a few days ago; the moral—Keep it out from under the water tank.

Negotiations for the Milk Condenseries are under way with the Milk Manufacturers' Association, and it looks like they will come out in good shape.

There is only one place that gives this writer a headache, and that is the Los Banos Dairymen's Association at Los Banos, seems that the manager at this plant likes to be known as a big shot and the men working in the plant as low as they can possibly get. Mr. Dunne has a very unpleasant surprise coming and I certainly am going to do all I can to make it very disagreeable so he won't forget it.

## Right to Resent

Two drunks were having a brawl in the middle of town when a stranger managed to part them. "What's the reason for this fight?" he inquired.

"I called him a liar," growled one of the combatants.

"Suppose I am a liar," roared the other, "I've got a right to be sensitive about it, ain't I?"

## THE FACTS OF LIFE

"F-e-e-t," the teacher exclaimed, "what does that spell, Mary?"

"I dunno."

"Well, what is it that a cow has four of and I have only two?" So Mary told her.

★ ★ ★  
A woman uses her intelligence to find reasons to support her intuition.—CHESTERTON.

# Outlook in San Jose area for 1947 looks promising, declares representative

By M. G. MURPHY  
Business Representative

**San Jose**—The anticipated construction of many industrial plants coupled with a few good highway jobs makes the outlook for this district fairly bright. Below is a brief summary of a few of the plants contemplated. These figures are approximate:

\$300,000 plant near Moffett Field for Basalt Rock Company; \$700,000 plant for Pittsburg-Des Moines; \$2,000,000 plant on Monterey Road for General Electric; a \$1,000,000 drive-in theatre, drive-in restaurant, and drive-in market for Santa Clara; \$100,000 plant for California Fruit Exchange; \$250,000 plant for Santa Clara Metal Co.; \$300,000 frozen food plant for Joseph Kiser Co.; \$250,000 plant for Three Ribbons Packing Co.; \$250,000 plant for Monarch Match Company. Plans are also being made for the construction of a new \$895,000 Bean Cutler division factory to be located on the Newhall site. This is to replace the present plant. I understand Earl W. Heple is to be the contractor on this job.

## Highway Prospects

Now for a brief summary on the contemplated highway work. I understand the state will be calling for bids some time in March for the Rob Roy Junction to Santa Cruz highway. . . In the near future also is the highway from Wadell Creek to San Mateo county line. I believe I mentioned before that Granite Construction are constructing the bridge on Wadell Creek. . . Another job to be let is the highway between Santa Cruz and Davenport, also the one between Gilroy and Sargeant on the 101. This will then make it a four lane highway on 101 between Gilroy and Salinas (when Teichert has completed his most recent contract). As you no doubt know, he has two large jobs between Salinas and Sargeant. . . Understand there is to be some work done on the Pacheco Pass which should greatly improve this highway.

The conservation dam on Los Gatos Creek has not been forgotten either and Santa Clara County representatives in the State Legislature have pledged themselves to introduce a bill asking for funds to re-route the Los Gatos-Santa Cruz Highway in order to allow eventual construction of the proposed 25,000 acre foot conservation dam.

## San Jose Doings

At the present time the only thing that I can say is that it is a little slack in this division due to recent rains and the completion of some of our large jobs. However, many of the local contractors are still busy with the numerous housing projects scattered all over the county. . . N. M. Ball poured their last yard of concrete on the Freeway on the 3rd of this month, and into that concrete went overalls, jumpers and about fourteen hats—some good and some not so good. I made myself scarce when I knew this was about to happen as I didn't want to lose my one and only hat. Immediately after the last concrete was poured there was great joy and refreshments were served. (I didn't say what). This helped to atone for the loss of so many chapeaus and other clothes. Much cleaning up has to be done on this job yet and there is also shoulder work to be completed before acceptance by the state. . . Union Paving have finished their concrete on West San Jarnos and are preparing to divert the traffic on the new strip while they in turn reconstruct the old one.

## News of Gilroy

Granite Construction is still quite busy on their Ferguson Road job and do not expect to have it completed for some time. Their biggest item on this job is bridges. . . I must not forget to mention that the Bay City Engineering Co. on the Be Ge Manufacturing Plant at Gilroy are experiencing difficulty in getting the steel for this job and it looks as though it will be some time before this job is completed.

## Moss Landing Items

Granite Construction have a fairly good job at Moss Landing on the break-water and are progressing nicely. They employ about six of our brothers on that particular job and they expect to be there for some time yet. Granite in all, employs around forty or forty-five of our members on various jobs in and around Salinas, Watsonville and Monterey. These jobs are small and too numerous to mention.

## Monterey News

Stanley Ball in Monterey, has just about completed one strip on his highway job (which is concrete) and will be moving the excavating equipment back to remove the old present highway, which, in turn, will be replaced by another concrete strip—same dimensions as the one just completed.

## In King City

Rand Construction Company have completed their road building job for the Shell Oil Company and have moved their equipment back to their job north of Bakersfield.

## Report on Salinas

A. Teichert have completed the black top on their first job on 101 and have now moved all their equipment and operators forward on their latest job and are making rapid progress. It is still a long way off until the finish of this job as there is much heavy excavation to be done. Teichert is still carrying a force of about thirty men on this job. . . McGuire & Hester have a fair-sized sewer job at Salinas but have had difficulty over the heavy rains. They have again resumed operations, however.

## News of the Members

Brother Charley Steele (better known as "Sammy") has returned from one year in Germany. He has deposited his withdrawal card and is now ready for business. . . Another brother, who turned in his Service Withdrawal during the past two months is "Red" Mercer. Many of the brothers will remember Red from Camp Roberts and Ord. Understand Red also brought back a very charming wife with him. . . Brother John Coelho, who has been confined to Fort Miley with a broken leg for the last six months, hopes to be able to resume his former occupation again very soon. . . It is with regret that I report the death of Brother "Buster" Monroe, who was killed recently in an automobile accident. His wife was also seriously injured in the same accident but she is well on the way to recovery now.

# Oakland veteran engineer passes

By T. J. ROBERTS

Last week Stationary Engineers Local 39 lost one of its veteran members—N. G. Lindgren—who resided in Oakland for the past 50 years and was a member of the Stationary Engineers in Oakland since 1901. He served as a secretary-treasurer for 34 consecutive years. For years he was employed for the city of Oakland as steam roller engineer, and about ten years ago was pensioned. He maintained membership in the Local, and paid dues until his death.

Mr. Lindgren took active interest in civic affairs and owned considerable property at the time of his passing away.

The funeral was attended by a number of the Stationary Engineers of this Local. We extend sincere sympathy to the late brother's family.

★ ★ ★  
When prosperity comes, do not use all of it. —CONFUCIUS.



# News from the San Francisco office

By P. E. Vandewark, Pat Clancy and Chet Elliott, Business Representatives

**San Francisco**—We are now negotiating new agreements with the Building Material Dealers Association, Steel Erectors, and others whose agreements are expiring at this time. In this connection a great deal of time has been spent out of town attending meetings. The agreement with the material yards has not been signed yet. The Negotiating Committee of the Dealers agreed verbally to a wage increase but the subject matter must go back to the Association for final word.

At this time there is no doubt but what the recommendation of the negotiating committee of the employers will be carried out by that group. The two meetings with the Steel Erectors Association did not get too much headway but we are expecting more progress after our next meeting which will be held in a few days.

## Hunters Point Job

American Bridge Co. at Hunters Point have about completed all of their steel erection with only clean-up work left to be done. Peter Kiewit Co. have a few brothers busy on their building job at the Point. Joe Gerrick has the steel raising on this job, a full crew having started in this week on the erection.

Erbtraut & Summers building job on which they have been working for several months, is rapidly nearing the completion stage.

Ben C. Gerwick has not started on his piledriving pier as yet. There still remains several thousand yards of excavation and import fill to be done before they can commence the pier work, although several brothers are finding plenty to do in preparation for the job.

## "The Spring Rush"

Charles Harney has quite a number of brother repairmen busy in his shop, getting ready for the Spring rush. Harney also has most of his rigs working on several jobs scattered about town. Some of his jobs have been seriously held up on account of the shortage of large water pipe, but is hoped that this material will become more abundant in the very near future. Piombo Bros. have several rigs still busy on the Laguna Honda reservoir in spite of the recent rainy weather. Several brothers are also busy in the ship repairing cats and shovels.

Eaton & Smith have very little work in progress at the present time — Guerrero street widening being their biggest at present.

M & K Corp. are still busy on the 17th street sewer job, although the largest part of the job has already been done—a lot of work yet remains.

## Housing Curtailed

Barrett & Hilp had a lot of their activities curtailed when the Federal Government withdrew funds from the Federal Public Housing program. The company still has a few jobs in progress, keeping quite a number of the brothers steadily employed, such as the Apparell City project, a large concrete building in Mira Loma Park and the repairmen in their shop.

Standard Bldg. Co. still has all of their cats in operation developing more real estate for new homes which are so badly needed at the present time. There is a tremendous home building operation going on all over San Francisco at the present time but from the surveys taken, the home builders will not be able to catch up with the demands for at least five years.

Pacific Pipe Lines have about completed their Jackson street job. They have had several rigs busy on this job for months.

## Sewerage Plant

Clinton Construction Co. are still busy on the addition to the Sunset Sewerage Treatment plant. Sand point pumps have been in continuous operation 24 hours a day, 7 days a week for the last two months, so the brothers on that job have been drawing down some very nice paychecks.

Dinwiddie Construction Co. are still working on their two large building jobs, one at Stockton and Geary and the other at Fifth and Folsom. Both of these jobs have required the services of several brother engineers and still will continue to do so for a considerable length of time. These are the type of building jobs we like to see in progress as they always furnish considerable employment for our men.

Cahill Bros. two building jobs, one at California and Battery and the other at Ninth and Market. Both have material hoists in operation along with compressors so that five of the brothers are steadily employed.

The material yards, such as Bode's, P. C. A., Casseretto and Readymix are all busy sending out concrete to the various jobs and as was reported earlier in this report, negotiations have been completed on their new contract which should be signed some time this week. Each of these plants hire three engineers, a plant man, mixer man and pump or cement hog man. The new rate of wages as agreed to by the employers will make these jobs quite attractive.

Most of the junk yards are rather quiet at present due mostly to the fact that there is to be an adjustment in the price of scrap iron. Negotiations are going on at present over the new agreement and we are hoping for an early conclusion and a substantial increase in wages.

Haviside and Smith Rice Co. derrick barges are all busy doing odd and small jobs all over the bay. As shipping begins to increase, the work for the derrick barges will increase also.

## Rock Fill Job

Healy Tibbetts have two large jobs in operation at present, one at Mission Rock which is a rock fill job where a cat, derrick barge and several deckhands are busy. On this type of job where they are barging in the rock the deckhand work comes under our jurisdiction and we are therefore manning the work, replacing pile butts who have tried to claim the work. Healy-Tibbet's other job at Army and Potrero streets on city sewers, is nearing completion, only a few days remaining on the job.

There are innumerable small building jobs scattered all over town which keep a large number of brother engineers busy running compressors and material hoists and it also keeps your business agents very busy running a lot of aforementioned jobs down.

The ship repair yards—Bethlehem, United Engineering, and General Engineering Co. all have a considerable amount of work at present and are thereby keeping a large group of engineers steadily employed.

Much time has been spent in the last month with the State Civil Service and City City Service in attempting to place new classifications and rates of wages for our members. Good progress is being made along this line.

## The Peninsula District

The Guy F. Atkinson Co. has started a new project for the Fuller Paint Co. at South San Francisco, six cats and carryalls working on this job. At San Mateo, Brown and Keeble have another large subdivision job, several cats

and tournapulls are busy on this work.

The Macco M K Co. are busy again after a short layoff due to rain. This company has about four million yards of dirt left to move on the airport and Bayshore Freeway projects.

At San Carlos the Cooley Industries have started construction of an airport. This job is now 100 percent union and five members of Local 3 are employed there.

Macco Construction Co. are busy at the Brisbane Quarry constructing a new crushing plant, several of our heavy duty mechanics and welders are busy on this work. Brother James Bardine is in charge of this operation.

Out on the coast the California Constructors are busy on the grading and concrete work on the Peninsula Home Builders subdivision at Sharps Park.

Brother Frank Archibald of the A & B Quarry, is busy with the expansion of their operations. This firm now has a shovel working and are erecting a crushing plant.

## Airport Agreements

During the past month the Business Representatives of Local 3 spent quite some time with other labor groups and Brother Charles Seafuse, Business Manager of the San Mateo Building Trades Council, getting agreements signed with the private airports in the county, and in this matter we were very successful.

On the sick list—Verne Ward, cat operator, employed by Barbetinni, had a motorcycle accident at Los Banos and will be laid up for some time. Owen Starr is ill at home, because so far, he has not been able to get a bed in the hospital. Brother Robert Petersen has been in Mary's Help Hospital for about nine months now, having suffered amputation of both his legs — and he welcomes visitors.

# Daily report of awards for construction

(Compiled by P. E. VANDEWARK)

The New Year finds the Bureau of Reclamation with more work in California than at any time since the war slowed down its building program. Chief item in the Bureau's Region II assignment is completion of the initial and authorized features of the Central Valley Project, now past the half-way point. Of the total estimated cost of \$384,314,000 there has been expended at year's end approximately \$174,000,000. An additional amount available for contracts currently running is \$23,700,000. Since last July 1, some \$7,000,000, has been expended.

Following is the status as of today of the various CVP construction jobs:

**Friant-Kern Canal**—Preliminary surveys have been completed for the 160-mile eastside canal to its terminus near Bakersfield. Contracts have been awarded and work is under way on the first 75 miles, to the Kaweah River. An additional contract will be awarded in early summer, bringing the canal to the Tule River, 26 miles further south. Given additional funds and personnel, the Bureau plans to carry the canal to the Kern County line, a distance of 120 miles, by June, 1948.

**Delta-Mendota Canal**—Work on this 120-mile waterway along the West Side is being pushed so its completion will coincide with that of the sister-canal, the Friant-Kern. Two major contracts have been let, one for a 13-mile section and another for a 10-mile strip, both near the northern end.

**Contra Costa Canal**—This phase of the project is near completion. The terminal reservoir to supply Martinez with domestic water, and building of the main canal's last six miles will be completed in 1947, as will an eight-mile stretch near

Walnut Creek.

**Shasta Dam**—Two additional 75,000 k.w. generators, loaned to Grand Coulee for the war, will be installed by autumn, and the fifth generator now being built will be installed by May, 1948. The dam's three drum-gates, which will raise the reservoir height to provide an additional 800,000 acre-foot of water storage, are scheduled for delivery before the end of 1947. Other 1947 improvements will be outlet gates, penstocks, elevators, vista house, etc.

**Friant Dam**—Three drum gates to be installed, one is on hand, the other two are under contract. The three, which will add 100,000-acre feet of storage capacity to the reservoir, are due to be in by early summer. Other installations at Friant include needle valves, landscaping, rest rooms and parking areas.

**Transmission Lines**—The power line between Shasta and Oroville is completed and the line between Oroville and Sacramento is under construction. Materials for the Sacramento switchyard and for Shasta and Keswick additions will be purchased this year.

Next to work on the major canals, the biggest 1947 construction job will center on building the gigantic pumping works near Tracy. Six 27,000 h.p. pumps will lift 4600 cubic feet of water a second 200 feet up from the Delta into the Delta-Mendota Canal.

**December 11, 1946**  
PRICE, Utah, contract awarded to Lieb Miller, \$89,500, by City Recorder for construction of two welded steel water storage reservoirs 120 feet by 25 feet high.

**December 12, 1946**  
OAKLAND, Calif. (Unit and total bids submitted, taken under advisement), Western Pipe & Steel Co., \$4,508,532, (Sch.1) and P. & J. Arthkovich, \$1,902,798, (Sch.2) lowest combination of bids to East Bay Mun. Utility Dist., for construction of 32 miles 67 feet and 68 feet I. D.

pipeline from Geary Road, Walnut Creek to Bixler Station near Brentwood.

**December 13, 1946**  
SAN FRANCISCO, Calif., contract awarded to Wheeler Const. Co., \$10,506, by District Engineer for construction reinf. conc. box culvert on E. 14th Street between Plaza Driver and 158th Avenue, Alameda.

**December 16, 1946**  
HOLLISTER, Calif., contract awarded to Granit Const. Co., \$235, \$9517, total by Co. Clerk, for approx. 9000 ft. realignment of Cienega Road between Vineyard School, 7 1/2 miles of Hollister and Grass Valley.

**December 19, 1946**  
RENO, Nevada, contract awarded to Walter J. Boudwin Const. Co., \$21,665, by Board of Trustees, for const. kitchen and storeroom addns. to McKinley Park School.

SANTA ROSA, Calif., award recommended to Robert M. Rapp, \$4167, by City Clerk, for const. of sewer and water pipelines in N. McDonald Addn. in Santa Rosa.

**December 20, 1946**  
YUBA CITY, Calif., contract awarded to McCoy & Butler, \$7665, by State Div. of Architecture for const. of prefab. steel Industrial and Maehy. Exhibit Bldg.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$58,526, by County Clerk for const. of outfall sewer on Fruitridge Road.

SAN MATEO, Calif., award to L. C. Smith, \$13,244, by City Clerk, for grading, paving, curbs, etc. in Ventura Avenue, Cottrell Subdivision.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$2056, by City Clerk for const. of grading, conc. curbs, gutters, etc. and asphalt conc. paving, etc. on 57th Street from "Y" Street to south line of Lot 4140, Elmhurst.

SAN MATEO, Calif., contract awarded to Morrisons Tree Experts, \$3291, by City Clerk for removal of trees from south side of

28th Avenue from Alameda de los Pulgas to point 640 feet westerly.

**December 24, 1946**  
SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$2743, by Dept. of Public Works, for asphalt conc. paving, etc. of Girard Street, between Mansell and Ordway.

**December 27, 1946**  
SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$5477, by Dept. of Public Works, for asphalt conc. paving, etc. of Dublin Street between Persia and Russia Streets.

SAN FRANCISCO, Calif., contract awarded to Rosenberg Bros., \$965.25, by Public Util. Comm. for grading for fence at University Mound Reservoir lots.

SAN FRANCISCO, Calif., contract awarded to Peter Sorensen, \$22,267, by U. S. Engineer Office, for general restoration of Funston Playground.

SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, for restoring area both sides of bridge approach and under bridge, 4th and Perry Streets.

**December 30, 1946**  
SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$13,000, by Dept. of Public Works, for const. of one fire cistern at California Palace of the Legion of Honor, Lincoln Park, S. F.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, by City Clerk, for grading, surf. and sewers in Rancho Village, Sacramento.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$4308, by City Clerk, for grading, surf. and sewers in 41st Street between 11th Avenue and 41st Terrace.

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$131,304, by City Clerk, for grading, surf. and sewers in River Park Subdivision.

**December 31, 1946**  
SACRAMENTO, Calif., contract

awarded to Dan Caputo and Edw. Keeble, \$58,785, by Calif. Div. of Hgwys. for 0.4 mile grade and pave. with A. C. & P. C. conc. and bridge to be widened, Stevens Creek Road between Orange Avenue and Stevens Creek, Santa Clara County.

SACRAMENTO, Calif., contract awarded to Hanson Brothers, \$8925, by State Div. of Architecture, for moving building from Tanforan Race Track in San Mateo County, to Veterans' Home, Yountville.

**January 2, 1947**  
SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$183,266, by Public Utilities Comm. for reconstructing the inner track on Market Street between Fremont and Eddy Streets.

SAN FRANCISCO, Calif., contract awarded to Hetch Hetchy Water Supply, \$2800, by Public Utilities Comm., for const. of a conc. tank near Livermore, Calif.

**January 3, 1947**  
SAN FRANCISCO, Calif., contract awarded to R. Flatland, \$66,481, by Dept. of Public Works, for const. of traffic islands on Bayshore Blvd. between 3rd Street and County Line.

CARSON CITY, Nevada, contract awarded to Hoops Const. Co., \$189,369, by Dept. of Hgwys. for 9.299 miles grade, surf., etc., portions of State Hgwy. from Sacramento Pass to Baker Junction.

RENO, Nevada, contract awarded to Isbell Const. Co., \$64,189, by T. L. Taylor for const. of sewer lines, drains, grading and bitum. surf. treatment on certain portions in Southridge Estates Improvement Dist.

**January 7, 1947**  
SANTA ROSA, Calif., contract awarded to Robt. M. Rapp, \$4167, by City Clerk, for const. of sewer and water pipelines in N. McDonald Addition.

SAN FRANCISCO, Calif., contract awarded to San Francisco Water Dept., \$6659, by Public Util. Comm. for laying 4 foot and 8 foot water mains in Chestnut, Hyde, (Continued on Page 7)



# Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Ostler, Business Representatives

**Salt Lake City**—News during the past month includes the cold weather, which has curtailed or closed down completely most of the work; the filing by your local union, in the name of our members employed at Bingham Canyon, of a "travel time" or "portal to portal" suit against the Utah Copper Co.; the filing of a petition for another election at Geneva by the CIO; the filing of a "portal-to-portal" suit against the Geneva Steel Co. by the CIO; the partial completion of the negotiations with the Sand, Gravel and Ready-Mix Concrete industry; and the reopening of the construction agreement with the A.G.C.

## Steel Pot Boiling

As anticipated, our rivals the CIO United Steelworkers again petitioned the National Labor Relations Board to hold another election at the Geneva Steel plant to again determine the bargaining agency. Apparently some employees at Geneva will never learn as they do not seem to realize that lending aid to the CIO in such moves is only working for the benefit of the company and costs them money, money in the form of wage increases not granted and working conditions not improved. It has always seemed to us that good trade union practices and principles would have caused the CIO to withdraw from the plant entirely and to leave the AFL free to do the best they could. Perhaps the CIO was afraid the AFL would show them up and for that reason didn't dare to leave the AFL alone for fear their own members would discover they had been duped by a lot of ballyhoo and hot air.

Not satisfied with this our misguided and misled rivals have filed an ill-advised and hastily drawn up "portal-to-portal" suit against the Geneva Steel Co. This suit, which everyone, except the most simple CIO follower, will immediately see that it is only an attempt of this outfit to attract attention for publicity and organizational reasons, can only have one effect and that is to jeopardize the legitimate efforts of the AFL along these lines.

## Consider AFL Suit

For weeks now the AFL has been carefully studying the possibility of instigating such a suit to establish the legal rights of our members at Geneva. Studies have, and are, being made of the various times various groups of workers have to spend walking to work on the company property under the direction and control of the company. The amount of time spent by the workers in making ready for work, washing up after work and putting their tools away, etc. The services of Joseph Padway, attorney for the AFL, had been secured and the matter had been discussed with the company at which time the company admitted they "probably had a legal obligation," a legal obligation that could have been settled by a friendly suit and negotiations. Now the filing of this hasty, ill-advised and impetuous suit by the CIO in this and other cases will probably make every Federal Court in the land throw out all these cases despite the merits of the cases. They are great leaders but where are they leading you.

## Attorney Arrives

Coming in to assist us as attorney for the American Federation of Labor (who will arrive here January 5, 1947) is Mr. A. G. Goldberg of Padway and Goldberg, Milwaukee, Wisconsin. Mr. Goldberg has a world of experience as a labor attorney, and besides being associated with Joseph Padway has acted as general counsel for the Wisconsin State Federation of Labor, the Milwaukee Federated Trades Council, the Milwaukee Building Trades Council, the Truck Drivers Joint Council of Milwaukee, the Carpenters District Council of Milwaukee and many others. He has to his credit many noted

court victories in this and other labor cases.

Also due to arrive here as an addition to our over-worked staff handling Geneva Steel matters is Brother Joe Ozanic, American Federation of Labor organizer. Brother Ozanic will represent the American Federation of Labor in all matters pertaining to the Geneva Steel Co. and will head up an organizing drive in Utah County. Additional assistance has been promised, if needed. Brother Ozanic is known to a number of the members, having worked in this State before at which time he created a favorable and lasting impression. We are sure that he won't repeat the mistakes of his predecessors and that he will add many laurels to an already successful career as a labor organizer and administrator.

## Utah Copper Case

After months of futile, direct negotiations with the Utah Copper to obtain simple justice in the matter of "travel pay" for our members employed by the Utah Copper Co. at Bingham Canyon it was finally necessary to bring suit in the Federal Court, in the name of our members, to have the legal obligations of the company defined. It is to be hoped that the avalanche of ill-advised suits instigated by the CIO will not affect adversely the rights of our members in this case.

## Sand, Gravel Pacts

During the past month your representatives have met with the representatives of the Sand, Gravel and Ready-Mixed Concrete industry. Contrary to the last negotiations these were conducted in the utmost harmony and amity and an agreement was reached upon everything but wages. It was thought by both parties that the question of wages should not be determined until after wage scales were determined in the construction industry, such wages being determined to great degree by those scales being paid in construction.

## Shop Agreements Opened

Under the termination clause of your present agreements covering construction, permanent plants and permanent shops, which requires 90 days notice of any desire to change or modify the agreements, notice has been served upon our employers of our desire of several changes. Such changes involve a number of matters and have been compiled after careful consideration and careful cataloging of the grievances and gripes of our membership during the past year.

On the whole our agreement worked fine during the past year but a number of matters arose that were not considered or which our present agreement is vague about, and such matters were included in our notice. Included in the notice was a request for modification and strengthening of the travel pay and transportation provisions, provisions for camps and board and room in isolated jobs; strengthening and improving the show-up time provisions; scales commensurate with the increased cost of living and in line with that paid in surrounding States. Negotiations should commence about February 10th.

## Start Joint Board

For some time a number of employers, including some of our Utah employers, through the newspapers and radio, have been complaining bitterly about the lack of cooperation on the part of Labor. Included in our proposals is a provision for a Joint-Board to be set up for the purpose of establishing such cooperation. Your representatives have long been aware that there are a number of ways in which the contractors and ourselves can cooperate for our mutual benefit and the benefit of the construction industry. Such an opportunity has now been offered to the contractors. It remains to be seen whether they will be willing to accept this offer made in the best of faith.

## Legislative Matters

The next few weeks may be cru-

cial ones for the organized labor movement. Many people and organizations are interpreting the recent victory of the Republican party as a mandate to destroy or,

## Caution!

(NOTE TO MEMBERS: Heed the important advice in the following release from the office of the California State Federation of Labor. Do NOT sign up for any of these plans before checking on it with your Union Office!)

**SAN FRANCISCO.**—A number of insurance companies are trying to compel workers to enroll in private voluntary disability plans through misleading propaganda to the effect that unless these workers subscribe to such plans within a matter of hours, they will be deprived of any protection. The California State Federation of Labor has repeatedly advised its membership that the wage earners were automatically covered by the state plan as of December 1, and that regardless of whether a worker joins a private plan or not, his wages will be subject to deduction as payment for the benefits to be derived from the state plan.

## Don't Be in a Hurry!

Contrary to the misrepresentation on the part of certain private insurance carriers, the Federation once more strongly urges the unions not to take any ill-advised and hurried action without due consultation with the Federation. Reason for caution is based on several recent developments. Recently, the Department of Employment has ruled that the \$3000 limitation does not apply to private voluntary plans. This means that the former procedure of deducting the 1 per cent for unemployment insurance from workers' wages was permitted up to a maximum earning of \$3000 per year. Under the new proposal, private insurance carriers will be permitted to continue deducting the 1 per cent regardless of the \$3000 limitation. If a worker is employed by more than one employer during a calendar year, and these employers have voluntary plans, the worker will be subject to a maximum contribution of \$30 under each plan. Under the state plan, however, the maximum contribution in any calendar year, regardless of how many employers a worker may be engaged by, or even if his earnings exceed \$3000, is \$30.

## Protest Ruling

The California State Federation of Labor has protested this ruling and will oppose it in the hope that it will be set aside. But it is vitally important for all members to keep in mind the danger that if he is covered under private voluntary disability plans, he may be required to pay as much as two or three times the premium that he would pay under the state plan.

## Covered by State

Other available information reaching the office of the Federation indicates that no private voluntary plan covers the disabled worker for any lag quarter. Under the state plan, if an individual has earned \$300 or more in the lag quarter, he will be eligible for at least two benefit years. In contrast, under the private voluntary disability plans, the maximum period of eligibility is 52 weeks. For these obvious reasons the Federation again advises its membership that before they subscribe to any private voluntary disability plan, the various local unions should contact the Federation office for advice and information regarding late developments.

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## Ought to Cover It

**MOTORIST** (after running over a farmer's hen)—"How much is your hen worth?"

**FARMER**—"Well, she's worth two dollars and I have a rooster that's so fond of her he'll die of shock when he learns about her, so give me four dollars."

at least, hamstringing the Labor Movement. It goes without saying that we place no such interpretation upon the recent elections and that Organized Labor will not be destroyed without a fight. Information has reached us that the usual crop of anti-labor bills will be introduced this year into our State Legislature, with an additional number from the "Hate Labor" organizations that have sprung up lately.

Such bills will require every effort on the part of all of us to defeat them and if you are acquainted with any members of the State Legislature, talk to them and tell them that you feel that the worker's right to organize and to use his traditional weapons should not be hampered if this country intends to remain free. It goes without saying that your representatives will be in there pitching every time we can do any good.

## In State Legislature

When the smoke of the last election had cleared and the dust had settled, we discovered that one of our own members of Local 3 was a successful candidate to the State Legislature on the Republican ticket from the first district in Utah County. This was Brother Val Johnson, a member of Local 3A, and who was operating the grease truck for the Carl B. Warren Co. on the Salt Lake Aqueduct. "Val" has been a good loyal member and is at present employed at Geneva. He assures us that he will be on the outlook for any anti-labor legislation and will do his best to defeat such attempts. Congratulations "Val," we know you will do a good job.

## The Work Outlook

As stated in our opening paragraph, the cold weather has cur-

tailed, or closed down, most of our work in Utah. The outlook for immediate work doesn't look so good because most of the jobs are State road jobs and the State Engineers won't let them proceed because of the frost and cold. However there are a number of jobs that should get going as soon as the question of materials are straightened out. Among these are the new construction at the Geneva Steel plant (\$18,600,000), which rumor has it will be done by American Bridge and the McGraw Co., and the Salt Lake Aqueduct, which has been held by lack of steel. Other jobs are also in the making but talking about them would only be "idle prophecy" and without meaning because of the uncertain material situation and other factors.

## See Banner Year

1946 has passed and gone. It will probably go down in history as a year of confusion, however, to our union, it was a year of accomplishment. During 1946 we pioneered a State-wide agreement with the general contractors, an agreement that many said would never be signed and an agreement that other unions were glad to sign. 1947 can be another year of accomplishment if we keep our feet on the ground, our heads clear and avoid the hysteria that seems to sweep the country in waves.

We can do that mainly by sticking together like glue, remembering our obligations as union members and if trouble does develop, by refusing to be misled by propaganda and displaying a united front. By doing this and displaying a willingness to work for the long range interests of the construction industry, as a whole, we can place ourselves in a position of being a constructive weight in the construction industry.

## Big wharf project starts at Tiburon; contractors prepare for spring jobs

By H. O. FOSS

Business Representative

**San Rafael**—At Tiburon Net Depot Healy-Tibbets have quite an extensive wharf project for government cement pile construction, three crews double shift at present time. Brother Chas. Hoover with 2-80 draglines still at Tiburon for Belvedere Land Co. He was supposed to be finished last fall but extensions on the project have made a good deal of winter employment for rigs and crews. Eaton & Smith do a few chores around here on a rental basis and small jobs. Our local contractors and member owners keep most local contractors' requirements corralled.

The quarries of Hutchinson & Basalt have small contracts and are working as weather permits.

The Marin Equipment Co., contractors and dealers near the Greenbrae Bridge, are building a good sized shop and expect to give North Bay area good service in rental and repair. These members should do well as this is the first shop in this district to give complete service.

Brother Pete Arent, with his welding shop and repair in Johnson & Nelson's yard keeps busy.

## Busy Street Crew

The Schultz subdivision on the Kentfield road keep quite a crew busy on streets, sewers, etc. Understand A. G. Raish Co. will do the final paving. Raish & Harms not doing much other than making slurry the base. After the rains are over this project will be wound up fast. Several of the contractors in this district have recently acquired various pieces of new equipment, all claiming much work this year.

## Plan for Spring

In the Vallejo-Benicia district most of the contractors are fixing up their equipment for an early start. Basalt quarries in Napa are pattering along, opening up new bases in quarry. Their shipyard is doing a small amount of commercial work and wrecking about 17 submarines, working a small

crew. Slensen, with a few rigs around Napa, keeps busy land leveling and whatever shows up that there is money in. Brother McGee keeps branching out and you are liable to find him in four or five places at once—quite a rustler. Ball and Parker are practically finished with a small force left. Dolger has a few rigs at Soda Bay, Lake County; Brother Woods is in charge. There are several owner-operated rigs in this district, several running wild. Biasotti finally finished the Rodman Narrows job; Kiss Crane has work to complete here and near Guerneville.

McEwen & Syar's joint venture at Willits is waiting for Spring. Art Siri, Santa Rosa, is going to install a modern crushing plant on Petaluma Hill Road. This is a fine setup and he can't miss.

Spalleta has his hot plant ready to go this spring, so this district looks active. There is also new work awarded in this vicinity. A couple of jobs along the coast—Piombo at Slick Rock, working if weather permits.

Atkinson on two bridges at Ft. Bragg will start footings at an early date; one rig on the job. Linden Lane Underpass coming up for bids January 29th—this is a good-sized job.

Appropriations for highway construction for District One are \$3,548,000; for District Ten \$981,000. Early activity on Sausalito lateral and Black Pt. Road is expected.



# What's doing in the Oakland office

By Al Clem, T. D. Bryson, and Joe Walther, Business Representatives

**Oakland**—In writing this portion of our report for the news letter, we find work in the East Bay exceedingly slow. Most of our activity in the past month has been of a routine nature, consisting in the most part of the settling of minor beefs on the jobs. We note that some of the contractors, particularly those who are inclined to do some occasional chiseling, think this is the opportune time to take advantage of the members.

Due to the splendid cooperation we have received from the brothers on the various jobs, we are glad to be able to say that we have held these cases to a minimum. However, we consider it timely to again call the attention of the members to Section 9 of the Working Rules which states:

"All members before reporting for work must have a Clearance Card from the Business Representative covering the area in which the work is to be performed."

## For Your Protection

We bring this to your attention, not to take an arbitrary stand about clearances; but for the protection of those members who are working. There have been a couple of instances where employers have hired members who have reported for work without benefit of clearance and who, on arrival, have found that they were taking the job of another brother. We believe that some employers use these tactics in order to shop around for employees, thereby pitting one worker against another. This most certainly is not good for the members of our union and is a practice which we know all the

brothers will want to see nipped in the bud. We therefore are asking that you cooperate with us by making a practice of never going on a job without a proper work clearance.

## Dispatching Drops

In checking our records for the past year we note that there has been a considerable drop in the number of men dispatched from this office as compared with the number cleared in 1945. Last year we cleared 4,846 men to various jobs in the area, while this year the total was 3,826, and of this number 457 were cleared to the various shipyards. We realize this doesn't present a very bright picture and only wish we could gaze into a crystal ball and predict a rosy future. This, however, is not the case for even without benefit of occult powers we can see that there is nothing outstanding to be expected in the line of work around here in the coming months. As we have told you before, most of the jobs are of short duration and in widely scattered territories and the most we can say now is that we will feel fortunate if we are able to keep the men living in this locality working reasonably steady during 1947.

## Shattuck and Stahl

On a recent routine check of various jobs in the area we dropped into the shop operated by Brothers Shattuck and Stahl of Hayward. While talking to the boys and observing the activities around us, it was brought very forcibly to our attention that here was a shop that was really humming—things were being accomplished and all with an air of good fellowship between the employees and the employers. Each man had his job to do and was doing it quickly and efficiently, taking pride in his work and with

no evidence of an undercurrent of strain or ill feeling so apparent in some shops where men are employed under unsatisfactory conditions.

We thought that some of the history of this enterprise—its growth and development, along with this prevailing atmosphere of good fellowship would be of interest to all the members, and so we are passing it on to you.

Less than two years ago C. B. Shattuck and L. B. Stahl were employed by a non-union shop on an hourly basis of \$1.37½ per hour. While in the employ of this concern, one of our local equipment dealers, they became affiliated with our union when the plant was fully organized by Local 3. In this, their first experience with unionism, they saw firsthand the mutual satisfaction and advantages that were attained by the employer and the men with the signing of a union agreement. Later they saw an opportunity to open a shop of their own and the transition from employee to employer quickly took place. They have prospered at this undertaking—at the present time carrying four or five members on their payroll, always at the prevailing union scale. They have an abundance of work and are looking forward to a very prosperous year, for their employees as well as for themselves. While we of Local 3 do not take any of the credit for their financial gains, we hope that we have been able to contribute something to their success. We cannot help but feel a certain pride in knowing that we have men in our organization who have the foresight and ability to create opportunities for themselves and to take advantage of these opportunities. That through membership in our organization they have learned that the satisfied worker is an asset to the employer and by dealing fairly and squarely with their em-

ployees they gain more in the long run than they would by the few niggardly pennies they would make in refusing to cooperate with organized labor. To Brothers Shattuck and Stahl we say—good luck, fellows! We are glad to have men of your calibre in our midst!

## Rio Vista Situation

We are still deadlocked with the employees in the city of Rio Vista. While Local 3 is not the only group involved in that city we find from time to time problems arise which affect members of this union. In this connection we would like to call attention to that portion of the Declaration of Principles in the By-Laws of Local 3 which bears directly on this situation:

"We, the International Union of Operating Engineers, Junior and Apprentice Engineers, Local No. 3, 3A, 3B and 3C of Northern California, Northern Nevada and the State of Utah, in order to form a more perfect Union, provide for the common defense, and promote the general welfare of our members, have determined that the following principles shall guide us:

"... To assist other labor unions whenever possible in the attainment of their just demands."

Predicated on this section we are therefore asking all members of our union to refrain from crossing any picket line in this or any other area where there is a labor dispute involving wages, hours or conditions of labor. We think that all those who are members of organized labor owe this not only to their brother and sister unionists but also to themselves, for as the old saying goes, "A chain is only as strong as its weakest link." Therefore it is the duty of all to strive to make the labor movement as strong as possible in the community in which we live.

## New Quarters Delayed

We reported last month that barring difficulties in obtaining essential materials, we hoped to be moved into our new quarters by the time this issue of the paper was off the press. However, the contractor has been having a bad time securing some materials and from the looks of things now it will be a month or six weeks before we make the change. However, as we said before, we will do our best to keep you informed through the stewards as to the exact moving date.

## Dredge News

There is very little activity in the suction dredge work at present, but clamshell dredge work still keeps going fairly well, with most of them keeping quite busy. The Associated Dredging Co. has two, the Delta No. 1 and the Liberty, both tied up. The Curley is still working. Cooper has all his clamshells working and his suction dredge Trojan is still on the boat harbor job at the Antioch Bridge. The San Francisco Bridge Co. is getting the Beaver ready for the Monterey job and will be moving as soon as the engineers give them the go ahead signal. The Oscar Magee is still working at Eureka. The Papoose is still at Hunters Point, where they expect to have about six weeks more work. Dutra seems to keep both his claims busy; the Mallard is still on the Mokelumne River building levees for the Jensen McCormack ranch near Thornton and the Edwards is still working for the Leslie Salt Co. in the vicinity of Redwood City. The Standard Dredging Co.'s dredge Belmont is still keeping busy on the development project at Belmont, but the suction dredging that was supposed to be done there has not materialized as yet.

## Getting Around the jobs

The most interesting job in operation in the area at the present time is that of the Pacific Pipeline Construction Co. at Pittsburg. The work is being done for the Standard Oil Co. of California and consists of the laying of a pipeline across the bay at Pittsburg. The most outstanding feature of the job is the manner in which the pipe is handled. Welded together on the bank in sections from 1500 feet up, it is towed out and placed in a previously prepared trench on the floor of the bay.

## Pile Butts Beef

Another very interesting feature of this same job is the fact that here again we came in contact with our good friends the Pile Butts of Local 34. They appeared on the job claiming jurisdiction over certain portions of the work being performed by members of Local 3, namely the rigging of the gear being used to pull the pipe into place. Since the members of this union have never claimed this particular type of rigging, we turned the work over to the craft involved without any bickering or strife and, we are glad to say, without any semblance of a picket line being placed on the job. We sincerely hope that we can always be able to count upon that organization to give us the same kind of cooperation in the future in the matter of any jurisdictional argument.

At the present time two contractors are engaged in removal of the Richmond Shipyard Railway. Lee Immel has four engineers working near Albany while the Schrader Railroad Contractors have two cranes and four members working tearing up track in Yard Three.

McDonald, Young and Nelson are now pouring concrete out at the sub-station at Moraga. Brother Bill Flowers is operating crane on this job and Brother Tom Moore is on the mixer mobile.

Work has slowed down consider-

ably out on Parrish Brothers job at Martinez, but Brother "Pop" Eastwood is still out there pouring concrete on the siphons.

At the present time there are nine ships being repaired at General Engineering in Alameda, and there are 12 of our men working in the yard.

At this writing there are around 50 members employed by Excavators Inc. on approximately 27 jobs in the Pittsburg-Antioch area. As with most of the other contractors in the surrounding territory, the wet weather has affected these jobs considerably; but now that it has been clearing up and the holidays are behind them they say things are running full blast again with nearly every bit of equipment working. The following brothers are acting as foremen for this company: Ray Corn, paving foreman; Rip Edwards, in charge of excavation for the Pomeroy Company at Columbia Steel; Earl Baker, grade boss; Ed Lynch, master mechanic, and Floyd Ciochon, shop foreman.

## Big Rock Job

It is estimated that 150,000 tons of rock will be required for foundation on the \$290,000 extension of Alameda's Doolittle Drive, which will run from the Bay Farm Island Bridge to the Oakland Municipal Airport. At the present time filling and sub-grading is being done on the western end of the project and it is not expected that the job will be completed for another six months. This road will be 24 feet wide with 7-foot shoulders and an 80-foot right of way and will have an asphaltic concrete surface. Its completion is anxiously awaited by Alamedans as it will afford a much needed connection with the main highway system.

Stolte Inc. have four cranes operating on the installation of pipe for the aqueduct line between Walnut Creek pumping plant and the Walnut Creek tunnel. This job,

which was let last October, covers the laying of 6,600 linear feet of 60-inch steel pipe.

Morrison-Knudsen have finished their contract at the Fairfield-Suisun Airport and are moving most of the equipment off the base at the present time. A considerable amount of this machinery is going to an airport job in Kentucky while portions will be sent to Los Angeles and some to Tracy and Fresno.

The rock, sand and gravel industry is booming at this time. The H. J. Kaiser Co. at Radum have 75 of our members employed and the P.C.A. is also very busy, as are all the small rock plants in southern Alameda County.

## Rio Vista Report

The contractors with headquarters in Rio Vista are for the most part coasting at the present time. Asta Construction is employing eight members; Jack Rose has been employing three men for quite some time but due to a recent breakdown of his truck crane he had to lay two of them off temporarily. Sheldon Oil has ten men on the payroll with most of their work consisting of picking up loose ends, readying themselves for new bids. Delta Construction has five men working on small jobs in and around Rio Vista. One of their projects consists of grading and paving a filling station being rebuilt by Jack Rose. They are also doing regular maintenance work for the Amerda Oil Co. The trencher at the Timm Pit at Vacaville has been moved to the Kirby Pit about two miles out of town on the Fairfield Road and it is expected that this outfit will be ready for operation in about ten days.

Those experts who see permanent prosperity just around the corner can't be Truman's friends. . . . Sounds like Herbie Hoover's getting ready to run again after being fired by 22,821,857 voters back in 1932.

## News about the brothers:

Brother D. B. Mastin got off to a good start for the new year. Practically here to greet us when we opened up, he was the first member to pay dues for 1947!

Not long ago we had a visit from Brother E. L. Charter, who is now living in Ojai, near Ventura, in the southern part of the state. He is employed by the War Assets Administration at Port Hueneme, but has been laid up since October with a badly crushed foot which he received in a mixup between a jeep and a truck. Up here to spend Christmas with relatives, he appeared to be managing very nicely on a pair of trusty crutches, which he hopes to be able to heave out the window in about a month's time.

## Dethlefs in Biz

Brother Arthur L. Dethlefs, who worked out of this office for various contractors in the area, is now trying his luck at operating a business for himself up at Portola in Plumas County, where he has

opened the Canyon Service. As this is some of the best hunting and fishing country in the state, we feel sure that he will be seeing many of the brothers up that way during the coming months. At the present time he has a repair shop which he is operating in connection with his service station. There are also six cabins on the property. In behalf of ourselves and all of his friends in the area, we wish him the best of luck in this undertaking.

We wish to take this opportunity to announce that Brother Joe Walther has been elected Secretary-Treasurer of the Labor Paper Advisory Committee of the East Bay Labor Journal, the official organ of labor in the East Bay in general and Alameda County in particular. The committee has a very constructive program formulated and plans on making this paper one upon which the members of organized labor can depend for concise and up-to-the-minute information on vital issues of the day.

## Daily construction awards

(Continued from Page 5)

HANOVER STREET and Lockridge Dr. LIVINGSTON, Calif., contract awarded to Manuel Smith, \$2661, by City Clerk, for const. of vitrified sanitary sewers and manholes in the Turner Tract.

BERKELEY, Calif., contract awarded to A. J. Hopper, \$53,290, by City Eng. for const. of Ellis, Russell and Grant Street storm sewers.

SARATOGA, Calif., contract awarded to A. J. Peters & Son, \$3700, (approx.), by Wm. V. Wood, for const. of 8-inch vitrified sewer line for the Saratoga Sanitary Dist.

January 8, 1947  
ALAMEDA, Calif., contract awarded to Gallagher & Burk, \$12,264, by City Clerk for const. of stand. culverts throughout the city of Alameda for balance of fiscal year ending June 30, 1947.

January 9, 1947

SACRAMENTO, Calif., contract awarded to Lord & Bishop, \$17,600, by Calif. Div. of Hgwy. for reconstruction of bridge across Kings Slough, 2.7 miles south of Mendota.

OAKLAND, Calif., contract awarded to Pac. Pipeline Const. Co. & Engr. Ltd. (Joint Venture), \$41,890, by East Bay Mun. Util. Dist. for laying 30-foot steel pipe in Mountain Blvd. between Upper San Leandro filter plant and Oak Knoll Blvd.

★ ★ ★

If we abide by the principles taught in the Bible, our country will go on prospering, but if we and our posterity neglect its instructions and authority, no man can tell how sudden a catastrophe may overwhelm us and bury our glory in profound obscurity.

—DANIEL WEBSTER.



## Stockton has a good year; Central Valley jobs will assure an excellent 1947

By ED DORAN

Business Representative

**Stockton**—Man oh man, this is the day after New Years, and I can still hear bells and whistles and sirens, and everything else that goes with a New Year celebration—and all this from just Pepsi-Cola—don't know what would have happened had we opened the muscatel.

We have had an excellent year around Stockton, and hope for a better one in 1947. There are approximately 700 Engineers and Oilers employed in the area at present.

### Hubert Employs 45

The Hubert Everest Co. are employing 45 members of Local 3. This job is on the Delta-Mendota Canal project, and it is expected to last for a period of 3 years, so this should be a good job for our Engineers and Oilers.

Brother George Adair is in command of the trimmer and slip forms. Brother Dale Esminger is master-mechanic, and Brother "Pis" Hynes is boss over the rock crusher.

"Bud" Hall is superintendent of the job and has co-operated very nicely with the business agent and members.

Something rotten going on at Biasotti's outfit, two of their old time shovel operators have been forced to quit for no good reason, after a good many years on the payroll.

The boys at W. J. Eaton Construction Co., at Atwater, had a very dry Christmas, but never did hear how they made out New Year's, they were paid off New Year's Eve for three weeks back work, and everyone of them including the superintendent pulled the pin and left for parts unknown, and I am heartily in accord with this action. Next time men don't wait to miss the second pay day.

### Modesto Job Smooth

The gang around Modesto are getting along famously as there are never many complaints coming from that way. Brother Merle Adams is master mechanic for Standard Materials Co. with Brother Herman Stooksbury holding down the job as chief engineer on the concrete plant.

Brother Bill Niles is head man for Munn and Perkins Contractors who have just recently started in business and are doing very well.

**Putman Rock & Sand Co. plant at Riverbank** are installing a modern rock plant and it is expected it will be in operation about the first of March. Putman is getting a new 1½ yard dragline to feed the new plant. Brother Clarence Galberry is running the old Clunker at present but is looking forward with pleasant anticipation to running the new rig.

Then across the road from Putman plant is the Rice Brothers sand pit operated under the able supervision of Jack (Seabiscuit) Stampen. Brothers Dick Keen and Ledbetter run the shovel and repair equipment.

M. J. Ruddy have the "Cat" spread on the Delta-Mendota Canal, and hope to have a long job.

There will be a small highway job let in Sonora this month. Beerman & Jones will probably be low bidders, as they are located there and equipped to do the job.

### Finish Rock Job

Claude Wood Co. of Lodi has completed the rock crushing job for the P.G.E. at Salt Springs dam and are moving the equipment out now. Brother Morris Hayes is operating the shovel and Ray Mark is operating the crusher.

The Lodi sewer job is a mystery—there is a new contractor every time you go on the job. If I ever find out who has the job I will report it to you immediately.

Contracts were let in 1946 for 34 public works projects costing a total of \$620,138, the City Engineer's Office of Stockton reported. **1946 Was Big Year**

The report described 1946 as a year of activity, 50 per cent greater than normal and exceeding all

previous years in the amount of construction completed.

**Biggest item was street work in which nine projects cost \$332,123. There were 14 sanitary sewer projects costing \$149,410, and four storm water sewer projects costing \$84,369.**

### Naval Armory Bids

Bids for construction of a Naval Reserve Armory for the Stockton Unit will be advertised January 15.

The original construction plans have been changed from a multiple quonset type to a conventional steel and concrete. The building, estimated to cost between \$500,000 and \$600,000, will be built on naval reserve property adjoining the former Stockton-Pollack Shipyard.

A. Teichert Co., have completed the grading on the Ripon job and have started the hot plant to do the paving. The Charter Way job is just about completed, but the gang are kept pretty busy doing odd jobs all over the area. Brother Joe Poshe, former superintendent for the M.J.B. Const. Co. is superintendent for Teichert in Stockton.

### Central Valley Plans

California's Central Valley Water Project, nearly halted during the war years, is expected to reach a new peak of activity during 1947, the Bureau of Reclamation reported.

Richard L. Boke, regional director, said the bureau was more than half way through the initial and authorized projects with the biggest items of current construction being the Friant-Kern and Delta-Mendota Canals.

To date \$174,000,000 had been spent toward the estimated \$384,314,000 cost of the two projects. An additional \$25,700,000 is available for current contracts.

The director said preliminary surveys were completed for the 160-mile east-side Friant-Kern Canal to its terminus near Bakersfield. Contracts have been awarded and work was under way on the first 75 miles to Kaweah River, and an additional contract will be awarded early next summer to bring the canal to Tule River, 26 miles further south.

Boke said the bureau planned to carry the canal 120 miles to the Kern County line by June, 1948, and is pushing work on the west side of the Delta-Mendota Canal to complete it at the same time.

The director reported the Contra Costa Canal would be completed during 1947. Only the terminal reservoir to supply Martinez with domestic water, the last six miles of the canal and an eight-mile stretch near Walnut Creek remain to be finished.

**If you want a copy of the A.G.C. Agreement on working rules or information drop a line or phone 2-6847 Stockton and we'll be glad to accommodate.** 805 E. Weber Avenue, Stockton.

### Help on Income Tax

We have obtained an established public accountant, competent in income tax matters, to open offices at the Union Labor Hall, beginning about January 10 and continuing until the income tax returns are all completed. This arrangement will assure those of us who require assistance with our income tax forms, that the person assisting will be available for future questions and help. It is our arrangement with the public accountant that they will follow up all of their work and answer any questions, or be of any necessary assistance, in completion of any of the income tax returns they possess. We have checked their schedule of fees and found them in line with those charged by other reliable accountants in Stockton and the Bay Area. Rates are as follows:

W2-3 or less, 50c each. More

## Redwood Empire work spurts up as ground dries

By OTTO E. NEVER

Business Representative

**Eureka**—With the rains holding off, there has been a good deal of work going on in the Redwood Empire.

**Burman Bros. are still doing a job of dirt moving above Gasquet in Del Norte County.**

The harbor at Crescent City is still being held up because of lack of funds. Our congressman is making an effort to have the money released and we have hopes of seeing this work start in the spring.

Work on the highway from Crescent City to Eureka is finished for the season.

### Bond Issue Fails

The sewer bonds election at Arcata did not carry, so this will be held over until next summer.

Railing is rushing his surfacing job at Redwood Summit and should be done there by February 1st. The slope from the summit to the Korbel railroad bridge will be let sometime in March. Brothers Bud Henderson and Walter Hitchings manage to keep Railing's rollers busy and operating full time. Bro. Louie Connors has three scrapers working on the Holly Varden logging job. The job is about ten miles long. Bro. Mike Day is on the job.

Mercer Fraser's hot plant has been running occasionally, just enough to keep the brothers off the rocking chair money.

Bros. Pappy Stevens and Frank Purdy are herding the new Bay City dragline for Mercer-Fraser.

Bro. Bill Murphy, superintendent for Mercer-Fraser, has quit and gone into business for himself. We haven't learned just what he intends doing but we know he will make a success of it. Bill has always given the brothers a fair and square deal and we hate to see him leave. However, we know that with Mrs. Murphy helping out, he can't miss on the venture.

### Plans Spring Jobs

Bro. Tom Hull is slowing down for the winter but has plenty lined up for next spring. Mercer-Fraser manages to keep all of the brothers fairly busy. Bro. Jack Thompson has left Farallone fisheries and is now in the Mercer-Fraser shop. The Farallones contract is up for renewing this month and the company has agreed to several changes, all of which the brothers have accepted. Bro. Frank Roberts is now with Farallone. Bros. Edwards and Threadgill are doing a little logging on their own. We hope they make a million.

The Arcata Airport deal has finally been cleared up and labor has been given a clean bill of health. We were not responsible for losing it but we did show the incompetence of the former contractor. All of the phonies have been laid off and the Navy has asked for a new contract effective February 1st. One of the requirements is that the contractor must be able to furnish proof of friendly labor relations.

The Phoenix Co. are doing a little clearing at Pierce and have two cats busy. Nothing much there till spring.

Our friend McEwen manages to keep a little work going on at Willits. There should be several jobs on the road north of Willits next summer. The state plans on several bridges and considerable dirt moving. Syar has a short job about three miles south of Willits; has one or two cats there when the weather permits.

Atkinson is doing the preliminary work on his bridge job at Fort Bragg. Work will not get under way until March 15th.

Plenty of work is shaping up for 1947 and I shall look forward to seeing many new brothers at that time.

than 3, \$3.

Form 1040, \$5.

Each schedule additional, \$5.

Form 1040, split (2), \$7.50.

Brother Ole Hansen has purchased the R. Inn at 2640 N. Wilson Way, and we hope that all of his old friends in town will drop in to see him.

## Employment slack in area around Sacramento; start operations on levee jobs

By F. A. LAWRENCE, ED PARK and D. W. BURNETT

Business Representatives

**Sacramento**—The working conditions in this area haven't changed much since our last writing. We continue to have a number of members on the out of work list.

We find Brother Eddie Foy running his new Washington derrick barge, which is located between the levees of the Sacramento River. Inasmuch as there was no boat handy, Brother Foy obligingly swung the clam bucket over to the bank and I hung on while he put me aboard. On board, Brothers Ernest Veach and Joe Azevedo make up the rest of the crew as oiler and deck hand. It is quite a rig and will be a familiar sight on the river from now on. At present it is one of two rigs working on Basalt's job of rip-rapping portions of the levee. Down the river at Courtland, Brothers Smith and Rasmussen are running the other rig. The boys should be in this area quite a while as there are over 120,000 tons of rock involved in this job, all of which must be barged in and unloaded by the clams.

Brother Wally Arnall is still doing a good job as steward out at the Campbell Soup project. This is a tough job for a steward as at least 15 different contractors are on this job and some move their men on and off the job so fast it is difficult for Wally to keep up with them. The brothers on the job could make it easier for Wally by keeping him posted as to their movements.

Brother Ray Bishop has taken over as foreman on the L. J. Lynch job at Michigan Bluff and things seem to be running smoothly up there now.

Brother Otto VanGorder is still running things on the W. C. Thompson job at Foresthill—must be doing a good job for we haven't heard any complaints from up there lately. We understand that Brother Mike Hathman keeps the boys occupied in the evenings around there by showing them how the game of pool should be played.

Brothers Jerry Aldridge and Jim Tilton are still on the Fredrickson and Watson job at Auburn as master mechanic and foreman, respectively.

### Parker Levee Job

The "cats" have finally moved in on the Earl Parker levee job at Walnut Grove and are operating two shifts with Brother Bob Mayfield in charge of the morning shift and Brother Cliff Cotter as boss of the afternoon shift. Brother Perry Parker is the superintendent and is giving your business representatives swell cooperation. Nobody goes to work on this job without clearances in the future.

At present H. C. Russell has only four of his 16 rigs working. We hope this is just a temporary shutdown as a number of his steady "skimmers" are lying around waiting for him to get things rolling again.

Brother L. H. Nolan, who owns his own blade and does work all around this area, has solved his transportation problem by buying a jeep which he tows behind the blade from job to job.

### Start on Sewer

Steve Rados Co. of Los Angeles has started their sewer job and have six of the brothers on their payroll at the present time. Their superintendent has acquired certain habits that aren't going to make him too popular around here.

When Brother Johnny Hartman went to work on the Freeway the other day, it brought the number of engineers left on that job up to five. We can't expect much from this job from now on.

Barker Corporation, who are working for the PG&E west of Winters, ordered a good pioneer man the other day and Brother Pete Connor took the job. He must have satisfied them for he hasn't come back as yet.

Stolte, Inc. has three jobs in this area which keep a dozen members busy. A. Tiechert & Son, J. R. Reeves, Jack Breen and P. J. Moore have several small jobs

around town which keep a number busy.

A. Tiechert & Son was awarded several small city jobs so some of the boys who have been out all summer will be at home for awhile.

### Reeves Gets Award

J. R. Reeves Co. was successful bidder on \$135,000 job in North Sacramento. This will furnish quite a lot of work for the members.

Leo Lentz Co. continues to use quite a number of our members in and around Sacramento. It has also been reported that Brother H. S. "Dilley" Clark and wife have returned from Chico.

We have also heard from Brother Jack Edwards, who is working with four other brothers at San Luis Obispo. They expect to return to this area in the near future.

It is understood that E. B. Bishop has sold his quarry at Auburn. We expect to be able to report having the new owner signed up by the next issue.

Auburn Lime Products Co. has also sold and are in negotiations to buy a new company under our agreement.

### Natomas Agreement

The Natomas Co. agreement comes up for negotiation again the first of March. We hope to get a much better agreement this time, especially on the wage scale. The men are patiently waiting and are ready to go all out for more pay. They have all seven dredges operating now but can still use a few more men.

We are working on the doodlebugs in this area now. Anyone wishing to see the representative, please contact the Sacramento office.

The Gladding & McBean Co. of Ione have completed and signed an agreement since our last issue, giving our members an increase of 23 and 38 cents per hour with vacations and overtime.

Contractor H. E. Duffey signed our regular agreement as of December 19, 1946. T. W. Johnson, Jr., of Elk Grove signed the land-leveling agreement on December 9, 1946.

### Andre Welding Signs

The Andre Welding Service signed our regular agreement as of December 27. This shop is located in Auburn. Any brother who needs welding done, contact this shop.

Brother George H. Scott is now in business and any member can find him at Reliable Auto Mart, 511 Sixteenth St., Sacramento.

Brother Arthur J. Wood, one of the old-timers from San Francisco who was injured very seriously December 16, 1946, is at Sutter Hospital, Room 115. He is getting along nicely and would like to have any brother who can stop in to see him.

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## Fresno

(Continued from Page 2)

along on a pretty even keel. Majority of men working there employed on a one-shift basis except those on the shovel and dragline excavation.

We have been clearing out a fairly large number of men. However, the supply from the North is such that we now have about 150 men on the out-of-work list. Hope to submit a more optimistic report in the next issue.

For the members who live in Fresno: Don't forget the next meeting will be held Thursday, January 23, 8 p.m., at 1935 Broadway, Fresno, Calif.

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### THE GRADUAL APPROACH

Young girl at perfume counter, after looking at "My Sin," "Breathless," and the other lurid names: "Have you anything for a beginner?"