



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL

STATIONARY ENGINEERS LOCAL 39

VOL. 9-1

SAN FRANCISCO, CALIF.

JANUARY, 1951

Unity is Our Greatest Need—Pres. Maloney

TO ALL LOCAL UNIONS.
Greetings:

Another year has passed; we have reached the half century mark. A half century which has seen two world wars and as this period comes to a close we are on a threshold of what seems to be a third world war.

Employers Offer 12c in Shipyards

After wage talks broke up for a second time, first in October and then on Jan. 5, coast shipyard management decided to strike a compromise offer on labor's demand for a 19c increase and announced that all shipyard pay rates would go up 12c effective Jan. 15.

Labor's reaction to this post-conference offer was mixed, some opposed, some in favor, but it became obvious to all that it would be somewhat foolish to refuse to accept about \$5 more per week from the boss after it was put on the paycheck.

The matter will be fully discussed at the 11th annual convention of the Pacific Coast District Metal Trades Council, being held this week in Santa Barbara. Also for discussion and action are a number of vital issues concerning metal trades unions under the present emergency, including manpower, wage "stabilization," trainee programs, and others which arose during the last war.

Possibility that shipbuilding may return to the coast is seen in the OK by Congress on building of 50 fast cargo ships. Labor is continuing its demand of the past three years that a fair share of new ship work be allocated to this coast. Government standby yards are located at Alameda and Richmond, and Kaiser, among others, is active in bidding for a chunk of these ships.

Navy is in high gear, with a \$2 billion outlay OK'd just last week. All coast Navy yards are expanding rapidly. Pay is higher than that in private yards, and workers prefer Navy work for that reason.

"Dog tags" costing 26 cents are being distributed at Richmond. Besides the name and address, they contain owner's blood type and religion.

At no time in the history of our country have we encountered such an uncertain future. It is not uncommon for us, as a nation, to be confronted with barriers that seem insurmountable; however, it is these barriers that weld us into a united force. The growth of our nation has been accomplished by our united and determined efforts to overcome obstacles which lay in our path. Now—as never before—is this unity and determined effort necessary.

Conservation of our manpower can increase production. Increased production is the life-blood that is needed for our survival. The worker can make additional contributions by observing job safety rules. Safe job practice will increase production, it conserves the vital manpower reserve which is so important to our future.

May I urge upon each of you to give your utmost effort.

GIVE YOUR BEST THAT YOU MAY CONTINUE TO ENJOY THE BEST!

Fraternally yours,

WM. E. MALONEY,
General President

Giant Dam Seen For Oregon Canyon

Reclamation engineers are surveying some of the most rugged terrain on the continent in preparation for erection of Hell's Canyon Dam on the Snake River, at the Idaho-Oregon border.

The dam would be as high as a 70-story building and the third largest concrete dam in the world. It would produce more than 900,000 kilowatts of hydroelectric capacity for the Pacific Northwest, important because of the aluminum producing facilities in that region.

The engineering surveys are a part of the Bureau of Reclamation's continuing program for development of water resources.



PRES. WM. E. MALONEY
Tells Need for U. S. Unity

Defense Workers May Get Old Jobs

Washington, D.C.—The U. S. Labor Department's Management-Labor Policy Committee on Defense Manpower is studying the need of establishing reemployment rights for civilians who transfer to essential defense work.

The committee, on January 3, discussed the possibility of establishing such rights, but reached no final decision. However, the Labor Department staff has been studying the whole problem, and Secretary of Labor Maurice J. Tobin will consult further with the committee.

The policy group discussed fully activities and programs designed to assure effective utilization of manpower for defense.

Next two meetings of the committee are scheduled to be held on January 12 and 29. Members will submit to the Secretary names of management and labor representatives for the membership of the regional and local advisory manpower committees to be set up soon.

Aluminum Plant At Hungry Horse

Washington.—Construction of a new aluminum plant which will add 72,000 tons to the nation's annual production will be started immediately by the Harvey Machine Co., Inc., of Torrance, Calif.

The new plant will be located at Kalispell, Mont., near Hungry Horse Dam. The dam will provide power for the plant.

Harvey Machine Co. operates an aluminum fabrication plant at Torrance for aircraft industry distributors.



- Linton L. Brown . . . December 5, 1950
- John J. Smith . . . December 13, 1950
- John C. Scott . . . December 14, 1950
- Lon Thomas . . . December 15, 1950
- Roy L. Helm . . . December 23, 1950
- James J. Lane . . . December 24, 1950
- Robt. H. Fleischer . . . December 30, 1950

Pressure Builds as Weather Slows Emergency Push

Steam was building up this month to get going on the vast outlay of construction projects speeded into project stage by the emergency and the approaching full impact of a multi-billion dollar defense program, as old man weather put a check-rein on the works and slowed down nearly all types of jobs.

A spell of dry weather in early January sent many hundreds of Engineers back to work in all districts of Local 3 territory, but another series of storms in the past few days, piling up new winter records, again halted work.

The big push is not to be denied, however, and contractors, eyes skyward, are taking advantage of every breather to keep their record-breaking program of highways, building, civic projects, and reclamation work going full blast.

As the month wore on, signs of the times crept into this area in the form of defense contracts, military expansion, and war-related developments, and it is on the books for this phase to grow with each passing week, with the peak foreseen for spring.

Engineers are shaping their plans accordingly, with great demand for their services lying just ahead. While some have come down from the north and the mountains to get out of the worst weather, little general shifting of members is foreseen because every district has a big and growing backlog of work.

All members are urged to keep closely in touch with union offices in order that Local 3 men may be placed on any and all jobs opening up.

Pine Dam Cement

Calaveras Cement Co. at San Andreas has been awarded an order to supply 1,600,000 barrels of cement for construction of Pine Flat Dam near Fresno. The firm, which is manned by members of the Operating Engineers Union, is marking its 25th year. Its present capacity is 2,500,000 barrels of cement a year. Its products have gone into the Friant-Kern and Delta-Mendota canals, the Friant dam, Feather and Mokelumne river projects, and U. S. Highways 40, 50, and 99.

Bomb Booklet

"Survival Under Atomic Attack" is a booklet that should be read by very family and every individual so all the people will be prepared if attack comes. The state is doing its part in making the copies available to the communities. The communities can do no less for their citizens.

Self-Help, Defense Key

"The basic tenets of civil defense are self-help and mutual aid," declares the California State Office of Civil Defense.

Quit the union, if you're rich.

OFFICIAL NOTICE TO MEMBERS

UNION DUES ARE DUE QUARTERLY IN ADVANCE . . . and should be paid before the first day of each quarter. Members' beneficiaries will not receive any benefits unless their member's dues are paid for the month in which he succumbs. INSURE THE WELFARE OF YOUR FAMILY, see that your dues are paid up to date, and that the Sick and Death Assessments have been paid.

TECHNICAL ENGINEERS, LOCAL NO. 3-E, meeting will be held in the Union Offices at 1444 Webster St., Oakland, Calif., at 8 p.m. Friday, January 26, 1951.



NEW SAN FRANCISCO D. A.—At impressive City Hall ceremonies, Francisco's new city attorney, Thomas C. Lynch, above left, was sworn in by Federal Judge Edward P. Murphy. He succeeds Pat [Name], who was elected state attorney general on Nov. 7. Lynch has 17 years of public service. He was appointed D. A. by Mayor Robt. [Name]. Nearly a thousand persons attended his swearing-in, and all of life, including organized labor, sent congratulations.

Democracy at Home, First Line of Defense

By C. J. HAGGERTY,

Secretary-Treasurer, California State Federation of Labor

The holiday season of 1950-51 comes to the American people at a time when the need for national unity commands the attention of all who would have our country survive as a citadel of freedom and opportunity.

In this present crisis the American Federation of Labor is prepared to continue its historic role of service to the nation.

Ours has always been and ours shall always be an American movement. Traitors and renegades have spoken for many causes in our national history, but we may thank God that no traitor or renegade has ever spoken in the name of the American Federation of Labor.

During the two world wars of this century, our organization has been second to none in producing the mightiest industrial efforts that man has ever known.

We are willing and eager to serve again, but we are also determined that profiteers and grabbers shall not exploit the nation's peril.

We are equally determined that labor shall have a voice in the shaping of the defense effort, for our organization is qualified by devotion and experience to aid in the home-front campaign.

It is tragic that the shadows of war should darken the Christmas season of 1950. However, the conflict is not of our choosing. We who are disarmed must prepare once more to meet the onslaughts of aggression and tyranny.

The peaceful hopes of mankind have long since been trampled by the armies and ambitions of international communism.

In America those hopes yet live in the hearts of a people who have found in this nation a life of liberty unknown anywhere else in the world.

The American Federation of Labor in California will defend that way of life whatever the cost or sacrifice.

Our expanding and progressive unions have erected a magnificent movement here in the second largest state in the union.

We are proud of that progress, and we are proud also that the American public regards us in this hour of challenge as loyal citizens and loyal workers.

Together with all men of good will, we look to the future and pray that 1951 shall find us sharing the joys of abundant peace when the Christmas bells again ring out across the land.

And finally, together with those of good will, we shall persist in our attempts to establish a domestic society which will give to the working people of America that economic and social status to which they are entitled by their very nature. We shall persist, then, in our everlasting campaign to mold a finer and nobler nation.

Some Businessmen Are Mighty Foolish

American businessmen, said to be very astute people usually where profit is involved, are largely ignoring the possibilities of developing their private "gold mine" of union-management cooperation, President William Green of the American Federation of Labor writes in Mill and Factory magazine.

In an article entitled "How Labor Can Help Management Improve Production," Mr. Green points out that business is losing enormous potential benefits and profits that could come from employers' substituting union-management teamwork for blind and unreasoning resistance to unions.

The president of the A.F. of L. cites specific case histories of union-management cooperation to show how unions can and do help decent business firms to improve production, maintain industrial peace, advertise their products and increase sales.

"By offering unions a working partnership, which would not invade or transgress upon the prerogatives of management," Mr. Green writes, "private enterprise can convert its strongest potential enemy into its most potent ally."

In the concluding paragraphs of the article, the A.F. of L. leader sets forth the steps by which such an objective can be achieved. Mr. Green writes:

"Once management comes to the practical conclusion that it is better for industry to work with the unions, freely chosen by the workers, than to fight against them, the following procedure becomes possible:

"1—Full acceptance of free collective bargaining by management and unions on all matters at issue.

"2—Full recognition of the union by management, including whatever form of union security is permissible, with reciprocal recognition by the union of the rights of management.

"3—A joint determination by both sides to promote teamwork for mutual advantage and public interest.

"4—Negotiation of a contract providing: (a) equitable standards for the workers; (b) union security; (c) management security by the inclusion of machinery to adjust grievances peaceably, a no-strike clause during the life of the contract and, if possible, provision for voluntary arbitration of any disputes that cannot be settled directly by the parties to the contract; (d) a union-management committee to promote teamwork in improving production, with the explicit assurance that workers will receive an equitable share of the rewards resulting from these joint efforts.

"Basically, that's all there is to it. Because of human frailties no formula depending upon human behavior can be perfect. But given a good start, with real goodwill and sincerity on both sides, the steps I have listed can and will lead to lasting labor-management peace and produce dividends in high employee morale, sustained production, more efficient plant operation and, in the long run, astonishing rewards to both workers and management resulting from the gold mine of teamwork."

Report of last meeting

The meeting was called to order at 8 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of December 2 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of December 13 and of January 3 read and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Mrs. Ruby Glasscock and family; the family of Maurice E. Pursell, the Helm family, the Root family, Mrs. Emma Thomas and family. All were received and filed.

The following Resolution was read as the second and final reading:

RESOLUTION

WHEREAS, Local No. 3 has a Foreman's Agreement with the Associated General Contractors providing for a scale of wages as such, determined upon the predominate classification over which the foreman has supervision, and

WHEREAS, the foremen, members of Local No. 3 have taken it upon themselves to negotiate and establish for themselves, individually, a weekly scale of wages which in most instances is less than the hourly wage, and

WHEREAS, the working rules provide that no member shall make any individual agreements with his employer, and

WHEREAS, it is the aim and ambition of all of the members of Local No. 3 to establish working conditions and wages so that each and every member may be able to enjoy a standard of living to the envy of all, therefore be it

RESOLVED, that Local No. 3 establish Foreman Rights and privileges for each and every member of Local No. 3 proper, and that proper cards be prepared signifying upon the face thereof, the member's name and register number, also the rules governing the conduct of a foreman, while acting as such. Also, the card shall show the penalty to be inflicted should such member violate the working rules and be convicted of same by the Union. That each of these cards be made available to each and every member of Local No. 3, and said card to be delivered to each member upon his personal request for same; his signature appearing on the card signifying his intentions to abide by the working rules, and be it further

RESOLVED, that any member while acting as a foreman who violates the working rules of Local 3, whether it be an individual agreement as to wages, operating equipment, or to any other working rules which now exist, or may be added by action of the membership of Local No. 3, then such member upon conviction by the membership, shall forfeit his foreman's card, and shall lose all rights to act as foreman over the members of Local No. 3, until his foreman rights are restored by action of the Union.

It was regularly moved and seconded the Resolution be adopted. There followed a general discussion. The motion was put and carried, with one vote against adopting the Resolution.

The following brothers were reported ill: Carl Allen, John Albonico, Joseph Bertini, Ernest Campagna, Thomas Craig, Elmer C. Conklin, John Deo, H. O. Evans, Forrest Emmick, Lorenzo Ewell, Bill Fitzge, Grover C. Goldie, G. O. Gullickson, Wm. J. Harris, Elmer C. Jacks, George Jones, George McBride, Clayton McNeely, Willard McCroskey, Harold McKelvie, Erol A. Millet, L. D. Oldaker, Joseph Plumb, Joseph Risch, Byron J. Reynolds, Roy Reeder, Lewis Stoffel, Charles C. Smith, L. Semenza, Floyd Steffy, Carl Seymour, James F. Shippey, C. W. Trexler, Roy Wallace, Victor M. Woodard, H. C. Wayne, Raymond Zanini, Jr., and Chas. M. Phenix.

The following brothers were reported deceased: Fred C. Evans, Maurice E. Pursell, Linton L. Brown, John J. Smith, K. L. Glasscock, John C. Scott, Geo. H. Bosnick, Bruce Root, James J. Lane, Robert L. Thompson.

The membership stood one minute in silence in respect to the departed brothers.

The Business Agents gave their usual reports which were accepted as given.

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

Respectfully submitted,
C. F. MATHEWS
Recording Secretary.

Two Christmases

Somewhere in the Middle of the Pacific.—Union crews on three ships of the American President Lines and the American Pioneer Line figured to be the only unionists in the world to enjoy two Christmas Days, with all the special holiday benefits repeated. All three ships (with the traditional Christmas tree fixed to the top of the foremast) were scheduled to cross the International Date Line, where clocks jump 24 hours ahead, on the day before Christmas.

★ ★ ★

Chicago.—A shirt manufacturer here who threatened to close his plant because he said union demands were driving him to the wall, received a surprise Christmas gift from his employees. The gift was a hand-painted shirt, on the back of which in vivid colors was pictured a brick wall.

Doubles Profits

New York (LPA)—Business and industry are still moaning over the inadequate excess profits tax, but their own figures conound them.

The Firestone Tire & Rubber Co., for example, almost doubled its 1949 profits. The Cudahy Packing Co. set a sales record, turned a big 1949 loss into a big 1950 profit. The stores made more money in Christmas sales than in 1949, although their volume of sales was lower.

★ ★ ★

Get Contract

Portland, Ore. (LPA)—More than 2,000 employees of the Hood River Apple Growers Assn. are covered in a contract with the Teamsters, Fruit Workers and Helpers Union. The Teamsters won representation rights in an NLRB election in October.



CHAMP SHEEPSHEARER.—Elmer Latt of Rockford, Ill., member of the Sheep Shearers' Union affiliated with Amalgamated Meat Cutters (AFL), and champion shearer in 1949, won the contest again this year at the International Livestock Exposition in Chicago. The winning time: 2 minutes and 28 seconds. The day before the contest, Latt went through a practice session in which he sheared 111 sheep. (LPA)

ENGINEERS' NEWS

Managing Editor, V. S. SWANSON
Published Each Month by Local Union
No. 3 of the International Union of
Operating Engineers
Northern California, Northern Nevada,
State of Utah
Office 474 Valencia Street
San Francisco 3, California
Subscription Price: \$2.50
per year

Mail all news items in to editor not
later than the 5th of each month
Entered as Second Class Matter Sep-
tember 9, 1943, at the Postoffice at San
Francisco, California, under the Act
of August 24, 1912.

YOUR OWN DOCTOR WITH HEALTH PLAN

(LLPE Release)

Do you wonder just how national health insurance would work for you?

The following points should cut through American Medical Association (AMA) propaganda against the plan. All the points are in your favor.

1.—When you or a member of your family needs medical care, you would call or go to the doctor of your own choice.

If your doctor found you needed hospital care or the service of a specialist, you would be entitled to such care (hospital care for 60 days).

You would also be entitled to: Laboratory and x-ray services. Costly medicines. Home nursing, within limits. Dental care, within limits. Eyeglasses and appliances.

2.—You and your family would get these benefits if you were employed, a farmer, or were in business for yourself. You would make small regular payments out of your income into a government insurance fund, just like Social Security.

The payments made by people on wages and salaries would be matched by equal payments from their employers.

You would be eligible for these benefits also if you were retired under Social Security or a government retirement plan, or if you were receiving public aid and your contribution was paid by a local or state agency.

3.—The health insurance fund would be distributed to local communities by the states. In your locality, a board made up of representative citizens and doctors (the doctor members to be selected by the doctors themselves) would handle the funds and determine the method of payment.

4.—Your doctor, specialist hospital would be paid out of fund handled by the local committee—instead of your paying them directly.

That's the only difference the present method. Your medical bills would be paid on an insurance basis rather than individually on the "catastrophe" basis.

What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, F. A. LAWRENCE, LOUIS SOLARI, Business Representatives

With 1950 behind us, we have been taking a few moments to review the year's activities in respect to the members of our organization employed in this district. Literally, a lot of water went under the bridge—and a lot of clearances over the counter during the past twelve months—4,829 of them to be exact. Some of them were for short jobs to be sure, but many a man picked up a dispatch which kept him busy for the entire season. Work in the district was highlighted by certain big jobs. The East Bay Municipal Utility District's sewage disposal program, one of the stellar attractions of 1949 as well as 1950, furnished employment to many of our boys, not only on the large interceptor work, but also on the small contracts throughout the entire East Bay area. The larger road jobs, including the Oakland Freeway, the Livermore-Dublin job and the Pittsburg Freeway were good all summer and, coupled with the innumerable small road construction and repair projects within Alameda and Contra Costa Counties, we often had to scratch for good operators. Housing developments continued to break out all over the area, and street, landscaping and utility work for the various developments played no small part in swelling local payrolls. Fluor, the P. G. & E. Steam Plant, Standard Oil—all of them were good, while the various shops around town kept a lot of the fellows going on repair work. All these and many more went into the work picture that made up 1950 and in looking back on it we are inclined to think that, while there were some rough spots, on a whole it was a pretty good year. Outstanding, from our point of view, was the fine cooperation we received from the membership—not only for a good work record, but also for the vigilance that has gone so far toward keeping the jobs right. On this point all we can say is thanks for your cooperation, and let's all pull together to make 1951 a bigger and better year for members of our craft.

Getting Around the Jobs

Many jobs in Contra Costa County are in operation, but several have been either slowed down or rained out during the past month. Macco's job on Jersey Island didn't flood out, but work was hampered considerably for a time. E. H. Peterson has one crane crew working on their bridge job on Italian Slough. They also have a \$12,831 contract for construction of a timber and reinforced concrete bridge to be built over Kellogg Creek, about 5 miles away, and they plan on using the same crane on both jobs. Orinda Paving and Excavation has several jobs in operation. They recently finished grading and paving work on the new Martinez Grammar School and are completing excavating and street work on the Charles Shinn Housing Development in Richmond.

Consolidated Western Steel has one Engineer employed on their tank erection job in the P. G. & E. team Plant at Antioch. Brother Ray Butterfield is operating Tugger for this outfit in the Shell Chemical Plant at Pittsburg, where they have a contract for construction of 10 steel tanks.

The P.C.A. Hot Plant at Concord keeping a full crew busy furnishing material to the county and to various contractors in the area. Kaiser's Upton Plant is keeping a six-man crew going, while Blake Brothers Quarry in Richmond have 11 crews operating in both their pit and gravel plants.

Ben C. Gerwick has finished removing the piling which was damaged in the recent boat accident at the Richmond-San Rafael ferry. At present they are nearly through driving new piling and a derrick large is to be moved in to finish the job.

Brother Bernard Baker is running Harry Cleverdon's roller on

a small job in Lafayette, while Brothers Stanley Baer and E. C. Bickford are overhauling equipment in the yard.

Brothers Russel Bates and Kenneth Peden on blade and roller are grading and laying black top on Lee Immel's job at the Richmond Civic Center.

M.G.M. keeps on the top with jobs in Contra Costa County. One of their contracts consisted of installation of a water line in Gregory Gardens, while out in Antioch they have just completed placing of several hundred feet of water line. McGuire and Hester have the contract for placing an additional 10,000 feet of cast iron pipe on this same line which runs from the city of Antioch to the P. G. & E. Plant. The 12-inch pipe is laid in 18-foot sections and the job is moving along on schedule.

J. R. Armstrong's road job near Byron has been held up during the past month, but they are nearly through with the shoulder work and will start resurfacing as soon as the weather permits. Their Concord job has been slowed down and a skeleton crew has been operating on maintenance of the road under construction. P.C.A. is furnishing hot stuff for patching of the present roadbed.

Out in San Leandro, Peterson Tractor and Equipment Company has approximately 59 Engineers employed in their shop and yard. They have finished the major portion of their government contract but keep busy on contractors equipment as well as on service and maintenance work on their own machinery. Bay Cities Equipment Company employs around 32 of our men. They have been overhauling six T.D. 24's for Bechtel. These are all side booms, which in some cases were converted at the time the repair work was done. Shattuck and Stahl have been keeping fairly busy with seven Engineers on the payroll. Both Stolte's Cat and Truck shop keep busy, while California Tractor and Equipment has five men busy on overhauling surplus equipment in their 65th Street shop. Fessenden and Cook are keeping the members of their regular crew busy on repair work during the rainy season. During the past month we signed an agreement with the Arthur C. Day Company, the only equipment shop of any size in this area, which didn't have an agreement with Local 3. This company, formerly of Hayward, recently moved into their new location at Centerville. Their establishment consists of a modern plant, showroom and store. There are four Engineers on the payroll and, while this company doesn't employ a large number of men we are very glad to welcome them into our midst and to wish them every success in their new location.

P. and J. Artukovich have been awarded the contract for construction of Section Three of the Alameda Interceptor of the Sewage Disposal project for Special District No. 1 of the E.B.M.U.D. The bid was for \$303,974.82. This completes the awarding of major contracts for the Alameda Interceptor. According to A. C. Carrigan, District Director for the E.B.M.U.D., the project as a whole is now 70 per cent complete and 90 per cent of all contracts have been let. Construction of the whole project, which consists of 21 miles of large interceptors, the treatment plant and two miles of outfall line is progressing on schedule and by July it is expected that the system will be operating.

Construction of Alameda's second high school will be started late this

month. Haas and Rotschild were awarded the contract for initial construction with a low bid of \$995,000. To be known as "Encinal," the school will be located on an 18-acre site at the west end of Alameda, adjoining the Naval Air Station and facing on the bay.

Out in Livermore Central States Construction Company has subbed the steel work on the new Grammar school to Soule Steel Company, and that company is now winding up the erection work on the building.

Dredge News

Dredge work continues to be very good, with all members working. We are still having trouble getting leveemen for the San Francisco Bridge Co.'s dredge Hinds at Rio Vista, but it seems to be getting a little bit better since our last report. The Welatka is still at the Mare Island Navy Yard and no one seems to know just how long the Navy will keep it working there. The Olympian Dredging Co. has most of its clamshells working. The Neptune is on Georgiana Slough out of Isleton, and the Monarch is on the San Joaquin River near the Mossdale Bridge, doing flood control work. The Holland is still on the Estuary sewer crossing job from Alameda to Oakland, while the Golden Gate finished at the Oakland Naval Supply Center and has moved to the Rio Vista yard, where some of the crew are doing repair work.

The Palmer is to go on the Tracy job, but work on this project has been held up awaiting construction of levees for the spoil area. The work is to be done with draglines, but it was necessary to wait for the flood waters to recede before starting the work. However, it is expected that the Palmer will be ready to go about Jan. 15. The Associated Dredging Co. has two of its clamshell dredges working, the Curley at Avon and the Delta No. 1 in Cache Slough on the Sacramento deep water channel just above the Ryer Island ferry. The Hydraulic Dredging Co. has finished the Stockton Channel job and moved into their yard at Rio Vista, waiting for another job. Dutra Dredging Co. is keeping both its clamshells busy, and the Pacific Portland Cement Co. keeps two crews busy furnishing shell for their plant at the Port of Redwood City. The San Francisco Bridge Co. submitted the low bid, \$73,700, on the levee repair job on the Webb Tract, and Olympian Dredging Co. was second with a bid of \$79,600. It will probably be a month or more before they get started on this job as we understand there is some levee work to be done on the spoil area before they start pumping.

A new dredging operation is getting started in the Bay Area. The Congress Construction Co., an eastern concern, has started reclaiming quite a section of beach property lying directly east of the Alameda Naval Air Station. They are operating here under the name of Alameda Bayside Construction Co. They have the San Mateo County Recreation Dept.'s small dredge and are re-outfitting it with a new 10-inch pump and a new G.M. diesel engine. Mr. H. O. Richardson is in charge, and while they have experienced considerable difficulty in getting started, they now have Brother Bill Nelson acting as skipper and we are hopeful that he will get things going in due time.

News About The Brothers

Brother Fred Brooks is passing out cards for the State Cleaners these days. He and his wife own the establishment and she has been managing it by herself. When they needed another hand, however, he climbed down off his

dozer, picked up a withdrawal card and hopped to it. Now you can find him 'most any day of the week steaming away out at 21642 East 14th St., in Hayward.

The war in Korea was brought closer today to many an Engineer with the death of Eddie C. Leneve. Although he wasn't a member of the union, he was well known by most of us as the kid who played catcher on the Engineers' baseball team for two years. His father, Ed senior, has been an Engineer for many years and it was he who brought us word of Eddie's death. He was serving with the Marines and was killed in the bitter fighting at the Chosin reservoir. A top-ranking athlete, he won three-year letters in both football and baseball while attending Berkeley High School, and after his graduation in 1946 he was signed by the Oaks. In June of 1949 he married, and his wife Leta is now living in Flint, Mich., while awaiting the birth of a child in March.

Another Engineers family has been hard hit during the past month. Chief Petty Officer Walter Whitehead, son of Brother A. J. Whitehead, has been missing since Dec. 18. A chief aviation machinists mate, he was one of a crew of 11 men on a Navy P2V Neptune patrol bomber which lost radio contact with Whitby Island Naval Air Station while flying off the coast of Washington. Naval and Royal Canadian Air Force planes conducted a wide search both at sea and over the rugged mountain area but no word has yet been received. Chief Whitehead was a native of California and resided with his wife and son in Alameda.

Brother D. J. Seymour probably has the distinction of being the only Local 3 man who helped build a road to Mecca. He has been in Arabia since 1948 and acted as general foreman on the "450" job. This means that he was working directly for the government and should the king or any one of his 45 sons have a job to be done, the "450" boys did it—whether it was construction of a new castle in one part of the country or the building of a new road in another. Brother Seymour made two complete air trips across Arabia keeping up with his work and the Mecca job was his last before returning home. As is usually the case with these traveling boys, he has been on jobs in various parts of the world—Panama, Venezuela, Hawaii and many others, and he says there is a possibility that he may be going out again soon. Brother Thomas R. Peters, another "international Engineer," who is just back after 14 months in Arabia, tells us this is his sixth trip out of the country. He has worked in Hawaii, the Philippines, Guam, and Okinawa, and says that during the past 10 years he has only worked twice in the States! Of course, he too is looking longingly toward the horizon, but as yet doesn't know where the next stop will be.

Brother Martin Kritzer dropped in at the hall not long ago to check up on some of his old buddies and to say hello to everyone. He is now living in the Fresno area, where he is operating a tungsten mine. Says his property is within a mile of 16 different lakes and that fishing presents no problem whatsoever!

Brother Jim Patton didn't feel so good, so on Dec. 11 he dropped around to see the doctor. After a few well-aimed prods that gentleman hustled him off to the hospital where further soundings uncovered a ruptured appendix, which they estimated had blown up about 12 hours previously! As soon as it was out they started pumping penicillin into him, and he was up and around in plenty of time for Christmas. Only one thing bothers him. Says he's as full of holes as a sieve from all those shots, and he's sure that any water poured on his hide would go right through! Other brothers on the sick list include Ira Beaulieu, laid

up with arthritis for the past two months. Jim Morgan, in Peralta hospital for an operation earlier this month, expecting a return engagement sometime in February. D. C. Reynolds, in Merritt hospital for an operation on the hip he crushed last spring, getting ready to exchange one of his crutches for a cane.

J. W. McFarland, another member of the crutch brigade, easing along on the ankle he fractured so badly in a cat accident, sometime ago. Brother Hoval Wayne, still confined to the hospital but recovering steadily.

Arc-Ray Rental Service, dealing in excavating, grading, top soil and red rock, as well as in equipment rental, is being operated by Bro. Ray Hubbard. Call him at LU 2-3412 or LU 1-8833.

Brother Wm B. Berry took a withdrawal card and moved down to Albuquerque, New Mexico, where he is going into the insurance business. He is well acquainted around that part of the country and feels confident he will be able to do all right for himself. Good luck, Bill, but we'll be missing you come next summer and a shortage of good blade men!

In and Around the Oakland Office: Brother Craig Mort, assuring us that the rain didn't get him down—but what it did to his rig!

Brother Don Pogue back from a trip east, wanting to thank all the boys who made inquiries during his long illness. Brother George Harrison, in from Antioch, telling everyone about the advantages of life in the country—lots of room, plenty of fresh air and running water—right up to the doorstep!

Brother Wilbur Hunt, back from Okinawa after a ten-month stay.

NOTICE

Brother Al Clem's home phone has been changed to TE 6-0853.

Drivers Win 2 1/2c

Pittsburgh, Pa. (LPA)—After a 29-day strike, drivers for Pittsburgh's three largest department stores have won a 20c pay raise and cut their workweek from 43 to 40 hours. More than 500 members of the AFL Teamsters Union are covered by the three-year contract, which is retroactive to Nov. 1. During the walkout, 8,000 members of 19 other AFL and CIO unions honored the Teamsters' picket lines.

THEY GOT HOLIDAY

Lyons, France.—Two groups of union workers in a wine-bottling plant here used different methods to win their demand for the day after Christmas as a holiday. One group threw the plant manager into a huge vat of sauterne and wouldn't let him out until he "yelled uncle." The other group smuggled a dead cat into the plant and, holding it by the tail, posed for a picture in front of another vat. When they threatened to turn the picture over to the newspapers they got their holiday in a hurry.

Cats Eat Rabbits

Only 2.7 per cent of the stomach contents of 41 highway-killed house cats contained evidences of a rat diet, the Missouri Conservation Commission has reported, while stomach analysis showed 38.1 per cent rabbits by volume.

Trappers' Union

Quebec.—A Canadian trappers' union in 1947 was offered an annual Christmas bonus if it could keep its members from going into factory or construction jobs. The union debated the offer and asked that the bonus be in the form of a specified number of pelts out of the total its members trapped each year. The pelts were saved up for three years, and on Christmas Day 1950 the wife of every union member got a beautiful fur coat.

The boss hates your union, he'd rather deal with you alone.

Sacramento—

Weather Slows Jobs But
Huge Valley Program Ahead

By E. P. PARK and H. S. CLARK, Business Representatives, Local 3

At this writing we are still faced with a large out-of-work list which we blame almost entirely on the weather. Most of the contractors which we have contacted assure us that they have a considerable back log of work which they will resume as soon as conditions permit. This situation, plus all the new work contemplated, leads us to predict that the coming season will be one of the busiest that this area has ever experienced.

Of prime importance at the moment is the new rocket plant to be built in the Folsom area. This has all the indications of being a rush job once it gets rolling and it should provide jobs for a good many engineers. It is located in an area where the weather will have little affect and consequently it is a very welcome project.

FOLSOM DAM BIDS

Bids on another small job on the Folsom Dam will be opened on January 16, 1951. This is for core drilling and additional abutment excavation and will open up a spot for some of the brothers. It is still expected that the Morman Island project will be coming up in the near future and this should be the type of job that will solve all our out of work problems.

A. Teichert & Son picked up an overcrossing and an underpass on the West Sacramento Freeway for \$387,780. This should help some of the boys who are waiting for this outfit to start rolling again.

Another contract which will help to cut down our out-of-work list has been awarded by the Housing Authority of the City of Sacramento. This went to Carl N. Swenson and Williams and Burrows as a joint venture at the figure of \$2,881,500. There will be considerable street and sewer work to be done in connection with this job.

The Department of Education and Finance Building has been let to Parker Steffens and Pearce for \$2,528,847 which will be of interest to some of our hoist operators who are keeping their eyes on these building jobs.

The City of Sacramento has turned loose a couple of small street improvement jobs which are going to Lentz Construction and McGillivray.

Out at Mather Field, James M. Pope has picked up \$37,908 worth of work sealing joints in the runways. We wouldn't be surprised to see considerable work on the fields in this area coming up soon.

MUCH BUILDING

There is still considerable building going on within the area and although they don't offer many on the spot jobs for engineers, they really are an important factor in our general work picture. On the larger buildings we get the excavation, then the pile driving and the steel erection. Then comes the hoist operators, compressor operators and mixermobile operators. Of the job site, the batch plant operators and the boys in the gravel plants are all affected by the amount of building underway.

While we are talking about buildings, we would like to make a short report on our own building that is now under construction on Stockton Boulevard at Second Avenue. If you drop out that way, you can see that it is finally beginning to take shape. The foundations and basement have been poured and another week or two should see the outside walls up. The weather has slowed this job considerably but we still hope to be in by June.

The City of Lincoln has a bond election coming up on January 9 for considerable improvements in their water and sewer system. We have been spending considerable time in Lincoln the past few weeks and extend our hopes that this town and the people who live and work there will enjoy happier and more prosperous times in the future.

Several of the brothers from this area have been very helpful on several occasions lately and we wish to extend our thanks to Brothers Ernie Nelson, Harry Crigler, Sam Green, Les Wilson, Tom Eaton and Bill Hanley.

Ukiah—

STILL SLOW
AND WET,
FUTURE GOOD

By A. R. McCAFFERY

Business Representative, Local 3

Conditions in the Ukiah area remain about the same as last month—wet. Several jobs have been shut down for the winter, and some of the brothers have headed home to complete that job that they have intended to do for the last three or four years.

Several brothers coming in from the North have stopped in the office to say hello. Most of them do not want their name on the out-of-work list as they are headed farther south. There are several jobs working—highway maintenance, housing projects, sewer and water, underground telephone, and rock, sand and gravel.

Nothing has started yet on the Government projects at Middletown or Westport. It is expected that they will start soon, which will put quite a few of the brothers to work.

M&K Corp. got an extension on their project at Point Arena. They are still fighting plenty of weather, but making progress. The brothers really earn their money on this job.

C. M. Syar jobs at Willits and Middletown are also down. J. R. Armstrong's job at Cloverdale is down, too, on account of the adverse weather. Both of Arthur B. Siri's jobs on the coast are down, waiting for weather—one at Bacon Gulch, the other at Salmon Creek. The brothers on Siri's maintenance job on the Masonite road are losing very little time, however. This is one of the best winter jobs that I have ever run across.

BIG PT&T JOB

Pacific Pipeline and Engineers Ltd. have the job installing underground conduits for the Pacific Telephone and Telegraph Co., in Ukiah. This is part of a \$1,000,000 expansion program. Supt. R. J. Emmons says it is a -----; rains all week long until Friday night, then sunshine Saturday and Sunday, then rain Monday morning, all pumps going. Bro. Ed Kammerer is sliding the loader around, while Bro. W. Testmer is trying to keep the ditching machine on level keel. Bro. Floyd West, oiler, has his hands full trying to find enough planks to keep the ditcher from disappearing.

Nevada Construction Co. is busy on its channel change on the Russian River, bailing gravel. Bro. Ed Castle, at the levers, says the water doesn't bother him, but it is kind of rough on Bro. Bob Archibald, his oiler.

Bro. Mel Aldham is the proud owner of a new 25 Northwest. He is making the muck fly over at Lakeport.

The outlook for the future looks bright, and most of the brothers will be kept fairly busy on various jobs this winter. If the brothers will have a little patience for awhile, everybody will be busy and we will be short of operators again.

says he wants to take a look at that country.

Brother Glen Pritchard is back in town and on the job after a swell vacation trip which took him to Monterey, Mexico.

Brother Jess Burch made a hurried trip to St. Louis over the Christmas holidays due to illness in his family back there.

Beginning on January 18, 1951, this office will remain open on Thursday evenings from 7 to 9 p.m. instead of Wednesday evenings. Please make a note of this change and if it is objectionable, we would appreciate hearing from you.

We extend our deepest thanks to Brothers Douglas Sickles and H. L. Moretti who have donated to the Blood Bank during the past month. At the present, our credits in this Bank are considerably low so make an appointment for your donation NOW.

Eureka—

Good Weather Keeps Work
Going in Redwood Empire

By OTTO E. NEVER, Business Representative, Local 3

The Redwood district still enjoys good weather and a fair amount of work. Here in the northwestern part of California we are enjoying sufficient good weather to keep our out-of-work list at the zero mark. How long this will last is hard to say, but right now it is a grand and glorious feeling.

In the Crescent City area at the time of this writing we have Healy-Tibbetts just finishing the Dutton Dock and preparing to start another dock for the same company at Eureka.

Macco-M & K are finishing up their shop work and are closing down till April or May.

Fred Korhase still keeps a small crew busy at Dutton's Mill, while Osborne and Wheelon are still hard

at it to get Crowley's tank farm completed.

Marlin Tryon is still trying to catch up on back orders for crew rock.

There are two new mills to be built near Crescent City. One is a plywood mill. In Klamath, the same condition exists. From this we judge that there will be considerable work for the members around Crescent City.

MacDonald Young & Nelson and M & K have finished their job at the weather station at Requa for the time being. They may, however, keep a maintainer, dragline and cat on the job until spring, or until they can blackout the road.

Rumor has it that there may be an additional appropriation for this job.

Brother A. A. Boehl still peddles gravel around Klamath, complains about losing money and then gripes about his income tax.

NEW LOG OUTFIT

Brother Dean Langford has taken a contract to log for a new outfit that has just moved into Klamath. Brother Langford has two new eights and a loading donkey. We wish Brother Dean the best of luck and success for the coming year.

Brother Tom Hull still has a Lorain 75B working near Patrick's Creek on Highway 199. Brother R. F. "Dud" Dudley is still pitching boulders at the trucks hauling for the State, while Brother George Roberts keeps out of sight, hearing and rain.

Cair & Rocco are having a little luck on their bridge job at Hunter Creek. They are still ining six days and some are rain days, believe me!

M.G.M. Construction Co. still keeps busy laying pipe for P. G. & E. Co. When they will finish is anybody's guess.

Fred J. Maurer & Son has a few small jobs going; enough to keep a few of the members busy.

Brother Pat Furnish celebrated Christmas as usual with one exception. He drove up to a service station and missed it, but a gracious cop was close by. So, Pat to him all good Irishmen should stick together at Christmas. The cop agreed, only he said he was a Finn. What happened to Pat shouldn't happen to any good Irishman.

Baldwin & Straub work where they can on the city water treatment plant. C. M. Syar has a down till spring.

The dredge Jupiter is working north of Samoa near Mad River Slough. Brother Jokela is doing good as a leverman.

Brother Ray Barnes has just returned from a trip to Oklahoma and has a hard time speaking English again.

Fredrickson Bros. are well organized and ready to start their job near Alton; however, intermittent rains have held them up.

ENTER SERVICE

Here are some of the names of our brothers who have enlisted and been called back in the service.

Bros. John Reabe, Harry Fair, Bill Yates and Wm. Bryant, all bees; Bro. Samuel Nevers, Navy; Bro. Joy Meeks, Marine Corps; Bro. Sandy Parks, Ladies' Aid.

Bro. Dannie D. Reynolds, who has been working near Sunnyvale, has opened a new Shell Station at McKinleyville. How about a little patronage for this brother?

We have been fortunate in placing several of the brothers on jobs in the woods. Scale of wages has been satisfactory and board and room is furnished for \$3.30 a day.

In closing, I'd like to pass on you a little thought given to me by one of our old-timers. Put your heart into your work and the quality of your work will put you into you.

Liquid Savings
Drop Tremendously
In Third Quarter

Washington (LPA)—Prices are going up, taxes have gone up and are going up a lot more, and the people have virtually no money put away. Worse, they're in hock up to their ears.

That is the gist of a report by the Securities and Exchange Commission on "Volume and Composition of Individuals' Saving, July-Sept. 1950." The report shows that the public's liquid saving has melted away to a nominal level.

The report shows that total liquid saving of individuals in the third quarter of 1950 was \$100 million. In the same period in 1949 the figure was \$1.4 billion. That's a drop of \$1.3 billion. Liquid saving in 1950 was less than one-fifth of one per cent of income after taxes, compared with a rate of over two percent in 1949 and six per cent before the war. Put another way, the rate of liquid saving before the war was 30 times that of this year, and in 1949 it was 10 times what it has been in 1950.

The SEC defines liquid saving as "saving in the form of currency and bank deposits, equity in savings and loan associations, private and government insurance and pension reserves, securities, and repayment of mortgage debt and other consumer debt."

The SEC reported "mortgage debt of individuals increased \$1.8 billion in the third quarter of 1950, a new record rate. Other consumer debt also showed a substantial increase, \$1.7 billion."

Time and savings deposits declined a record of \$800 million and currency holdings decreased about \$100 million. Whereas "net security holdings" of individuals went up \$100 million in the third quarter of 1949, they went down \$300 million in the third quarter of 1950. The drop was most marked in holdings of U. S. Government securities. The folks are cashing in their bonds, and not buying new ones.

* * *

To Kill Ants, Roaches

Most effective insecticide against cockroaches and ants is a comparatively new one called chlordane, considered more powerful for exterminating such crawling insects than DDT. Buy the lowest priced insecticide that lists "2 per cent chlordane" among its ingredients shown on the container—the brand name doesn't matter. Even better is an insecticide that lists both chlordane and DDT in its ingredients; you then have an all-purpose preparation. There are several brands in the stores containing both. For destroying roaches, the chlordane preparation shouldn't be sprayed throughout the room, but only on places where the insects crawl or hide, such as cracks in the floor, undersides of drawers and cupboards, and behind or underneath furniture. It can be sprayed in such areas or "painted on" with a brush.

San Jose—

Break in Weather Opens Up Jobs Again Around San Jose

By M. G. "MICKEY" MURPHY, JOE RILEY and C. L. CASEBOLT, Business Representatives, Local 3

We are very happy to report that many of our jobs have resumed operations and are calling back the old-timers and old hands who were laid off at the onset of the heavy rains recently. As we have said before, some of the jobs have been completed, but many of them were shut down in the last 30 days due to the weather and climatic conditions.

Many of the jobs, namely Fredricks and Watson at Gilroy, also their job on Bolsa Road out of Hollister, are contemplating immediate resumption of operations, along with many of Granite Construction jobs in the southern section of the territory, principally the Moss Landing job. We must not forget to mention the Atkinson job on the Los Gatos Highway, plus many of the sewer jobs, like J. C. Dorfman, A. J. Peters, John Pestano, Basich Bros., P. & J. Artukovich, Earl Heple, L. W. Jensen, L. C. Jensen, Ed. Tobin, and Pisano Bros., who have many sewer jobs, and water line jobs which were held up for the last two or three weeks on account of rain.

A. J. Raisch, Leo Piazza, Ed Keeble and Frank Marks have opened up their big jobs of approximately a \$2 million backlog. This will give you some idea of how work can get going and how quickly men can get on and off the out-of-work list. Carrico & Gautier who have the 120-inch telescope job to the extent of \$600,000 at Mt. Hamilton have also resumed operations. Eaton and Smith, as many of you know, are all but complete on their Pacheco Pass job. At present we believe they have one shovel and one blade in operation. We must also report that Clements & Company who had their hot plant flooded, and nearly washed away during the recent high flood, finally dug out and have moved the plant to high ground, and are now waiting to transport the plant to the next job site.

We can mention for sure by the time this is off the press, that there will be little vestige of Guy F. Atkinson & Co. left on the Anderson Dam. They have one shovel working one shift in the last three weeks, and we are positive they will soon place a period on all operations.

We can report officially also that the Austrian Dam was accepted by the owners about three weeks ago.

Granite Construction is still plodding away at their little wharf job in Santa Cruz, and also they have about a year's work of stripping at the Santa Cruz Cement Co. at Davenport. Bro. Paul Mattos is acting superintendent. Leo Cardwell, well-known local contractor, is also working on a backlog of many little jobs in and around this locality.

SAND PLANTS HOT

Let's not forget the big Kaiser Sand Plants, P.C.A. Plant, Santa Cruz Aggregates, Graham & Son, Roberson Bros., Sinnott, Ray & Silvey quarry and sand plants in this area who are working to capacity. It seems that this little neighborhood with all of the rain it had, managed quite well to maintain an even keel and keep many of the brothers on the payroll.

Moss Landing is showing considerable activity and good progress is being made on the two new units which the P.G.&E. decided to install just recently. However, there was not much lost time on this project for our people. At present Granite is doing the excavating, and Ed. Keeble has much of his equipment on this project too. We are in hopes that this project will employ as many men this year as it did in the last two years. At present we have many well known brothers in their employ, namely Earl Webster, Leonard Napier, M. J. Lewis, G. R. DeSpain, Jimmie Wallace, R. R. Fullington, Lee Hartsaw, Bill Moore, Harold "Tex" Martin, W. R. Richardson, J. A. Price, R. B. Priest, Ernest Rains, W. E. Kettlin, J. D. Segó, Fred J. Card, and Ray Chance. We are happy to announce that we now have something on this job for which we have long hoped for. That is, a foreman on equipment,

and Bro. Al Berryessa was the lucky one on that new job.

Raymond Concrete Pile have moved in three drivers and they have about 1800 pile to drive which will take about three months. And on the said drivers, which are being manned by real old-timers, such as "Pop" Alexander and Phil Cardona on No. 1, Jack Hurley and Mike Sigretto on No. 2, and C. E. Vivion and J. McAfee on No. 3. And that unforgettable character Harry "Wooden Shoe" Luther, who is pusher. Many of these boys were on the first section of this job.

As we have mentioned before, Permanente is also under a big expansion program; however, they are just about complete now, and will be adding a few more engineers soon.

We also understand that there is a double track on a spur line.

We have also had rumors in this little locality of some naval work of great importance, about which we will tell you more specifically in future issues.

Bechtel Corp. is making fairly good progress on their \$2 million Pacific Electric Mfg. Corp. project. Consolidated Western Steel have the erection of about 200 tons on this project.

BIG FREEZE PLANT

Trewitt, Shields & Fisher Construction Co. are general contractors on a large freezing plant at an approximate cost of \$750,000 for the Beale's Freezing Company. Their superintendent is Bro. Julian Hughes. Moore Drydock is setting the steel.

As for Salinas, and the little city of Monterey, we still have considerable work under operation, such as Granite who had a couple of jobs which are now complete, and are struggling hard on a couple of their smaller subdivisions, plus a couple of small street jobs. But as usual, you will always find Granite working here and there in this southern district.

Brothers Al Williams and Ray Adams always have a couple of small jobs working. George Augusta has a nice job on the Santa Lucia subdivision.

We must mention the Permanente Natividad plant which is going under full operation and we do expect some new additions for an increase in production very shortly.

As for Monterey and Carmel we have the same conditions as in those just mentioned, such as Phil Calabrese, Monterey Sand, the two P.C.A. plants, and again Granite everywhere.

And over across the hill in Carmel Valley, we have a couple of ditch lines, pipe line jobs being performed by the American Pipe Lining Company. Nevada Construction Company were successful bidders on the second section of the Carmel Valley Road. This is a pretty nice job, but has not started under full steam as yet.

We also expect considerably more work in Fort Ord.

Going a little further south towards Soledad, we can mention the "Medium Security Prison" where many of the boys work and is nearing completion and will soon be ready for "guests." We care not to make reservations.

PERSONALS

Moffett Field we must not forget to mention, except to begin a big expansion program shortly.

Since we have had so many brothers registered on the out of work list who had jobs to go to when weather permitted, we would appreciate it greatly if you would let us know when you are called back to your former jobs if we have not placed you in the meantime. So here's thanks to Nicholas Estok

Reno—

PUSHING BIG STRIP JOBS IN NEVADA

By H. L. SPENCE, Business Representative, Local 3

Isbell Construction Company's two big stripping jobs near Ely, Nevada, are in fine shape with one hundred and nine men from the Operating Engineers Local Union No. 3 on the two jobs. Isbell just got another new Northwest 80 delivered last week. There are four Northwest 80's and one Model 6 Northwest on the two jobs. There are ten tractors, a couple of blades, and four churndrills working. There are three shifts—round the clock operation, six days a week, and they really are getting out the muck. They are surely a fine bunch of fellows. I have a few friendly arguments with them but that is to be expected. I still think they are O.K.

Isbell Construction Company's work around Reno, Nevada, is going along in fine shape for this time of the year. They are putting up a stream-lined rock crushing plant on East Second St. There is a new crusher and new conveyors and hoppers of all description. It is going to be a good lay-out when it is finished.

George Miller has lots of work up the Truckee river, near Verdi, Nevada. There are three Bucyrus rigs and a couple of tractors and a skip loader on the four different jobs repairing the damage the flood did.

BOMB SHELTER

John B. Powers Company is doing quite a lot of work around Reno, Nev. I see Brothers Roy Lawler and Zane Hunt digging a basement on California Avenue in Reno. "Dutch" Hughes is out around the Fish Ponds with the Bay City. Brother Edward Gnadig is oiling for him. Brothers J. W. Harcourt and Myron Atwater are doing the heavy duty repair work in Powers' shop in Reno.

Silver State Construction Company, better known as Andy Drumm's outfit, has partly shut down on the highway job, near Boonesprings, because of bad weather. Three of Drumm's outstanding men were in the Reno office a couple of days ago. Bros. Charles "Red" Melendy, Al Montrose, and Joseph J. "Chip" Montrose.

Brothers Everett S. Doty and Harry Johnson are on the 170-B Bucyrus shovels for the Round Mountain Dredging Corporation. Brother Donald H. Wood is on the 54-B Bucyrus. Those Brothers are really digging out the gold.

Nomellini Construction Company's landscaping job for the new high school in Reno, is coming along in fine shape with Brothers Al Potash and Howard Eckley on the cats and carryalls.

and Ed. S. Keller who took the courtesy to send a card asking us to take their names off the out-of-work list.

Warner Ruggles, who many of you know, came in to let us see him in his naval uniform. He is aboard the aircraft carrier U.S.S. Antietam, and stationed at the Alameda Air Base.

John W. Corp has taken a withdrawal to venture into the machine shop business for himself in Cupertino at the Sunnyvale-Saratoga Road. Said he would give any engineer a good deal. Good luck, Bro. Corp.

Best wishes and good luck go to Frank Felice, a former Permanente employee on entering the service January 2nd.

Sorry to hear Earl Gish fell off a shovel and broke his heel, but he will be up and around soon. Bro. Woody Sherman also fell from a shovel and received a serious back injury.

Last Bulletin! We understand there is some activity on the San Ardo Oil Fields, as they just recently moved in several pieces of equipment. We may have more explicit information in next issue.

San Rafael—

Evacuation Highways Are Speeded in Northbay Area

By H. O. "Heinie" Foss, Business Representative, Local 3

Your North Bay Business Representative can again report that all contractors in the area, including all quarries, seem to have a backlog of work incompleated as of last year . . . and it looks like it will probably be another prosperous year for members of Local No. 3 in 1951.

Fredrickson Bros. of Emeryville were recently awarded the \$800,000 plus, approximately two-mile highway improvement job near Vacaville, and as this goes to press no starting date can be determined.

Granite Construction Co. of Watsonville was low on the \$1,000,000 plus, Highway 101 improvement north of San Rafael from Forbes Overhead to Ignacio . . . with Bro. Arthur Ostrum, assistant superintendent in the office, advising that equipment to be sent to the project as this report is issued . . . Bob Kenning is superintendent on the job, with Bro. Don Ostrom on the first cat coming in . . . planning on about four cats, maybe three dozers, and undecided on the pulls and cobras.

Bro. Johnny Flores, batch operator, after working all summer at Lowrie Paving, Hamilton Field Air Base project, taking off for about three weeks in "Old Mexico" . . . Nice going.

Bro. Ham Huffstutter recently returned from a long-drawn-out Kansas vacation . . . full of vim and vinegar and ready to go to work to make some more of it.

Bro. Lyle Hopper, long-time nut buster for A. G. Raisch Co. of Black Point, taking off for Astoria, Oregon, as master mechanic for the Heavy Hauling Co. . . . this looks like a good deal for Lyle . . . sorry to see him transfer.

UNCLE SAYS NO

Bro. Johnny "Smiley" Brodnanski reports that "Uncle" is shutting down on supply of metals, so he will have to discontinue his distributing oil and furnace repair work in the Santa Rosa area and go back on the out-of-work list . . . another good nut buster.

Bro. H. J. Beck, from Suisun, keeping his rigs busy cleaning up around Lake Curry, the Vallejo Water Supply District, and doing the small jobs around Fairfield.

Hallum Construction Co. of Santa Rosa, now known as the Empire Rock Co., asphalt road mix and washed rock, with the same personnel . . . Bros. Gibson, Charles and Palmer . . . Mr. George Bill is office manager.

The Allied Construction Co. of Santa Rosa, with Bros. Norman Pierce and Bob Clark, and W. J. Pierce as office manager, reports lots of work to do when the equipment can stay on top . . . specialize in driveways, excavating and grading and are fast earning a name for good work . . . can be contacted at Santa Rosa 4144-W.

Bro. Jim Rider, in the Mill Valley area, can be contacted at Dunlap 8-3468 for good landscaping and grading . . . real finish work.

The S & Q contracting firm from the Peninsula area has the Tennessee Valley school job, with the J. O. Archibald Co. doing the excavating, approximately 30,000 yards . . . Bro. W. G. Elbright is foreman, with Bros. McKinsey and Barnes on the rigs.

Bro. Harry Waggoner, with Hutchinson Quarry at Greenbrae for about 200 years . . . one of the real old-timers . . . should receive his silver button this year . . . has been a member since March 1926 . . . with Bro. C. L. Yoder, also one of the old-timers, taking it easy and hoping to catch some fish.

Underground Construction, with Bro. Pete Madrid as foreman, on the telephone line just about finished up . . . and moving into the Woodland area . . . Bro. Ralph Peck, foreman on the Hamilton Field job, doing the winding up and moving on to other parts.

URGENT . . . BLOOD DONATIONS NEEDED

Your Business Representative would like to express his deep appreciation to the many members

in this area who took the time to come down to the office and give to the Engineers Blood Bank in San Rafael . . . to Bros. George Smith, H. B. Tipton, Ray McAdams, Jay Clay, Bill Jenkins, Rex McCapes, Leland Cline, Sam Beven, Gene Conway, and a double thanks to Bro. Louis Freeland on his second contribution . . . It is appreciated that many of the members were busy around the holidays with many "things" to do, and it is a simple matter to forget that a definite appointment has been made to come down to the office . . . but then, if you look at it from the other side . . . when it is needed, which is usually in an emergency, forgetfulness can play no part . . . The next date for the Mobile Blood Unit in this area is Jan. 24, 1951, at 9:30 a.m. . . . WHO KNOWS WHO WILL NEED IT NEXT . . . IT MAY BE YOU . . . LET'S ALL GET IN AND DO OUR PART!

Your Business Representative would like to say "thank you" to each and every member sending holiday greeting cards to my home and the office . . . however, it is impossible to write to each of you individually . . . but my sincere appreciation of your thoughtfulness . . . and my best wishes for a prosperous and happy 1951 to all.

* * *

Calif. AFL Backs Job Rights of Korea War Vets

(State Fed. Release)

C. J. Haggerty, secretary of the California State Federation of Labor, this week announced that discussions have been inaugurated between the state AFL and the Veterans' Employment Service of the U.S. Employment agency to the end of protecting employment rights of Korean war veterans.

Haggerty met with Urban F. Stewart, Veterans' Employment representative for California, and Ray Lassater, chairman of the State American Legion Employment Commission.

Stewart declared that most of the Korean war wounded have been flown back to California for hospitalization and that upon release many will remain in this state.

While the American military on Korea are not yet entitled to "veteran rights," both the American Legion and the U.S. Veterans Employment Service are convinced the necessary legislation will soon be forthcoming.

Haggerty stated that the American Federation of Labor would continue its policy of giving all possible cooperation to the returning veterans and that the excellent relationship which prevailed between the AFL, the government, and private agencies concerned following World War II would be extended to cover the veterans of Korea.

The state AFL secretary declared that labor was fully conscious of the need for cooperation in order to place the Korean veterans, and was certain the job would be done well and efficiently.

* * *

Walks Off Job and Out of the Country

In Mexico City, which recently survived a strike of 200 union bullfighters, sports fans were appalled at the result of a two-week strike of professional jai-alai players. Instead of wasting effort on picket lines, they emigrated en masse to Cuba and Miami where they were guaranteed higher salaries.

TEC

BY AL BOARDMAN, Business Representative

Engineers
Architects
Draftsmen

The weather has kept the Technical Engineers under wraps for the past months but from the looks of the pending subdivisions a few days of good weather should make a real dent in the out of work list. Little planning is being done on future subdivisions but present work is being rushed to completion. This should take up the slack time between private and war industry work.

Negotiations have been completed and an agreement reached with the Pacific Manufacturing Co. on the Mill Draftsmen classifications. The new contract calls for the extension of the journeyman rate to the classification of senior draftsman with increment raises over a three-year period. The new contract calls for rates as follows:

Apprentice Draftsman	Monthly Rate (40-hr. week)
First 6 months	\$206.00
Second 6 months	223.00
Third 6 months	240.00
Fourth 6 months	257.00
Fifth 6 months	274.00
Sixth 6 months	291.00
Seventh 6 months	308.00
Eighth 6 months	325.00
Ninth 6 months	342.00
Tenth 6 months	360.00
Mill Draftsman (Journeyman)	
First year	378.00
Second year	395.00
Third year	412.00
(Thereafter—Senior Mill Draftsmen*)	
Senior Mill Draftsman*	430.00
Asst. Chief Mill Drafts- man	470.00
Tag Writer	
First 6 months	213.00
Second 6 months	226.00
Thereafter	242.00
Blue Print Operator	
	210.00

These rates were reached by agreement on a seven per cent raise for the Senior Mill Draftsmen, Assistant Chief Mill Draftsmen and Mill Draftsmen. The Apprentice rates were reached by a flat \$17.65 per month raise of all classifications. The Tag Writers received a \$11.50 per month raise. The increment raises from Mill Draftsman to Senior Mill Draftsman are on a yearly basis. After one year of service as Mill Draftsman an automatic raise of \$17 per month on the first. Two equal steps are made in the next two years. The promotion to Senior Draftsman becomes automatic at the end of three years.

An extensive organizing program is under way in the San Jose area with the two big engineering firms of L. Cedric MacAbee and Mark Thomas expressing a wish to go along with the union. These two firms do the major engineering work in this area and should add to the strength and numbers of the Technical Engineers Dept. Several other firms in this area have been contacted and we hope to soon have the area 100 per cent union.

The following editorial from the American Engineer, titled "Which Road," should fit into this column very nicely.

WHICH ROAD

There is a story about the farmer who gave up his job of sorting large and small potatoes because it taxed his mind with "decisions, decisions, decisions."

As unpleasant as it may be, the engineering profession is challenged to make a decision as important as any it has ever made. The question is: Shall the engineering profession advance its economic status through means of unionization and collective bargaining, or shall it proceed along individual and professional lines?

After long study over a period of years NSPE has made its choice. In a policy statement adopted this past June, NSPE has said definitely that it is unprofessional for a professional engineer, professionally employed, voluntarily to join a heterogeneous labor union. The next point in the NSPE policy statement is that collective bargaining by professional engineers is to be deplored, although organizations for this purpose may, for the present, be condoned under certain circum-

stances. This policy follows that adopted in 1948 in which it was stated that "the individual responsibility and independent judgment required of a professional engineer are incompatible with the regimentation fundamentally inherent in unionization."

Thus, NSPE has clearly made its choice. It believes that the welfare of the professional engineer will be better served in the long run by abstaining from the labor union group approach. Inherent in this policy is the belief that the members of the profession can progress in their chosen field by sticking closely to professional concepts of individuality and according to individual ability.

All do not agree with this basic premise. There are those who honestly believe that the NSPE policy is "in the clouds" and that the profession will be wise to submit to the union movement and advance their economic status on that basis. There are others who believe that the two concepts are compatible—that professionalism can be maintained and at the same time collective bargaining tactics can be employed.

One of our distinguished colleagues of the engineering press, Engineering News-Record, has taken NSPE to task for its policy. The News-Record editorial (issue of August 17th) should be read by every professional engineer in the nation, as should NSPE's statement. (See August issue, American Engineer). The News-Record says that there are factors that may make voluntary participation by engineers in collective bargaining desirable as a means for protecting their professional position and that collective bargaining can be conducted in an honorable manner. The News-Record also fears that the NSPE policy may be used by industrialists to exploit engineers, particularly the younger members of the profession. The answer to the latter proposition is found in the NSPE statement itself, which declared, "When engineers are treated collectively by an employer they may be compelled to deal with him on the same basis."

Leaving aside the details in difference of opinion, the fundamental question is clear. Which road shall the profession take? NSPE is convinced that we must face the hard fact that we cannot have our cake and eat it too. Either we must stand by professionalism and renounce collective bargaining (except in special cases), or we must submit to the principle that immediate economic gain through group pressure is preferable to professional status.

The question will not be decided today, next month, or next year. But the problem cries for a solution and we cannot put off the decision much longer, even if we want to. No organization of professional engineers and no magazine of the engineering profession will make the decision. It is up to the members of the profession to do so and to start thinking hard and earnestly about it.

Town Recontrolled As Rents Shoot Up 25 Per Cent

International Falls, Minn. (LPA) Rents were decontrolled here Oct. 7, 1949, and immediately began shooting up. The rent advisory board made a survey that showed increases averaged more than 25 percent. The board then recommended recontrol, and Housing Expediter Tighe E. Woods acted Dec. 21. Landlords may still get increases, but only on the basis of improvements or increased services.

MANY NEW CHANGES IN SOC. SECURITY

By R. F. SWANSON

The Social Security law is still your law. OASI (that's Old Age and Survivor's Insurance) still pays monthly checks to the retired worker over 65 and to his family if he dies before that age. Young widows and minor children still receive more than one-third of the checks issued by this bureau. And it is still true that the informed worker loses none of these benefits.

But there are great changes. The amount of the many payments made to retired workers, wives and widows and to minor children and dependent parents have been increased. There are new payments to dependent husbands and widowers. For older workers, the requirements for payments when they are 65 have been reduced. It is also possible to work for larger wages after you are 65 and still receive benefits.

If you are 65 and receiving monthly payments under OASI, you may work for as much as \$50 a month in employment covered by Social Security. If you are 75 or over, you may work for as much as you like. Does that sound unlikely? The San Francisco Field Office of Social Security Administration reports many applications from men and women over 75, who are still working and now able to receive benefits for the first time.

Foremost among the changes is expanded coverage under Social Security for large new groups who will become eligible for these benefits for the first time. Regularly employed farm workers, regular household workers, and the self-employed are all included under the new law.

Coverage of the self-employed which starts January 1, 1951, will offer the same benefits to those who work for themselves that were available under the old law to those who worked for others. Any of the brothers who go into business for themselves will be glad to learn that wage credits earned in this way are no different from those given if you work for others. This is also true of credits now given to veteran of World War II who will receive wage credits of \$160 per month for time spent in the service between September 16 of 1940 and July 24, 1947. Credit for such time is given when a claim for payments is made.

All such credits are the same and may be used together whenever earned, to figure the amount of benefits payable. In this way a man might have worked for others before World War II, have entered the service during the war, and returned to start his own business, which, starting January 1st, would help him to complete any credits necessary to establish his insured status. The man who has never worked for others and now comes under Social Security at a somewhat advanced age for the first time will need less "quarters of coverage" than previously. A quarter of coverage is a quarter in which a worker earns \$50 or more in employment under Social Security.

The most interesting question to many is: "How much will I get?" If you are insured as we have explained above, here is the story:

At present, the maximum payment to a single retired worker is \$68.50 per month. The minimum is \$20. Starting July, 1952, the maximum will be \$80.00. Those already receiving the present maximum will be able to get the new amount if they return to work after January 1, 1951, for not less than 1½ years at the maximum taxable salary of \$300 per month. Benefits in all cases are based upon the earnings of the individual.

There are other significant changes in your Social Security Law. Anyone desiring more information, kindly contact your local Social Security Office.

In San Francisco the Social Security office is at 159 Federal Office Building, Phone: KLondike 2-2350, Ext. 6391.

The labor press—our only voice!

San Francisco

Work Holds Up Good in San Francisco—Between Showers

By PAT CLANCY and RUSSELL SWANSON,
Business Representatives, Local 3

BLUE SKIES = AN INCREASE OF WORK.

Yes, in our opinion, the above formula is very close to being correct. At the writing of this report the weather man has shown us some courtesy and if he continues to do so there should be an out of work list that is practically devoid of names. There are approximately 200 brothers registered for work in San Francisco at this time, but if we look back just one year we find that there were over 400 brothers on the list at that time.

The contractors working in S. F. are a lot better off than the majority of the contractors working on the dirt jobs out of town. Here in S.F. most of the jobs are able to run as long as the sky is clear and are off only during the time it is raining.

AROUND THE JOBS

M & K at the Broadway Tunnel, have been keeping quite a few engineers busy and these same engineers should be working for some time to come on this project.

Devencenzi and Haskins are hard to keep up with. They have had a couple of rigs working next to the mint and also in the last few days we noticed them working near the U.C. hospital. More than likely by the time this paper is published they will have completed a few other jobs.

Piombo Const. have been pretty busy in the yard and also have a number of engineers employed, both at the quarry and also behind U.C. hospital.

J. Henry Harris has been working on scattered playground jobs and they also are hard to keep up with.

McKee, who are the General Contractors, have been going right along with the addition to the Marine hospital on 15th Avenue.

Williams and Burrows are on the final stages of the 87-unit housing project on Kirkham Avenue and 5th Avenue.

C. Harney, as usual, with rigs all over town. The yard is employing a number of engineer mechanics and they have not lost any time during the winter.

Eaton and Smith—no exception to the above.

Hyman and Michaels are, or at least seem to be, keeping peace and contentment in the yard for the mechanics employed there. Thanks, brothers, for being in such regular attendance at the regular meeting.

Child Labor Law Urged in Wyoming

Laramie, Wyoming (LPA). — State Labor Commissioner Frank M. Parkinson has urged enactment of several laws affecting labor. He recommended a state wage-hour law, a child labor law, a boiler inspection law, and a law providing equal pay for women for equal work. He also suggested establishment of arbitration courts to hear labor disputes.

Worker Paradise

In Sidney, Australia, despite a constant stream of immigration, the country still has more than a half-million unfilled jobs. According to one reliable report sent to the U. S., "an employer must actually beg people to work for him. One manufacturer with religious scruples wouldn't permit factory broadcasts of horse races. His girls quit cold." Because of an enormously strong labor movement, "actually it's a 35-hour week. Employees are entitled to 10 minutes 'smoko'—cigaret and tea—morning and afternoon. It usually runs to 20 minutes each time, and on Friday clerks start to wind up the week's work shortly after lunch."

When an automobile has a tendency to "jump out of gear," the trouble can often be traced to faulty, worn or misaligned parts in the transmission mechanism. If this condition is not corrected, it can lead to costly damage.

Walsh Const. are in the wind-up stages and are only working a few engineers at the present time.

Lowrie Paving have about completed their work on Alemaney, but as other contractors mentioned before, have jobs scattered all around town.

There are a lot of other contractors doing work around town but the majority of those contractors have been mentioned before and there has been very little new work in S.F. that would require a large number of engineers.

PERSONAL TOUCH

Brother Herb Nefstead has once again gone to Guam to work for B.P.M. Brother Nefstead was in Guam for some time before and had been the steward for Local No. 3, and again he will do the same. Good luck, Herb.

Brother Glen Mallowney is by this time in Melbourne, Australia. Glen went over there for Utah Construction and after talking with Glen we feel that he got a swell deal. Don't go and rush the Utah Construction for one of these choice jobs because Glen told us that only a few key men would be going and these men have all worked for Utah for a number of years. Lots of luck, Glen.

Brother Truman Yeager is going to Venezuela to work for C. A. Caminos. Take care of yourself, Truman, and don't forget to return with plenty of that "moult."

Mike Scafani is going to try his luck in the tavern business and located at 957 Columbus Ave. Don't take any wooden nickels, Mike, and we hope you stay in the business for many years to come.

Ray B. Smith was strutting his stuff and when asked why — he said that he was the father of a baby boy, born Dec. 8, and weighing in at 7 pounds and one ounce. Congratulations, Ray.

As a reminder — the Irwin Memorial Blood Bank is still in existence. Please donate a pint of blood and have it credited to the Engineers' account. Thank you.

Gives Final Ruling On Tidelands

Washington (LPA)—A long battle to protect the rights of the people as a whole against the oil and gas interests ended Dec. 11. The U.S. Supreme Court adopted a final decree giving the federal government full rights over the multi-million-dollar submerged oil lands off the coasts of Texas and Louisiana.

Under the decree the two states must stop taking "any petroleum, gas or other mineral products" from the tidelands without authority from the federal government. The states also must give "a truthful, and accurate accounting" of all sums derived from oil drilling since June 5, 1950. That was the date on which the court sustained federal claims to title to the tidelands. The Justice Department had asked for an accounting since June 23, 1947, when the court ruled in a similar case against California.

Sen. Tom Connally (D., Texas) gave notice that he would try to get Congress to undo the effects. The decree, he said, "merely puts the final stamp of judicial approval on the theft of Texas' tidelands. It means that Texas and other states will have to look to Congress for justice. I shall contend as strongly as I can for legislative action."

Marysville—

North Valley Pulling Out of Flood Rut; Jobs Get Moving

By WM. C. WAACK and LES COLLETT, Bus. Representatives, Local 3

The rains we have had the past two months really slowed up construction. However, things are getting a little better at this time and it surely won't be too long until everyone will be on a payroll once more.

H. Earl Parker has anywhere from 25 men to 100 on the payroll according to the work ordered by the U. S. Army Engineers, repairing levee breaks around this area.

Archie L. Till has quite a few rigs on the levee at Hammon on for Yuba Consolidated Gold Fields.

E. T. Haas Company has a ditcher or two around the area and keep fairly busy as weather permits.

M.G.M. are doing a small pipeline job in Chico City limits. A ditcher and sideboom working at present.

M. J. Ruddy Company still has Brother Duncan on a blade finishing shoulders on Highway 24 south of Oroville.

Biasotti Company has a model 6 Northwest and one cat keeping the road clear on the highway above Camptonville, California.

Piombo Construction Company are still stymied on their levee job at Durham, Calif., with only a skeleton crew doing any work.

Butte Creek Rock Company are doing some stock piling at their Chico yard and are repairing equipment during slack times.

Consolidated Western Steel Company are putting up the four storage tanks for the Shell Oil at Colusa with Brother Bill Weeks doing the hoisting.

Richter Bros. have a nice 110,000 yard land leveling job on Simpson Lane out of Marysville.

Rice Brothers have only a small crew at present and shut down their road job on road 759 in Oroville until better weather.

Oroville Construction have a repair crew on duty and stock piling some black stuff for future trade.

New York Machine shop has a complete concrete floor in now and let's hope it won't be so bad on the boys bunions.

Dixon and Arundel Corp. have called in once or twice for crane crews to load out equipment in the Canyon.

James Treadwell Company of Oakland, California, have a crusher running in the rock piles east of Biggs with Tony Madruga operating and Will Strickland oiling.

PERSONAL MENTION

Brother Charles W. Myers is back from the Marine hospital after a checkup and feeling pretty good that they didn't have to carve on him a bit.

Brother Chuck Stewart is the acknowledged champion duck hunter, in that Mrs. (Louise) Stewart said he went out every morning but neglected to tell me how many he brought in.

Charles Hanke finally came down from Feather River Canyon. He was there so long he was the hermit of the mountain.

Editorial Agrees With Doctor, Says MDs Must Reform

"There is nothing very novel in a warning to the medical profession to mend some of its ways or expect to lose some of its cherished freedom. Such a warning from a leading member of the profession . . . rates as unusual, if not unprecedented, however. . . .

"When laymen say the same sort of thing—as they have time and again—they are rewarded with scorn, a condescending shrug or haughty silence. The lay critic is reminded that he isn't a doctor and so cannot know what he is talking about. . . .

"Dr. McKay, however, speaks as an honored doctor of long experience. . . . From such a source, the words should bear weight among the leaders of the medical profession."

These paragraphs are from an editorial commenting on the talk

Work-Injury Rate Climbs

Washington, D. C.—Work-injury rates in manufacturing have shown a constant upward trend during the first three quarters of 1950, according to preliminary reports received by the U. S. Labor Department's Bureau of Labor Statistics.

The average injury-frequency rate for manufacturing industries was 2 percent higher in the first quarter of 1950 than in the fourth quarter of 1949. The rate for the second quarter of 1950 was 4 percent above that for the first; and that for the third was 11 percent above the second. Part of the increase in the third quarter was seasonal, but the rise this year was the largest recorded for any similar period during the past 7 years for which quarterly data are available.

This upward movement of injury rates during the first 9 months of 1950 represents a complete reversal of the downward trend which prevailed during the previous 3 years. Although the rate for the first quarter of 1950 was 11 percent below that for the corresponding period in 1949, the rate for the third quarter was 5 percent above that for the same period of last year. This increase in injury rates appears to reflect the rising employment, lengthened workweek, and intensified industrial operations which were associated with the increased civilian production during the first half of the year and defense preparation during the third quarter.

Over 100,000 workers in manufacturing establishments were disabled for one or more days because of work injuries experienced during the third quarter of 1950. This was an increase of 15 percent over the estimate for the second quarter, and 18 percent over that for the third quarter of 1949. Of the total number disabled, over 400 died as a result of their injuries and 5,400 others are known to have suffered some permanent body impairment.

Approximately 2,000,000 mandays were lost during the quarter as a result of these injuries. The value of wage losses alone amounted to approximately 20 million dollars. This estimate, however, makes no allowance for the continuing economic losses arising out of the many deaths and permanent impairments, or for hospital, medical, and other costs incidental to the treatment of these injuries.

Significant increases in injury-frequency rates were recorded for over half of the 123 separate industry classifications for which comparable data was available.

The greatest frequency-rate increase was in the sawmill industry, from 58.3 injuries per million man-hours in the second quarter of 1950 to 72.4 in the third quarter. The injury rate for canning and preserving increased from 12.6 to 25.7; logging, from 8.7 to 95.8 bottling of soft drinks, from 22.3 to 29.4; and miscellaneous textile goods, from 13.8 to 20.6.

Despite the general increase in injury rates, outstandingly low rates were found in many industries. The optical and ophthalmic goods industry had a rate of 2.3; electric lamps (bulbs), 2.4; and explosives, 2.6.

by Dr. Hamilton W. McKay of Charlotte, N. C., published Nov. 21 by the Milwaukee Journal, one of the nation's most influential newspapers.—(LLPE).

Honolulu—

DEFENSE IS SPEEDED UP IN ISLANDS

By J. K. WAIWAIOLÉ Business Representative Local 3

Brother P. E. Vandewark spent a week in our little city assisting the Honolulu Branch on contractual relations with Contractors Mid-Pac. We are happy to relate better cooperation and understanding now exists. We are likewise assured that in the event Bechtel Corporation does the hydro-electric plant job in Hilo that it will be a union job.

The accelerated defense program for our country will no doubt apply quite readily here in this area with the Navy reopening the Kaneohe Naval Air Station as a permanent base for the Marine Corps, more work for Pearl Harbor on ship repair, enlarged landing mats, housing, reactivating communications centers and the continued building and fortification of our forward area bases.

Although Territorial and City and County Public Works will likely be stepped up in 1951 also, it is not likely that enough skilled craftsmen can be had from our local sources to man all contemplated work.

This office is happy to report especially to its members on Kwajalein that there is definitely a raise in wages for them. However, in checking recommendation by company to the Navy we find that it is lower than Guam and Okinawa, therefore, Local 3 will continue pressing to have the recommended rates in parity with the Western Pacific Ocean Area.

For the next six months a program of construction to include sewers, highways and buildings will cost approximately \$25,000,000.

The bulk of the total, \$14,188,000 will be spent on highway construction throughout the Territory. The breakdown by islands is as follows:

Hawaii, \$4,790,000; Maui, \$45,000; Oahu, \$8,445,000, and Kauai, \$400,000. On Oahu, one of the major projects will be let in June. This is the Kalihi Valley Highway Approach to the proposed tunnel which will cost \$1,000,000. Another major highway project on this island to be let in June will be from Isenberg to old Wai'alae road for \$1,500,000.

The sewer construction program for Honolulu will continue for the next six months at an expenditure of \$1,555,350.

The Harbor Board has \$749,000 worth of work scheduled for January and February. The largest expenditure of \$700,000 to be on the new shed on Pier 2.

Besides the road construction already listed, a contract is to be let this month for a vocational school on Hawaii for \$352,000; miscellaneous work on Oahu, \$1,215,000 including a contract for an aquarium to be let in June for \$356,000, and on Kauai, \$220,000 for two projects.

There will be \$800,000 during the next four months on Territorial airports including a new \$500,000 terminal building at Hilo in April.

The Hawaii Housing Authority office hopes to call for bids on the Mayor Fred Wright Homes in March. This project of 364 family units will be of Class A construction and will include 2- and 3-story buildings. It will cost in the neighborhood of \$3,500,000.

The Corps of Engineers has three projects on their books for which they hope to call for bids during the next three months. These include an airmen's service club at Hickam, 25 family houses on Johnston Island and 16 family houses at Tripler Hospital. The projects will have a total cost of \$925,000.

Captain W. H. Short, Navy Public Works officer, has listed a number of projects that will total a cost of \$445,000, but no dates have been set for calling of bids. All are small projects. However, there is now a big housing project for the Barbers Point Naval Air Station to begin immediately after architects are able to put plans out for

Stockton—

Record Floods Still Keep Engineers from Working

By ED DORAN and GLENN DOBYNS, Business Representatives, Local 3

The recent flood waters in this area were the highest since records have been kept and may not be repeated for 100 years. This, among other facts, was told by Clyde Jones, assistant County Highway Engineer of San Joaquin County.

The high water was described by Jones as, basically, two floods. The first one in November, he said, saw rain falling up to the 7500 foot level, washing the early snows off and soaking the ground in the foothills and valley.

Everyone thought this was the end for a while—but December storms brought more rain almost immediately. The land was already saturated so the water which could not soak into the ground just ran off.

The first storm filled the flood control reservoirs and when they were not emptied promptly the second could not be controlled by them. This added to the run-off problem.

HIGH TIDES ALSO

Combined with the terrific run-off of the second storm was the highest tide in years. The combination resulted in high water which did not just break levees but ran over the top of them. As an indication of the height of the water, the previous high was recorded at San Joaquin City in 1938—27 feet. The water at that point reached 27.9 feet in the December flood.

Flood control dams did their share to minimize the damage and prevent what Jones declared could have been a major disaster. With the intake at Melones Dam showing 90,000 second feet at the height of the flood period and the output from the dam showing 45,000 second feet, there still were floods. Had the dam not held back 40 percent of the water, the damage done by the water would have been incalculable.

In the November flood the 43,000 second feet of water coming down the Stanislaus did not do much damage. The 45,000 feet which ran down in December, however, meeting the high tides and the saturated land did the damage.

Hogan Dam, Jones said, was no problem at any time with plenty of water running in during the November storm and being discharged before the December run-off hit the dam.

SLIDE AT PARDEE

Trouble on the Mokelumne came with a slide below Pardee Dam, which shut off the flow of water away from the dam and threatened to flood a powerhouse below it. The outflow was stopped and steps taken to clear the slide but the new storm hit before this could be done and then the trouble started.

The engineer displayed a map taken from the county's flooded areas and a number of slides taken from airplanes. The map showed the areas flooded in the vicinity of Woodbridge, east of the diverting canal, Venice Island, off Sharps Lane, and the main flooded area. The latter area was 60 square miles in extent. Most spectacular break was the loss of 100 feet of SP Company right-of-way, west of Mossdale.

At the overflow bridge on Highway 50, also west of Mossdale, the force of the water dug down and uprooted concrete pilings which had been driven 26 feet deep.

A \$130,000 temporary bridge across the Paradise Cut overflow is expected to be completed by January 15 and allow opening of the upper two lanes normally reserved for eastbound traffic. Lord & Bishop have this contract.

Permanent repairs to the highway are not planned until spring and no estimates of the cost available.

bidding. This project will be the 366 family units to house Navy personnel at the base.

Brother Thomas Chang is now in the Tripler Hospital and hopes he'll be over his ailment soon so that he can return to Johnston Island to continue his contract.

REPAIRING BREAKS

Harms Bros. was low bidder on repairing the breaks in the flooded area in the vicinity of the Mossdale bridge and Paradise Cut. They had five dozers and four scrapers working 10 hours per day and 7 days per week. Bud Kelly had his four rigs in there and he worked the same hours as Harms. Joe Alldrin put his two new electric pulls on this job. Harms also had a shovel and dragline on the job.

Utah Construction Company's Bear River Dam job is still going but we expect to hear any day that they are buried in snow. Red Russell is the dirt boss. So far, he has found very little dirt but lots of "donikers."

Bro. Bob Downer was a recent visitor in the Stockton office. He is stationed at the Amphibious base at Colorado. Bob is teaching "boots" to operate landing craft. His address is: R. E. Downer, BMG 2/c, USNAB, LCCS Colorado, San Diego, 55, California.

Brother Larry Shull also paid us a holiday visit. Larry is back from Alaska for the holidays after completing a couple of years for the Woolridge Co. but is going back. Larry and his wife drove down from Fairbanks, said the trip was not too rough even at this time of the year for those who can take it.

George McBride was also a visitor to the Stockton office in December. George was working for McBride and Britton at Yuma, Arizona, when he slipped off a cat and broke his back. George looked swell but he is still in a cast and will be for some time to come.

Bro. Ed Hearne has been passing out cigars again. He is a proud papa for the third time. It's a boy—Galen L., on January 2, 1951, and everybody concerned is doing fine.

Bill Owen, Jr., reports for the Air Corps at Lackland Field, San Antonio, Texas, on January 10, and Brother Keith Talli reports to Great Lakes Naval Training Center on January 16. He is going to try for the CB's.

Mail is being held at the Stockton office for the following: Robt. R. Williams, Eddie L. Nieto, E. L. Barnett, H. M. Owensby, C. and E. R. Hawley, Norman R. Wing, H. Temple, Grady Fox. Will these members please advise current addresses.

It Costs More Now To Live Than It Ever Cost Before

Having a hard time making ends meet?

No wonder. The cost of living is now at an all-time high—and it's still on the way up.

The Bureau of Labor Statistics reported Nov. 29 that living costs Oct. 15 rose six-tenths of one percent above Sept. 15. That is two-tenths of one percent above the previous record high of August and September 1948.

The BLS bases its figures on the Consumers' Price Index. The Index measures the cost of an average family's goods and services. The BLS said all principal commodities cost more in October.

A day after the BLS made its report, the Bureau of Agricultural Economics disclosed prices of farm products jumped three per cent between Oct. 15—the date of the BLS report—and Nov. 15.

The union is your best investment, support it to the fullest!

Fresno—

Job Spurt in the South Valley; Projects Await Weather

By H. T. PETERSEN and LYNN MOORE, Business Representatives, Local 3

We have had a spurt of work created by the Army Engineers letting contracts for the repair of Kings River levees. Phoenix Construction Co. and subs have moved in 18 rigs which will work around the clock. This, of course, practically used up most of our available skinners. However, this is only a temporary deal.

John Blakemore Co. is running a spread of pulls and cats on its west of Coalinga. We expect there will be some changeover on this job due to rough operating conditions.

Griffith Co. submitted low bid to the Dept. of Highways, approximately \$660,000, for a section of Highway 99 between Goshen and the Kings River bridge. Our information is that this company will move in about the first of February.

This office has had a considerable amount of trouble with the Pine Flat Contractors over interpretations of various portions of the AGC contract. After a prolonged discussion, the company has decided to refer all issues to the Grievance Committee of the AGC. This meeting is called for Jan. 10, and we hope to straighten out the violations involved not only on this job but on all other AGC contracts as well.

POWER PROJECTS

Bechtel-M&K are still busy on clean-up work at Power House No. 4 and the dam and are continuing construction of the power house. Consolidated Western Steel Corp. of Los Angeles has moved in on a sub-contract for the setting of the flumes and penstocks. At present they have a derrick set up and also are utilizing a cat with hysteresis attachment.

H. Earl Parker has moved in a spread of pulls and cats on their sub-contract job on the freeway in Tulare and they are starting two-shift operation this week.

Bent Bros. are getting ready to line their section of the canal east of Minkler and will operate on a shift basis as soon as pouring operations start.

Phoenix Construction Co. has been delayed considerably by bad weather conditions on the highway job east of Dinuba. However, this same company has picked up some work from the City of Sanger and also a small job from Bent Bros.

American Pipe Construction Co. has just about completed its plant construction at Lindsay and expects to be making pipe within the next 10 days.

FLOOD REPAIRS

United Concrete Pipe Co., at Tulare, who bought out Gunnert & Zimmerman, hasn't decided as yet when it will start dismantling operations on this plant at Porterville. In the meantime the company is working around the clock in order to fulfill Gunnert & Zimmerman's contracts.

Morrison-Knudsen and Hasler are working on clean-up operations after the flood, in which considerable damage was done to their section of the canal, south of Los Banos.

United Concrete Pipe and Vinnell, in the Dos Palos area, still are fighting a water problem but canal excavation is continuing and there'll be a considerable amount of cat work on this job early this spring.

Rice Bros. of Marysville are putting up their hot plant at the Sequoia Rock Co.'s pit at Lemon Cove, and expect to be rolling on their highway job.

Jeneckes and Flynn are operating a spread of cats on land leveling in the vicinity of Coalinga. Cecil Hulse is doing some land leveling around the Hanford area. Bill Erickson has his spread busy in the Fresno area.

There are quite a few small jobs, which of course take up some of the slack. The outlook now is fair for employment opportunities. The meeting of the Fresno area will be held Thursday, Jan. 25, 8 p.m., at 631 Kearney, Fresno.

Redding—

RAIN, SNOW SHUT DOWN MOST JOBS

By E. A. HESTER, Business Representative, Local 3

With only three days of sunshine in the past nine weeks, we are still being lashed with rain, and heavy snow in the mountains. Practically all jobs are at a standstill in this area. Those jobs which are not entirely shut down the brothers are getting a day or two now, and then.

Brother Andy Cathey is waiting for the weather to clear; when it does, they expect to move in about twelve rigs on the Hatchet Creek job. Brother Tom Wagner, Sid McBroome, and Richard Damon manage to keep their heads above the high water.

The Rand Construction at Mt. Shasta will soon have their crushing plant up and in operation. They plan to crush a lot of rock this winter for their big highway job.

H. W. Ruby Construction Company of Corning continues on their job whenever the weather permits, and they are coming along very nicely.

Everything is pulled in on the Frederickson and Watson job at Anderson. Brother Joe Mancebo, master mechanic and his "nut bustin' gang", Vern Dixon, F. C. Yarbrough, and George Murphy, are having a go at it.

NEW PLYWOOD PLANT

A big, new plywood industry plant is being constructed at Anderson. There is a big pond to be built and a lot of ditch work to be done. M. W. Brown of Redding has the contract for this job.

O'Connor Brothers of Red Bluff have also pulled in their horns for the winter, and that "famous" contractor from Sacramento, "Jenkins and Hertel" had a little bad luck on their Sacramento River Bridge job. The Bureau of Reclamation hands at Shasta Dam seem to have let out a little too much water, and washed everything down the river. A loss of about \$15,000. Too bad! All this work is to be done over.

The eight Engineers that we have working for J. P. Brennan in and around Redding, get just enough work nowadays to keep the wrinkles out.

T. A. Haas keeps going pretty steady on his pipe line and sewer disposal plant in Anderson despite a lot of water and mud to contend with. A lot of fine boys on this job. But, it appears to me they must all be "web-footed".

Brother Dave Tenny is out of the hospital and back on the job with Elliot and Gist. He is recovering from a major operation. Dave has been sick for a long time. He sure looks good, now, and says he feels fine. And I know all of Dave's friends will be glad to hear this.

Donald McDonald, Duane Miller, D. M. Kuykendall, George Marsh, Tom Poor, Dan Barnes, Burt Royer, Brice Stark, Tom Blair, and his brother are all around looking for what have you?

Brother Arthur Ridgeway has accepted a position as oiler for W. B. Jones on the backhoe. The old-timer, Ralph Hillhouse, is the operator. These boys seem to stay busy all of the time.

In my previous report, I predicted prospects to look good in the construction game, but it seems now that there is a lot of changes being made, and I am just a little bit afraid now that the weather, and this war business has made a big liar out of me. Particularly the war situation!

Individual Defense

"To protect his own life, his family and his community, the individual will be given the maximum Civil Defense training that is practicable," pledges the California State Office of Civil Defense.

the prospects now in sight, the coming year will be even greater.

Lid on Autos Is a Big Joke

"While Uncle Sam suddenly has got excited about a few bucks Ford and General Motors want to tack on the price of automobiles, that's a case of trying to steer a horse by the tail—definitely a wrong-end job. It ain't the original cost, Uncle, it's the turn-in."

So writes Arthur Caylor, top columnist in the San Francisco News, one of the city's leading dailies. It appeared in his column "San Francisco" on December 20. He goes on:

"The city recently turned in a used Ford on a new car for \$100. So the boys in the office of the sealer of weights and measures rushed right up to pick it off the used-car lot—an immediate turnover. The dealer looked 'em in the eye and said \$450.

I recently thought some about a new car, myself. They told me that while the comparable model had been going up about \$500, my car, with 11,000 miles on it, had decreased \$960! That's getting 12 miles to the dollar in depreciation. It couldn't take it.

"Don't think, please, that I'm criticizing this situation. So long as people shop around, looking for the best deal, turn-in prices will be fixed by competition. That's the way it should be. But if President Truman thinks that a freeze at the top will mean new autos for less money, we might as well all start laughing.

We exercise our fingers on pianos and our thumbs on cigarette lighters.

O. C. JONES & SONS GENERAL CONTRACTORS Member A. G. C. Cedar and 4th St. BERKELEY Landscape 6-3424

J. R. Feeney Wire-Rope Splicing and Socketing Agents for Roeblings Blue-Center All Work Made to Order Guaranteed and Insured 600 Addison Street Berkeley, Calif. Telephone Ashberry 3-3236

MORRISON-KNUDSEN COMPANY, INC. CONTRACTORS AND ENGINEERS 411-W. Fifth St. Los Angeles, Calif

Ben C. Gerwick Inc. Engineering Construction Wharves - Piers - Bridges Terminals - Foundations Submarine Work 112 Market Street San Francisco 11 Phone SUTter 1-7104

N. M. BALL SONS General Contractors Landscape 6-3665 3rd and Delaware Berkeley 2, Calif.

Free Drinks Out Minneapolis.—AFL Bartenders here greeted with mixed emotions a new police decree that the tradition of the third drink being "on the house" was to be abolished. "Free drinks are out," said Police Chief Thomas R. Jones, thus ending an old Minnesota bartenders' practice of providing one free drink after two have been paid for.

M. & K. CORP. General Contractors San Francisco Bank Bldg. EXbrook 2-7624 San Francisco

O. A. FOGELBERG ENGINEERING CONSTRUCTION PIPE LINES MT. DIABLO BLVD. & ELIZABETH ST. Lafayette 2, Calif. Ph. Lafayette 3760

Casey & Case Foundation Co. HOLES FOR ANY PURPOSE 10 in. to 6 ft. Diameter by 200 ft. Deep 1337 2nd St. Berkeley, Calif. Landscape 6-8622

THE FAY IMPROVEMENT COMPANY PAVEMENT CONTRACTORS Highways, Streets and Subdivisions Office: 756-758 Phelan Building 760 Market Street Phones: EXbrook 2-4044; 2-4045 Yard: 101 Carolina Street Telephone UNDERhill 1-2671

WELDING MACHINES FOR RENT PORTABLE ARC AND GAS WELDING MACHINES With or Without Operators Licensed Sub-Contractor In the Shop or on the Job Calls Given Prompt Attention Wilson Welding Service 325-7th Street, Oakland, Calif. Phone GLencourt 1-6828

BLAKE BROS. CO. Producers of Asphaltic Concrete -- Ready-Mix Concrete & Quarry Products P. O. Box 1002 Richmond Western Drive BEacon 2-5193

T. R. BECHTEL CO. General Contractors "Builders of East Bay's Better Homes" 315-13th Street Oakland, Calif. TEMplebar 6-0116

N. M. BALL SONS General Contractors Landscape 6-3665 3rd and Delaware Berkeley 2, Calif.

