



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1952

## HEALTH-WELFARE CLAUSES WIN APPROVAL BY W.S.B.

By P. E. VANDEWARK, Assistant Local Union Manager

Unions may now negotiate health and welfare clauses in contracts without having the cost charged up as a wage increase. Stabilization Director Putnam recently approved a new ruling by the W.S.B. permitting many types of health-welfare benefits.

Industry members of the W.S.B. dissented from the decision, which of course was expected. Labor members protested the limitations but voted along with the public members because the new policy is preferable to the existing freeze.

The new ruling provides that any health and welfare benefit regardless of its coverage, is automatically approved if the employees contribute at least 40% of the gross cost.

Non-contributory plans are also approved if they fall within certain standards. If they exceed the standards, they must be submitted to a special panel of the board for okay.

The permissible standards for non-contributory plans are:

1. Free life insurance up to \$1500 or 85 percent of the employer's average payroll.

2. Disability for time lost due to sickness or accident, limited to 26 weeks' wages when payments average more than 60 percent of an employer's weekly payroll.

3. Hospitalization expenses (except private room), special nursing care for 30 days, medical care in hospital, surgical (except for dental or plastic).

The foregoing benefits cover employees only, and cannot be extended to cover their families, but such coverage can be extended and approved where the employees contribute at least 40 percent of the cost.

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"PLAN IT NOW"—A campaign to plan all types of construction now rather than later is being pushed by Oakland Chamber of Commerce, which points out that it takes two to three times longer to plan than to build.

## Huge Feather River Project Gets New Backing in State

Strong backing for a quick start on the \$1.3 billion Feather river project for conserving water and power on this stream and distributing it throughout California has been voiced by labor and civic groups in recent weeks.

Most recent backing came from California State Chamber of Commerce board of directors which declared that the project is the "backbone of future planning for practicable conservation, control, and utilization of the state's water resources."

Appropriation of \$800,000 for detailed engineering studies of the project has been approved by the California Assembly Ways and Means Committee.

The job would take many years to complete and has been described by Gov. Warren as "tremendously important" to the state. Besides water and power, there would be developed flood control, recreation, navigation, and salinity control.

The project would start with a \$342,626,000 dam above Oroville and give 127,000 acre-feet of water to Santa Clara-Alameda diversion, 945,000 for west-south San Joaquin, and 1,773,000 for areas south of Tehachapi mountains. Bay area diversion would cost \$31,065,000 and San Joaquin-Southern California, \$794,509,000.

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NPA says that second quarter allotments for production of power cranes and shovels may be reduced.



"And don't forget to register!"

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## 268 Members Now In Armed Forces

Another dozen members of Local 3 entered various branches of Uncle Sam's armed forces during the month of January, a check of the service withdrawal cards reveals. These members take out withdrawals that protect their union membership during their absence in the service.

The total number of Local 3 members now in service is 268, many of whom are serving in Korea. A great many are serving in the Seabees, the Navy branch which was so strongly dominated by Engineers during the last World War.

Here are the new names to go on Local 3's honor roll:

JAMES J. AREGGER, JR.  
NOVA LEROY BAKER  
CHESTER DAVIS  
DENNIS V. FINCH  
GARY JOHNSON  
RICHARD LEROY JOHNSON  
DALE R. LARSON  
JOE LOMBARDI  
ORAN MAUPIN  
GORDON D. MELTON  
JOHN RAY  
JOHN ROBERT WILLIAMS

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Rain has delayed start of new headquarters for Calif. Dept. of Public Health, an 8-story, \$5 million building on Shattuck avenue near U. C.

## Record '52 Voter-Register Drive On; Deadline is April 11

Biggest voter-registration drive in California's history is moving into high gear as the calendar marches steadily and rapidly toward the April 11th registering deadline for the all-important June 3 Primary Election.

Every unionist in California is a committee of one to see to it that he is properly qualified to vote, and that his wife, relatives and friends are similarly qualified.

There is more choice for the voters and more important decisions are made in the Primary Election than in the General Election in the fall, a fact generally overlooked as working people take off for early summer vacations.

For this reason, the June 3 vote will crystalize our choice for the remainder of the year. We must turn out in force June 3. But first we must make sure we and our friends are registered.

### BIG U. S. DRIVE

The California drive ties in with a tremendous push for voter registration by the AFL and all labor organizations across the nation. Labor has finally come to realize that it can improve its bread and butter standing only by electing a Congress committed to the little man rather than to big business. And such a Congress can be elected only by getting out the biggest vote in history.

The silk stocking districts turn out in full force on election day. They are smart. They see the connection between voting and their financial well-being. The working man hurts himself by being lazy on election day and by not quite realizing the direct tie-in between his pocketbook and the ballot box. As a result of this condition, the

wage-earners, the working, consuming, tax-paying common citizens of America, have taken a terrific beating at the hands of a Congress dominated by the wealthy ruling families of the U.S. Their unions are strangled by a union-busting T-H law and their savings are dwindling to practically nothing through profiteering prices and unfair taxes.

If we don't much care, we'll let this robbery continue. But if we want to get a fair break in this dented democracy of ours then we will resolve to register and vote, and get others to do the same.

You are a committee of one!

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No shortage of lumber products, or manufactured building products which do not use copper or steel is anticipated in 1952.

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L. E. Martin  
December 20, 1951

Dale Lowrey  
January 5, 1952

## Rapid Progress Made on Pine Flat Dam

Shown below is a picture of Pine Flat Dam at the time the millionth yard of concrete was placed. The picture was sent to Bro. Swanson by E. J. Jennett, project manager. This substantial addition to Cali-

fornia's ever-growing chain of water-power projects basic to the state's agricultural and industrial growth is moving along rapidly. Many of the brothers have been employed on this job.

Pine Flat Contractors, headquartered at Sanger, is made up of Guy F. Atkinson Co., Bressi & Bevanda Constructors, Chas. L. Harney, J. A. Jones Constr. Co., and A. Teichert & Son.

## Official Notice to Members

IMPORTANT . . . MAKE A NOTE OF THIS!

One of the most important elections ever held in this country will take place next November. In order to take part, you must comply with the laws of your State. Investigate now . . . make sure you are registered properly . . . PROTECT YOUR RIGHT TO VOTE!

TECHNICAL ENGINEERS, Local 3-E meeting will be held on the 5th Friday (February 29, 1952) at the Union offices, 474 Valencia Street, San Francisco, California, at 8 p.m.



# MORE INFORMATION ON COMPENSATION

Following is another series of questions and answers on Workmen's Compensation Laws, prepared by the Industrial Accident Commission, presented by Commissioner Frank A. Lawrence. Subject of this series is "Commutation." Additional copies are available on request.

**Question:** What is a commutation?

**Answer:** A commutation is a present receipt of compensation which would otherwise be payable periodically over an extended future period.

**Question:** How does one apply for commutation?

**Answer:** Either by petition or by an agreement in the case of a consent by the employer (or its insurance carrier) to such request.

**Question:** Are forms of application or agreement available?

**Answer:** Yes, such forms are available at Commission offices and may be amended to fit the requirements of any given case.

**Question:** How many copies of such request must be filed?

**Answer:** A signed original, with proof of service.

**Question:** Should any other documents or information be supplied?

**Answer:** Yes, all such requests should be supplemented by the written statement of the petitioner. In this he should give full and detailed information of the purpose underlying the request for commutation. Failure to do so may result in delay or denial of request.

**Question:** Can one compel the commutation of future payments?

**Answer:** No. The commutation of future benefits resides in the sound discretion of the Industrial Accident Commission, and will be granted only when consistent with the best interests of the injured workman, or his dependents.

**Question:** Is the employer's (or its insurance carrier's) consent necessary?

**Answer:** No, but the same is, for technical reasons, desirable. The Commission may of its own motion and without notice, grant a commutation. If, however, the injured workman, or his dependents, petition for a commutation, either consent must be shown thereto, or notice and opportunity to be heard must be given to a non-consenting or objecting employer (or its insurance carrier).

**Question:** What investigation is made by the Commission into requests for commutations?

**Answer:** A thorough investigation is made into each such request. Personal interview of the petitioner is often desirable, and sometimes required. Where the commutation involves factors of vocational rehabilitation, the Vocational Rehabilitation Bureau of the State Board of Education may be contacted and asked to investigate the case and report thereon.

**Question:** Are commutations granted to aid in the enforcement of awards?

**Answer:** Yes. A commutation may be ordered to the extent necessary to protect the interests of the injured workman, or his dependents, to avoid undue expense to either party, or to permit judgment entry and levy for enforcement purposes against non-resident, uninsured, or insolvent employers.

**Question:** Under what circumstances will a commutation be denied?

**Answer:** Commutation will be denied if it may result in the injured or his dependents becoming public charges within the period covered by the payment if made in the manner normally contemplated.

NPA denied 73 per cent of applications during first quarter of 1952 for commercial, religious, entertainment, and community building.

# Tells Milestones In History of Calif. Building Trades

Important events in the past 50 years of the State Building Trades Council are recounted in an article in the January issue of the council's publication, "Report," by Marian K. Landry, who served in the council's office for more than 45 years.

The council observed its 50th anniversary in December. It holds its first convention in San Francisco in December, 1901, and not long after opened a permanent office in the old Clunie Building at California and Montgomery streets under its first president, the late P. H. McCarthy.

Labor was weak in those days, and the members gave unstintingly of their time and efforts and money to help the cause, many living to see their organizations grow greatly in prestige and power.

One of the first objectives was establishment of a shorter workday. Men had toiled from sunrise to sunset in earlier days, and an eight-hour day was a dream eventually secured, but only after long strikes and much sacrifice.

The State Council responded quickly to the emergency created by the disastrous fire and earthquake of 1906. Labor won universal praise for its great assistance to the city at this time.

Labor did not take part in politics, but when its name was besmirched it decided to act and put up Pres. McCarthy as a candidate for mayor. He was elected in 1909 and did much to redeem labor's good name.

Besides helping individual affiliates, the council spent large sums helping out in such non-union centers as Los Angeles, helping greatly to change that once powerful stronghold of the open-shoppers.

Another milestone in the life of the State Council was San Francisco's selection as site of the World's Fair commemorating completion of the Panama Canal. Pres. McCarthy and other citizens journeyed to Washington to urge San Francisco's selection. In recognition of labor's part in this step, the Exposition Directors signed an agreement for full union labor in building and operation of the Fair.

One of the most intensive disputes engaged in by the Council occurred in 1921-22, the fight of the building trades against the open shop, which grew out of a request for increased wages. After a bitter struggle of months, the matter was settled somewhat unfairly by a Board of Arbitration. It was years before labor recovered from this event, its ill effect influencing labor throughout the state.

Early in 1922 Pres. McCarthy resigned, and Vice President Frank C. MacDonald succeeded him. He came in at a difficult time, when the country was starting an inflationary boom to be culminated in the 1929 stock market crash and the worst depression in history which followed.

For many years, bridging the Bay and the Golden Gate had been dreamed of. Labor urged this work to help ease the shock of depression. Pres. MacDonald worked to this end and was made a director of the Golden Gate Bridge Association, serving as chairman. This group carried out preliminary details for the bridge and secured federal and state assistance and was incorporated.

Pres. MacDonald was named labor commissioner by Gov. James Rolph and the following year industrial accident commissioner and returned to full time work with the State Council thereafter. During these years he served the council without salary, keeping alive the council during the devastating years of depression. He remained in office until his death in September, 1948, when Frank A.



After 15 years of operation, old-age and survivors insurance has become a national institution, reaching more people in this country than any other organized program for family security.

From its comparatively modest beginning in 1937, the system has developed in a decade and a half into the largest single insurance operation the world has ever known. In 1940, the first year in which monthly benefits were paid, total benefit payments for the year were approximately \$35 million; for the 15th year, ending Dec. 31, 1951, total benefits were \$1900 million (\$1.9 billion), paid to nearly four and one-half million people.

The greatest increase in benefit payments occurred in the program's 15th year. This was caused by higher payments to individual beneficiaries, and by the large number of people made eligible for benefits under liberalized qualifying requirements. Increases in the benefit payment rates to retired workers range from 50 to 100 per cent. For example, the minimum payment of \$10 was doubled. The maximum payable to a retired worker in August 1950 was \$45.60; this was raised to \$68.50.

Nearly everyone in this country has a stake in this contributory insurance system. Three out of every four persons gainfully employed or self-employed are engaged in work covered by the law. Sixty-two million people now are insured under the program, which is providing life insurance protection to three out of every four of the nation's mothers and children.

Eighty-five million people now living have made tax contributions to old-age and survivors insurance. It is to employees, their employers, and the people who work for themselves that the Social Security Administration directs this report.

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## 1952 Conventions

West Coast this year gets a bigger share of national labor conventions than last year, despite the fact AFL met in San Francisco last fall. IBEW's 525,000 members voted overwhelmingly to postpone Sept. convention at Seattle because it would cost \$1.4 million, which is not available. However, here are coast meets in '52: Operating Engineers, Seattle, April 14; Meat Cutters, S.F., June 22; Musicians, Santa Barbara, June 9; Govt. Employees, S.F., Aug. 25; Teamsters, L.A., Oct. 13; Cement Wkrs., Long Beach, Oct. 20. AFL meets in New York in September.

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# Report of Last Meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll Call showed Brothers Swanson and Foss absent by reason of being away on Union business.

A synopsis of the Regular Meeting Minutes of January 5 read and by motion approved as read.

A synopsis of the Executive Board Minutes of January 16 and of January 30 read and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from Mrs. Mamie Jean Fox, Hope Estes, Robert, Glenn and Thelma Harrison, the family of Peter R. Smith, and John Trisdale, Charles and Noreen Trisdale. Received and filed.

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

The following Brothers were reported ill: Jack E. Anderson, LeRoy Andrade, E. G. Aston, Wm. T. Blaw, Wesley E. Ball, LeRoy Bryant, J. N. Biachi, James C. Bruner, E. G. Burkett, W. A. Bennett, D. T. Bush, Lawrence Wm. Cox, F. D. Carpenter, Chas. Cruickshank, Don L. Cook, Jack Curry, Charles Clausen, Troy H. DeMotte, Walter L. Donnelly, G. M. Davids, Clive G. Draper, Smith W. Eakle, James Elkin, Harvey Edwards, Leo W. Ely, Farrell C. Edwards, O. B. Freeman, Edw. F. Foreman, Louis S. Freeland, G. O. Gullickson, Glen L. Halterman, J. A. Hilliard, C. L. Herbert, Thomas Helean, W. H. Hayes, Frank M. Johnson, Antonio Jones, Fred G. Jordan, Arthur Jones, Berl Johnson, Kenneth Kidd, Sie Kasich, Wm. H. Lummus, G. A. LaMontagne, Roy M. London, Edward McCormack, G. D. McDonald, M. McLennon, Frank Medina, Kenneth S. Moore, M. R. Mann, Robert V. Marguin, J. H. Miller, Albino Melendrez, Norman Moreland, Geo. Miller, L. C. Norman, Willard Nelson, John Oliver, Eugene S. Prather, Francis E. Price, Dale F. Passmore, Verne Pickrell, Chas. Richmond, L. R. Renwick, L. Schleigh, Guy B. Slack, Archie M. Smith, J. A. Seaborne, Julian Stevens, James S. Troutman, Silas B. Turner, Wm. A. Taylor, Merlin C. Workman, John H. Watson, Leonard Young.

The following Brothers were reported deceased: J. W. Harrison, L. E. Martin, Dale Lowrey.

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

Brother Petersen brought up the necessity of voting in the coming election. It was regularly moved that a man be refunded a clearance to a job if he is not a registered voter. The motion lost by lack of a second.

It was regularly moved and seconded that the Union go on record of reiterating our position of registering to vote, that the matter be referred to the Executive Board to report back at the next meeting. A division was called for, resulting in a vote of 71 ayes and 42 noes.

There was a discussion on the parking lot. It was regularly moved and seconded that the subject matter be referred to the Business Manager. Carried.

It was regularly moved and seconded that anyone in the armed services, members of Local 3-A, who are engaged in the handling of ammunition, shall be reclassified to Local 3 on request. The motion was ruled out of order.

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

Respectfully submitted,  
 C. F. MATHEWS,  
 Recording Secretary.

# Give Voting Record Of Cal. Congressmen

Voting record on key issues of favor of labor, while that of ten others was just as strongly against labor.

Those having a record of voting favorably on issues important to labor, with their good and bad votes in order, were the following (district shown in parenthesis): (18) Doyle, 17 and 0; (2) Engle, 17 and 1; (4) Havenner, 18 and 0; (19) Holifield, 17 and 0; (17) King, 18 and 0; (23) McKinnon, 16 and 2; (6) Miller, 17 and 0; (5) Shelley, 16 and 0; (21) Sheppard, 13 and 2.

Those with a vote strongly against labor were: (1) Allen, 2 and 15; (8) Anderson, 0 and 17; (11) Bramblett, 2 and 16; (20) Hinshaw, 2 and 10; (16) Jackson, 1 and 16; (15) McDonough, 4 and 12; (22) Phillips, 0 and 18; (1) Scudder, 1 and 17; and (10) Werdell, 0 and 14.

The records of others were: (14) Douglas, 9 good and 0 bad; (12) Hillings, 1 and 8; (3) Johnson, 8 and 5; (13) Poulson, 3 and 14; (9) White, 7 and 2; and (14) Yorty, 9 and 0.

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## Regional Meetings

State Bldg. Trades plugged safety, hit Mexican labor imports, re-elected Pres. Otto Never, Secy. Tom Harvey, named six new vice presidents: Lather Lowell Nelson of Vallejo, Painter Otto Sargent of San Jose, Painter Howard Gibson of Stockton, Laborers' R. R. Richardson of San Diego, Plasterer B. P. Deavers of Long Beach, and Laborers' Sal Minerva of Richmond. . . . Coast Metal Trades at Seattle voted for shipyard pay hike and health plan, pushed uniform pacts for uptown shops and fairer pay set-up for Navy people, elected Portland Boilermaker Bill Way as pres., re-named Secy. Tom Rotell of S.F.

Lawrence, executive board member, was named to fill the term. Pres. Lawrence served three years, resigning to become industrial accident commissioner, and was succeeded by Otto E. Never.

Over the 50-year period there have been many legislative gains for labor. Outstanding is the Workmen's Compensation Insurance Law, which labor had sought for years. It was finally approved in 1913. This has been one of the most beneficial laws, serving to provide assistance during sickness or injury.

Other beneficial laws have been safety provisions, prevailing wage law, unemployment and disability insurance.

"Many have been the leaders and their faithful co-workers who in years gone by have played their parts on the stage of labor and have passed on. But the results of their efforts live after them and the working people of today enjoy many benefits secured to them by their predecessors."

# What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, LOUIS SOLARI, L. L. LAUX, Business Representatives.

In spite of the weather, which is holding up work in general throughout the state, there were 135 members cleared from the Oakland office during the past month. There are approximately 450 on the out-of-work list at this time; but we feel confident that a few sunny days will probably chase this picture, too. Many of the fellows are waiting to go back to jobs that have been closed down temporarily during the rains, while others, no doubt, will be dispatched to various other jobs in the area.

## Getting Around the Jobs

There is still a considerable amount of work in progress at the Standard Oil Refinery in Richmond. The new Alcan plant is getting well under way and Bechtel has approximately 15 of the brothers working on various contracts within the yard. Humiston and Rosendahl is keeping 10 members busy on several small jobs while Brothers Red Wood and Jim Henthorn are employed by Southwest Welding erecting six steel tanks in the plant. Barbatini, who has an excavation job going on premises, is moving along on schedule, with approximately three weeks still to go.

Utah Construction has about 50 mechanics employed in their Richmond yard and shop overhauling cats, shovels and various other heavy equipment. Bro. Dick Emry is superintendent with Bro. Bill Charlton acting as general foreman and Bro. Joe Parkinson holding down the shop foreman's job. This company is getting started again on their construction job at the Selby Smelter, which had been rained out for some time. Bros. McDaniels and Norman are operating and oiling on the crane out there at the present time.

Fluor Corporation hired a number of the brothers recently for a two-week shutdown for overhaul work at the Union Oil Plant at Oleum. While this work is generally of short duration, it usually comes at a very convenient time and fills in a short paycheck or two for some of the boys.

The work of placing underground conduit for the P. G. and E. on East 14th street is progressing rapidly. F. R. Archibald has the excavating work on this one and Bro. Vic Tyler is running the trencher.

Paris Brothers' job in Alameda goes on uninterrupted in spite of the weather. At the present time they are engaged in laying 10,500 feet of pipe and expect to complete the work in about four months. Bro. Bob Greuner is foreman on the job with the following brothers on the payroll: Bill Shands, dozer; Stan Hanrick, crane; Wayne Anderson, back hoe; Leon Paris, loader; Jack Shands, compressor, and Maurice Kesteloot, Yarl Moller, Clarence Doty and Herman Crow, oilers. We were sorry to hear that Bro. Fred Paris broke his leg while looking over the job recently. He is confined to the St. Francis Hospital in San Francisco and it will be some time before he is up and around again.

As soon as the weather permits McGuire and Hester will have several jobs in operation. One of their largest contracts, a sub from Ransome Company, consists of installation of storm and sanitary sewers and water lines for the City of Antioch. They also have a \$58,000 storm sewer job on Seminary avenue, for the City of Oakland, which is expected to get under way in the near future and several other jobs are scheduled to start in a short time. This outfit has been keeping a good sized shop crew busy overhauling and repairing all their equipment in anticipation of a busy season.

Engineers Ltd., Pipeline have a \$41,466 contract to install 6255 feet of water line on Oak street in Alameda. Work is now in progress on this job with Bro. H. L. Gundersen operating side boom, Bro. E. L. Kammeyer on the loader and Bros. Millard Rose and G. D. Oldershaw operating and oiling on the trencher.

The four Rock, Sand and Gravel plants located at Pleasanton have been operating on a part time basis due to the weather; but it is expected that they will be running full swing again in the near future, employing about 200 of our members.

The P. G. & E. job at Pittsburg is moving right along with approximately 40 Engineers on the project. This includes the boys working for Parrish Brothers, who have the subcontract to move the dirt. Bechtel, the prime contractor, has four draglines in there now digging well points and foundations. The new addition to the Antioch P. G. & E. Plant is also coming along in good shape. Consolidated Western has the steel on the power unit set and is now erecting the steel for the boiler room. They have 10 members employed on this work, while Bechtel has approximately 25 Engineers working out there. Bro. Jack Summerville is master mechanic on this job.

Damage in Alameda County by the recent floods has been estimated at \$1,870,000 by County Surveyor Wallace Boggs. He is urging that the state allocate a portion of this amount from its flood emergency fund to help the county with the necessary repairs. In a recent statement Boggs said:

"The recent floods inundated 20,000 acres of developed lands in Alameda County, causing damage to highly valuable agricultural, residential, commercial, industrial and public property, interruption of transportation on important state highways and county roads, interruption of utilities, water supplies and sewage disposal system, with resultant menace to public health.

"Loss of life has so far been prevented due to efficient operation of public health, disaster relief and rescue organizations in this county.

"Total damage in the recent floods is estimated at \$1,870,000, based upon data presently available. This figure is necessarily preliminary, and subject to revision upon receipt and evaluation of further data.

"The peak flow on Alameda Creek was the greatest on that stream since 1911, but, due to the greater development in the area now, this year's flood is the most damaging in the history of the county."

Boggs has requested that the state be asked to aid on the following:

Marsh Road, \$2,000 to replace shoulders with 2300 cubic yards of fill, to be placed by county crews.

Hopyard Road, \$5,000 for replacing of destroyed shoulders; 5300 cubic yards of pit run and 850 cubic yards of base material to be used.

Lake Chabot Road, \$3,500 to reconstruct on a revised alignment approximately 400 lineal feet of existing road, reconstruction of existing road and county crew work to repair slide damage and eliminate slide hazards.

Most of the brothers living around Oakland have, no doubt, been following the news on damage done by these storms, which were climaxed recently when an East Oakland home slipped its moorings and hung precariously over the edge of a cliff for several days. After much controversy and advice from many sources it was decided to push the building on over the bank as it constituted a definite hazard as it stood. One of our brother Engineers, Terry Fisher, was elected to do the job, and in due course of time, amid loud cheers, greasy mud and diesel fumes Terry roared his way up

the bank and administered the coup to the stricken structure. To all the publicity which he received we have just this to add: It was a good job, Bro. Fisher, and we feel sure there wasn't a stick left on that hill when you got through with your doubty dozer!

Contra Costa County caught its share of the damage too. Traffic through the Broadway tunnel has been held up several times due to slides, and out at the Mt. Diablo Mine a 30,000 cubic yard slide will hamper operations for a month or more.

Piombo's dirt moving job at Pt. Isabell, near Albany, is approximately one-half finished and it is estimated another six weeks will wind it up. The following brothers are operating cats on the project: Tom Blair, Tim Hinds, Phil Freed, Jim Ryman, M. De Matei and Ray Smith. Bros. B. F. Piombo and Bill De Young are doing the repair work, Bro. Jim Hawkins is running compressors and Bro. E. E. Johns is on the grease truck. When the job is completed there will be approximately 10 acres of usable land available and the Stege Sanitary District will use part of it to erect a \$970,000 sewage disposal plant and the remainder will be taken over by Radio Station KLX for a \$500,000 radio tower.

The Payne Construction Company is moving along on the job for Kaiser in Richmond. This company has the contract to remodel the old plate shop which is to be used in the manufacture of airplane parts. At the present time, Bigge Drayage has one rig working on the project driving piling. Considerable reinforcement will be needed as 40 tooling lathes weighing between 40 and 50 tons each are to be placed on the foundations.

## Dredger News

Apparently the farmers up in the Delta country have gotten a scare, as they are now calling out just about all of the available clamshell dredges to reinforce the levees. The Olympian Dredging Company has placed orders for crews for the Holland and Neptune. The Holland was going out to McDonald Island about January 30th where they figure on strengthening the levees all the way around the island, a distance of approximately 27 miles. The crew consists of the following members: Mons Johnson, skipper; Jesse Reese, Peter De Ros and Herman Meyers, levermen; John Holloway, Frank Bateman and Rudy Sjoqvatsen, engineers, and Albert Johnson, Harold Wilson and Joe Sereno doing the deck work. The dredge Neptune pulled out February 4th on similar work at various locations in the Delta country. Captain Anderson is skipper and the crew consists of the following brothers: Orville Johnson, John Cardoza and Paul Lorenz, pulling levers; Lee Burns, James Antrim and Buford Passmore, engineers; and Frank Pooler, Dale Passmore and Ray Heath on deck. The suction dredge job on the Stockton Channel has not started but it is expected to get going within a week or two. The Golden Gate has a barge job on the Stockton Channel which should get under way in a week or so. This leaves the Monarch still in the yard, but prospects are good for her to go out soon. The Associated has three of their small clamshell rigs busy and at last report they were getting ready to put their two suckers to work. The Hydraulic Dredging Company is employing seven or eight of our members building a 14-inch suction dredge for a job they have at Anchorage, Alaska. They will not be able to get on the job before April or May, however, depending on what time the ice thaws. The Shellmaker job at Moss Landing apparently is going well, with L. D. Beal, skipper, and the following brothers in the crew: Jollif, Salonius and Tuffin on levers; R.

Salonius, Boyer and Randall, operators, and Alexander, Lyons and Martin, mates.

It was recently announced that the San Francisco Bridge Company submitted the low bid on the Mare Island Navy Yard job, and they are now getting ready to take the dredge Willatka out. It is difficult to estimate the length of time this job will take but it usually runs into several months.

## What the Brothers Are Doing

Many of the brothers will no doubt remember the Van Houtens. Several members of the family belonged to Local Three and had some of their own equipment working in the Walnut Creek area. About five years ago they went back to their home at Lammon, South Dakota, where they went into the contracting business on a much larger scale. Not long ago R. C. Van Houten dropped into the hall to see us. Out here on a well earned vacation, he said he left his two boys home to take care of the work. From the sound of things they seem to be doing all right by themselves, too—have a stripping lease on a coal mine which they work from September till March. Then during the summer months they use their equipment on road contracts. At the present time they have five cats and a link belt and Bro. Van Houten says they have enough work lined up already to keep them busy during the coming season.

Another family group—the Halbachs—brothers Herb, Ted and Henry, along with Bro. Lee Russell, are planning on doing a little contracting work on their own. Not long ago they purchased a new Buckeye Twelve from the government and after removing it from "mothballs" they gave it a complete overhaul and are now ready to go. The rig will dig a 20 to 26 inch trench to a depth of 6 feet and the boys have enough talent available to furnish two shifts, operators and oilers to run it. They can be reached at either LOCKHAVEN 9-0724 or LOCKHAVEN 9-6944.

Those brothers living in the Walnut Creek area will be interested to know that Bro. Arnold Butterfield is now operating the Associated Station on the corner of Mt. Diablo Boulevard and Main street in Walnut Creek. This is an old story to Arnold who has had, considerable experience with this type of work and he says he'll be looking forward to seeing his brother Engineers from time to time.

And while we're on the subject of business enterprises, Bro. Harrison Bedell is now in the insurance business and wants the brothers to know that a call to GLENCOURT 1-3633 or ANDOVER 1-8842 will reach him day or night.

Bro. Joe Mauser, who spent 3 months in Sterling, Illinois, on a steel erection job, got home too late for the holidays but in plenty of time for the worst winter since '89. Don't be discouraged Joe—spring can't be TOO far away now!

Received a letter from Bro. Bob Allgood the other day. He is now working in a supervisory capacity for the Kaiser Company in the southern part of the state, and although he is taking a withdrawal from Local Three, says he wants to continue with the News, as it is the best way of keeping up with what's doing up here.

Several brothers on the sick list during the past month: Bro. Paul Pitchford who suffered severe burns in a recent accident is in the Levine Hospital in Hayward

and it will be some time before he is released. Another casualty, Bro. Dolph Reynolds, was hit by a car recently and is confined to Highland Hospital with an arm injury and at last report he seemed to be doing quite well. Brother Calisto Xavier, an employee of Kaiser's Gravel Plant, recently underwent surgery at the Veterans Hospital at 14th and Harrison streets, Oakland, and he will be hospitalized for some time. We would like to suggest that if any of you happen to be in the vicinity of these hospitals, drop in for a chat with one of these fellows, as laying in bed can get mighty boring after a time.

In closing this portion of the News, we once again want to remind you to be sure and register to vote!

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## AFL Council Says Lift Controls On Basic Metals

Miami Beach, Fla. (LPA)—Lifting of controls on use of basic metals as soon as supplies are adequate was demanded by the AFL executive council, with a "fair and suitable committee" establishing cut-off dates for controlled material. "Such a committee," the council said, "would constitute a first step in conserving our private enterprise system, which is our main dependence in peace and war."

Attacking expansion of the Controlled Materials Plan, the council declared: "Suggestions, apparently official, begin to forecast 10 years at least of defense." "This would mean," it continued, "a generation without training or experience in private enterprise—the most valuable possession of our nation. Those who value freedom must concern themselves with its preservation at home as well as achieving our global objective."

"Expansion of production facilities can supply civilian as well as defense needs of basic metals," the council said. "Supply of steel ingots is approaching adequacy. Output of aluminum also is increasing and progress is expected in copper."

"Workers want to be sure that our supply of critical materials is being used to meet the most essential military and civilian requirements. It would be the height of folly to assure the most economic use of materials in the civilian economy while permitting the military to make extravagant use of such materials."

The council urged appointment within the Department of Defense of a Civilian Board of Military Requirements, including men drawn from business and labor, to make sure that military requests are confined to the materials actually needed.

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## Dues Tax-Exempt For Canadians

Workers in Canada are permitted to deduct union dues from taxable income under a recent amendment to the Dominion's federal laws, according to information received by the U. S. Labor Department.

The tax exemption covers payments made only for purposes directly related to a union's ordinary operating expenses. Initiation fees and contributions to funds for strike benefits, funeral expenses, and building are not exempt.

Payments to pension funds approved by Canada's Department of National Revenue have for some time been deductible from income for tax purposes.

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Must do in '52: Register, take part in your union, vote. That's the only remedy for high prices.

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Listen to Frank Edwards nightly.

# REDWOODS SOAKED WITH 50 INCHES OF RAIN

By A. R. McCaffrey, Business Representative

The person who originally quoted "When it rains, it pours" must have been a resident of the Redwood Empire. We have had over 50 inches of rain in some areas of Humboldt County up to this time, which is a lot of rain.

Work in this area has been awfully slow during the last two months due to the weather. We have hopes for an early spring which will put the brothers back to work on a full-time basis as we have several uncompleted jobs and more yet to be let. Looks like we will have a very busy season this year.

Frederickson Bros. are working a skeleton crew on their freeway job at Scotia, bailing mud when they can. They still have their freeway project at Alton to complete. Their hot plant and crusher are up on high ground now after being resurrected from the Van Duzen River. All they have to do now is set it up again—quite a job. This company has cooperated with us 100 per cent and it has been a pleasure working with them. There are a couple of large State highway jobs to be let in this area this spring and we are hoping they bid on them.

Bro. H. K. Foster of Pepperwood purchased a small pull blade "6 Mouldboard," manually controlled, two wheels on the blade lift like the oldtimers. It has two wheels on the back end but none on the front. The front end is held up on the draw-bar of the tractor that is pulling it. Brother Foster claims he has all the mechanism ready to install on this double unit so that he can operate the blade from the tractor via electricity. Four control buttons on the tractor are supposed to take care of everything. It wouldn't surprise me a bit if he perfected this idea. I wish him all the luck in the world on his undertaking and I will certainly be watching his operations.

Brothers Bosch and Cummings have managed to keep their spread going two or three days a week during the winter, come hell or high water. They have a good crew and they intend to keep them. At present they are busy on two different jobs, Redwood Creek and Korbel. Approximately 10 Engineers are on the payroll.

## LARABEE CREEK

Brothers King and Kirkpatrick have set up a crusher on Larabee Creek. They moved in right in the middle of winter and you can realize what they went through—mud up to their knees. After working out the bugs, they are now producing. Can't fill all the orders they are getting. More power to them.

Mercer-Fraser Co., alias Ralph Brown, didn't lay off one mechanic this winter. Kept them all busy overhauling equipment. The company has work spread over two counties—everything from two overpasses at Arcata on the freeway, to mill ponds, sidewalks, hot stuff, MC-3, and what have you. Even supplying Frederickson Bros. with hot stuff at Alton. Looks like they will have a busy season this year.

Maurer & Son keep busy when weather permits. At present they have approximately 10 Engineers on their payroll. They have a large storm drain and sewer job at Arcata to complete within a short time, due to the fact that the freeway job from Gannon Slough to north of Arcata will be let in March, which will go over the job they are now working on. They also have several small jobs scattered over the area.

Tompkins Hill, situated east of Loleta, is a beehive of activity. Texaco Oil Co. has developed a natural gas field in this area which supplies Eureka with gas. They just brought in a new well with 2250 pounds pressure. This gas is sorely needed in Eureka and vicinity. The well is situated about a mile from the end of their main road. It is in steep, muddy country. All the brothers on this job wear hip boots. The following contractors are doing their best to get a road in to the well: Mercer-Fraser, John Burman & Sons, John Jackson, Maurer & Son, and Tom

Hull. There is some scuttlebutt going around that the Texaco Co. intends to sink seven more wells in this area. More work for the brothers.

## ORICK ROADS

Brother E. C. Stewart is keeping busy up at Orick rocking logging roads. He sure is a hard man to find; usually is working way back in the brush.

Brother Dean Langford has finished overhauling all of his equipment. He just added a new D-7 to his string. He is graveling roads around Klamath at present, but intends to start logging as soon as the snow melts. Brother Dean has a contract to log 12 million feet of timber for Eureka Plywood Corp.

Fred Korthase of Crescent City keeps rolling on his various jobs despite the rains. This company is certainly branching out. Seems like every time I go up there he has another new piece of equipment. At present there are about 15 Engineers employed by this firm. They have lost very little time this winter.

Pelican Bay Construction Co. of Crescent City has managed to keep fairly busy. They are now working on the Paragon Plywood Corp. job at Dead Lake.

All the rock, sand and gravel firms in the area are keeping fairly busy rocking roads. It seems like everybody waits until they get stuck before they decide to improve their roads.

## Amputee Fired; He Registered As a Democrat

Reading, Pa. (LPA)—Robert Harris served 32 months in the army. His left leg was shot off in the bloody island fighting in the Pacific. Fourteen months ago he got a job as an elevator operator at the courthouse, at \$182 a month, to support himself, his wife, and their small twin sons.

He has just been fired. His crime: He registered as a Democrat. The Republicans control the courthouse.

# University Develops Test to Measure Workers' Morale

Chicago (LPA)—The University of Chicago has developed a simple test which it says accurately measures morale of workers and can help companies pinpoint trouble spots and bad conditions in their plants.

The test, worked out at the University's industrial relations center, is a list of 78 questions that show what workers like or dislike about their jobs, pay, boss, working conditions, and their employer generally. University officials said they believe the test provides the first standardized yardstick for measuring employee morale. It already has been tested at a number of companies, including the New York Central Railroad and Sears-Roebuck.

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# Oil Firms Get on Gravy Train for \$72 Million More

Washington (LP)—The Defense Production Administration, on Jan. 15, announced that it had granted 17 firms "certificates of necessity" on \$72,691,532 worth of expanded or new defense facilities.

That means these firms can write off, in rapid amortization, a good part of the cost of these facilities in five years instead of the usual 20 to 25 years, at enormous tax savings to them—and at your expense.

The big oil firms were right up there in front on the gravy train—the Texas Co. for \$22,036,000, Phillips Petroleum for \$12,908,700, Esso Standard Oil for \$9,864,000, Republic Oil for \$6,645,000.

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# Welfare Fund Gets Retroactive Payments

Indianapolis, (LPA)—A check for \$49,676 has been received by the AFL Laundry Workers' International Union from National Linen Service for four month's retroactive payments into the union's welfare fund. Benefits were gained in a contract covering employees of 28 plants in 13 states.

Wage increases, also retroactive, await approval of the Wage Stabilization Board. The company has set up a special method of computing and recording the amount due each employe so that payments can be made within three days of WSB notification.

Make certain you are properly registered to vote.

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# FOGS KEEPING STOCKTON WET; SPRING IS NEAR!

By ED DORAN, C. L. CASEBOLT, WALTER TALBOT, and BENNY BURROUGHS, Business Representatives

Weather in the winter is usually not news but it has been a bit different this year—more weather than we normally have. The rain has slacked off somewhat but persistent tule fogs in the Valley have kept the ground from drying out. Most of the landlevellers have moved south and most of the contractors have no confidence in the little sunshine we have had. They don't realize spring is just around the corner!

It is doubtful if the 53 rugged engineers and four wives working on Utah Construction's Bear River Dam Project realize it either. Reports have it that the snow is more than 20 feet deep on the job. It is reported that Mrs. Don Shireman, Mrs. Emmet Steeples, Mrs. Ernest Goldshag, and Mrs. Herb Alexander have constituted a shovel crew for the last month or so but there isn't much chance of getting them in the Engineers' Union with their husbands—the shovels are the type used for digging paths through the snow from the door to wherever you want to go, the old-fashioned type, with a long handle.

The job has been isolated for days at a time this winter, at times without any communication with the outside world. The men and women on the job haven't minded—they say it isn't as bad as it is supposed to be, but Bob Ames, project manager, has had some bad moments. All the telephone lines went down on January 9th and it wasn't until the 17th that weasels from Jackson were able to get into the job. As of this writing, the roads are all open but no work except maintenance is being done.

The majority of the land levelling contractors in the Stockton area have moved down below Fresno and into the Bakersfield area. From the reports we receive, the cotton farmers down there must be really anxious to get their land levelled as the whole area is crawling with land levellers.

Joe Meyers and Roy Reeves are out in the sandy soil around Manteca getting in a little time. We understand that Joe has a new D8 coming soon, which will make four for him.

George Lake is in the sand further south in the McMullen tract.

Frank Taylor has a big levelling job out near Holt on Roberts Island. This job is in peat and is still too wet to get much done. Frank put dual tires on the front of his Woolridge scrapers to keep the front end from breaking through the crust, which helps a little.

Lindquist Bros. at Turlock have added another DW 10 and a Tournado to their spread. At the pres-

ent, they are doing shop work on all their equipment.

Jack Galbraith has his three D8's rolling on their job west of Modesto on the Grayson Road. Jack will be moving south to a job at Firebaugh when he finishes the one he is on.

San Joaquin County has 70 acres to be levelled at the County Hospital. The bids will be opened on the 11th of February. This is a fair job as the heaviest cut is 3 ft. 3 tenths and the worst fill is 3 ft. 7 tenths. With all the levelling contractors around doing very little, we expect this job to go rather cheap because it is sandy soil and can be worked now.

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Johnson-Drake and Piper and Trewitt-Shields and Fischer who are working on the California Youth Authority building at Tracy say they will add more men as soon as the ground dries up.

A. Teichert & Son have three jeeps and a push cat working at Stockton Field under the supervision of Herman Smith. The boys are cutting down an experimental runway that was above the elevation of the usable runway so as to make the elevations match.

On the personal side, we are sorry to report Bro. Al Stadler in San Joaquin General Hospital, and Bro. Dick Wilson at Oak Knoll Hospital. Both are expected to be there for a while so if any of you happen to be in the vicinity of those institutions, drop in and say hello to them.

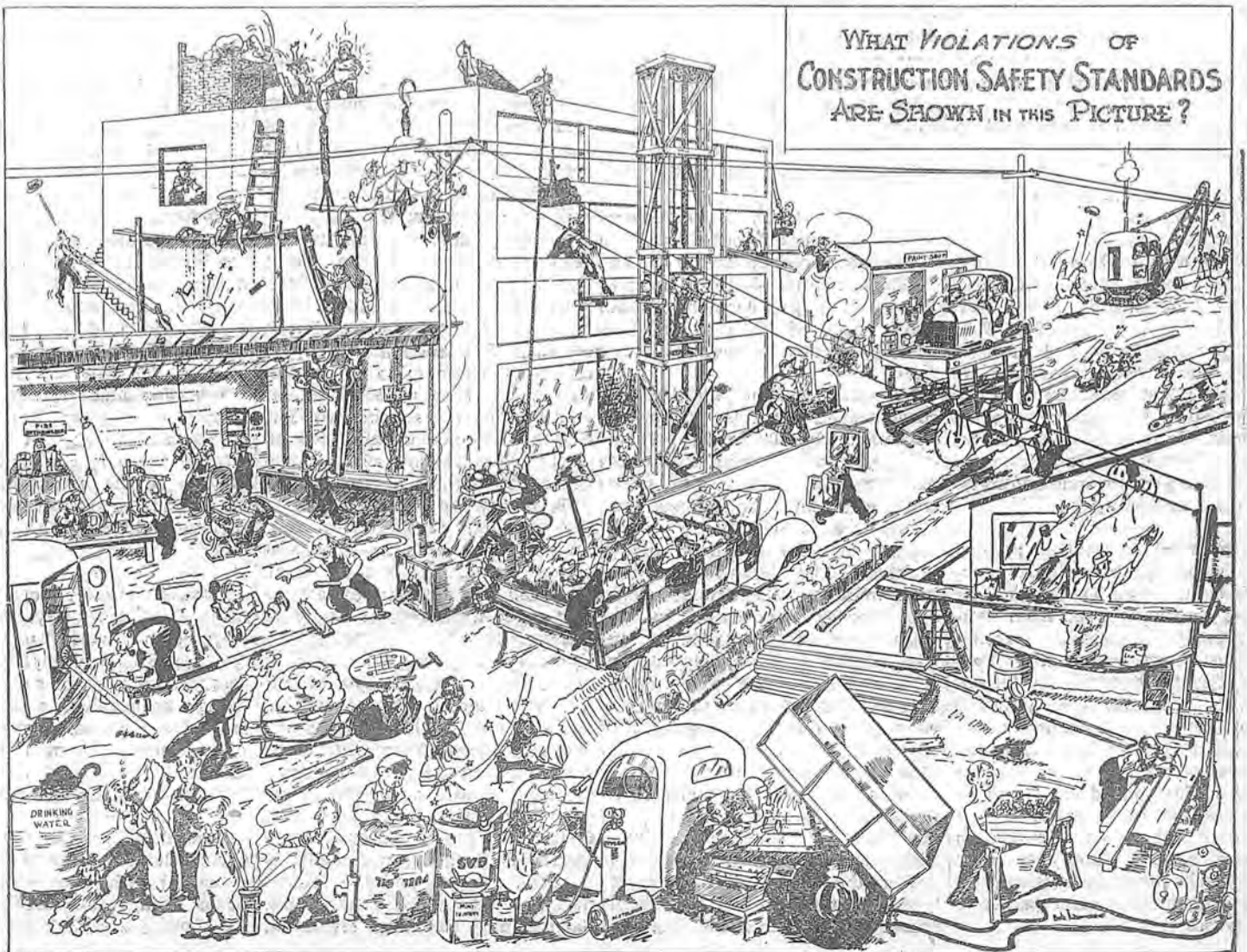
We have just heard that Bro. Russell Vote's son, Russell Jr., who is also a member of Engineers, is stationed at Wichita Falls. Bro. James Alexander has just joined the Army Air Corp, and Bro. William R. Lewis has been transferred from Letterman Hospital to Fort Smith, Arkansas, for surgery. We wish all these brothers in the service of our country a speedy return to civilian life.

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NEW HOUSING: Private housing has been given the green light at Herlong, Calif., and Reno and Hawthorne, Nev.

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Hear Frank Edwards nightly. Tell your friends.



# News Roundup From Utah

MERLIN BOWMAN, C. R. VAN WINKLE, DON ELLIOTT, and CHARLEY COCKAYNE

Rains and Old Man Sunshine have made a very good outlook for early work. Most of the snow has left the lowlands, but there is still plenty in the mountains.

Utah Construction is still going strong on the Dyke job, hiring a few additional mechanics and welders to get equipment in good shape for starting of stripping job in Spring, Tunnel 5840 at Bingham has been making very good headway since the first of the year, with no turnover in operators. Utah Construction's tunnel job at Lark has been using additional operators to try to get this job cleaned up. They put the new hoists into operation during the holidays, which makes most of our men very happy. Utah Construction is making a big showing on Lark Surface Facilities building job at Lark. It doesn't look like there will be any additional operators assigned to this job.

Gibbons and Reed have started on their jobs at Lagoon and Layton on a very small scale. It will be probably the first of March before they get really into construction.

Fluor Corporation at Woods Cross Refinery job have another rig in on their job and figure on getting under full speed production around March 1. They are planning on getting steel in for their erection within the week. The company informs me that there will be additional operators needed for this job just as soon as they get the balance of their equipment on the job.

W. W. Clyde's job at Dugway will start February 11th. This is going to help several of our boys off the bench. Parsons & Fife Construction Company from Brigham have started to move equipment in on their road jobs from Parley's Canyon to Vets Hospital. This job

is going to relieve several of our operators who are out of work at this time.

Bechtel Corporation on Jordan Steam Plant have kept all of their operators throughout the winter, and it looks like this will be a very good job for most of the summer. Riley Stoker, which is a subcontractor for the Bechtel Corporation, is having difficulty getting steam tubes for their job. They will need additional operators on this job upon arrival of tubes.

M. Morrin Company have been working very steady on their concrete warehouse at Second street in Ogden, and praying for additional sunshine.

L. T. Johnson Construction Company has kept several men around the shop during the winter months—most of them non-union.

Olaf Nelson's Construction Company, Logan, Utah, hasn't had very good luck in landing jobs for spring, although they are keeping a few of our boys employed throughout the winter at their shop.

The outlook for road work in state of Utah appears very promising. We feel that by the latter part of March we will have all of our people employed, although some of our bigger road jobs in the state are tied up at this time with right-of-way disputes which we hope will be settled before the heavy work season starts.

**ATTENTION—ALL MEMBERS:** It has been decided through several of our members and our business representatives in Utah to change our regular Salt Lake meeting from Wednesday night to Thursday night, which will be the second Thursday of every month. This change has been requested by membership so that they may stay at home and watch the fights on their television.

## News from Mines, Mills and Shops

### KENNECOTT COPPER CORP. WAGE REOPENER SETTLEMENT

Settlement was reached last month with Kennecott Copper Corporation on the wage reopener of January 1. By this settlement, 33 cents an eight-hour shift is added to each member's pay. This settlement was one of the quickest ever reached with this company and was based on the Bureau of Labor Statistics Cost of Living Index (Old Series).

By this settlement our members, within six months, have received wage increases up to 29 cents per hour, according to classification. Difference between classifications was caused by the reclassification of jobs negotiated by the unions with the company. The need for reclassification of jobs was caused mainly by "cents across the board" raises over the years which narrowed the differential between the lowest skilled jobs and the higher skilled jobs, a conditional that was recognized as undesirable by both the company and your union. While this reclassification is not considered perfect, it does eliminate many old inequities and can only lead to improvements in the future.

### VITRO CHEMICAL CO. NEGOTIATIONS DEADLOCKED

After months of patient negotiations with the Vitro Chemical Co., negotiations became deadlocked with the company over the question of wages, and retroactivity. This despite the fact that your negotiators tried to understand and appreciate the company's problems and to make allowances for their difficulties.

The most recent meetings with the company have been held under the able direction of U. S. Labor Conciliator Lyle Johnson, who did succeed in persuading the company to raise their offer but never did meet the minimum demands of the union. The main difference between the company and ourselves is the rate for maintenance men and the retroactivity date for mill operators. By the time this reaches your picket lines may be around

the plant and it could be a long, hard fight.

### Iron Mines, Cedar City

As this is being written, no information has been received from Washington as to the terms of the steel settlement, which because of the WSB Tandem Decision, we must have before re-entering negotiations with the Utah Construction Co. on wages. As soon as definite information is received, the company will be asked to meet on this not unimportant question.

It will always be a source of wonder to us as to what some superintendents are thinking about when they get on their "high horse." Take the question of the heat in the shop at Iron Springs. Here was a question that should have been settled amicably by a telephone conversation at no particular cost to the company, as the stoves were available and easily installed. As it was, it took two trips to Cedar City by your representative, a high level conference in Salt Lake City, and a trip to Cedar City by a man in top authority before the matter was settled. The consequence is a lot of ill feeling among the men involved plus a decided feeling of being discriminated against. Our record of peaceful settlement of difficulties with the Utah Construction on their iron mines operations has been perfect. No work stoppages or quickies in nine years, but such petty "bullheadedness" can only lead to a break in those good relations.

Activity around the iron mines has shown a decided lull the last month. Shipments from Iron Springs have shown a decrease and this has led to some layoffs. Desert Mound has been slow because of shovel repairs but these repairs should be completed very soon and this phase of the operation back into full swing. Some changes in operation methods have had the effect of reducing the total employment also. It is to be hoped that all this will only prove temporary.

## Schedule of Utah Meetings for Construction, Sand and Gravel, Iron Ore, and Kennecott Copper Corp.

Tuesday, Feb. 19, 1952: Kennecott Copper Corp. members, 1 p.m., Mine, Mill and Smelter Workers' Hall, Bingham Canyon; 3:30 p.m., Mine, Mill and Smelter Workers' Hall, Bingham Canyon; 7:30 p.m., Midvale City Hall, Midvale.

Friday, Feb. 22, 1952, 8 p.m.: Iron Mines members, El Escalante Hotel, Cedar City.

Tuesday, March 11, 1952, 7 p.m.: Lang Co. members, Engineers' Hall, 1969 South Main street, Salt Lake City.

Wednesday, March 12, 1952, 8 p.m.: Sand, Gravel and Construction, Engineers' Hall, 1969 South Main street, Salt Lake City, Utah.

Friday, March 14, 1952, 8 p.m.: Labor Temple, 161 West 1st N., Provo.

Tuesday, March 18, 1952: Kennecott Copper Corp. members: 1 p.m., Mine, Mill and Smelter Workers' Hall, Bingham Canyon; 3:30 p.m., Mine, Mill and Smelter Workers' Hall, Bingham Canyon; 7:30 p.m., Midvale City Hall, Midvale.

Friday, March 21, 1952, 8 p.m.: Sand and Gravel Construction, Labor Temple, Ogden, Utah.

## Schedule of Utah Meetings—State Road Meetings

Tuesday, Feb. 19, 1952, 8 p.m.: Engineers' Hall, 1969 So. Main, Salt Lake City.

Wednesday, Feb. 20, 1952, 8 p.m.: Fillmore, Utah. (Note: Place to be announced later. In future, meetings in District 5 will be alternated every other month between Fillmore and Cedar City.)

Thursday, Feb. 21, 1952, 8 p.m.: Roosevelt City Hall, Roosevelt.

Friday, Feb. 22, 1952, 8 p.m.: County Court House, Logan.

Wednesday, March 12, 1952, 8 p.m.: Labor Temple, 161 W. 1st N., Provo.

Thursday, March 13, 1952, 8 p.m.: Price City Hall, Price.

Tuesday, March 18, 1952, 8 p.m.: Engineers' Hall, 1969 So. Main, Salt Lake City.

Thursday, March 20, 1952, 8 p.m.: Roosevelt City Hall, Roosevelt.

Thursday, March 27, 1952, 8 p.m.: El Escalante Hotel, Cedar City.

## Sand and Gravel and Contractors' Shops

The sand and gravel industry is, as usual at this time of the year, limping along on one leg but a little more of this "unusual" weather (at least for this time of the year) may put a sudden end to the lull as some of the building contractors are going to start itching to start and need aggregates and concrete.

The contractors' shops are pounding right away at full capacity in getting the equipment ready for what looks like a busier-than-ever season. In fact, we have been hard put at times to find enough mechanics and welders to keep them happy.

### LANG COMPANY

Nothing new to report for this company. The Industrial and Truck Shop haven't been operating at full capacity, which we hope will end soon. To date we haven't been able to add anything to the wage rates because of the WSB decision but we keep hoping that something will develop to help the cause.

## Personal Notes

Bro. "Dick" Smith, electric shovel operator for Kennecott Copper Corporation, has been reported to be in the hospital for an operation. Sorry we haven't been able to get around to see you, Dick. Bro. "Wally" Moore, locomotive crane operator, also of Kennecott Copper Corporation, has also been reported to be in the hospital to undergo an operation. The press of business has also kept us from visiting you, Wally. Bro. Marlo Topham, plant oiler at Iron Springs, was unfortunate to lose three fingers on Friday, February 1. He started to go around the end of the crusher, grabbed hold of a bar and the crusher feeder nipped off his fingers. Tough luck, Marlo! . . . Bro. Frank Price, cat skinner at Iron Springs, who recently underwent a serious back operation, the result of an industrial accident, is reported to be home and rapidly improving. Hurry back to work, Frank. . . Bro. Glen Halterman, shovel operator at Iron Springs, is still reported in the Veterans Hospital and making good progress. Good luck, Glen!

## Southern Utah

By DON ELLIOTT

Work in Southern Utah looks a little better but not so good as we would like it to, but it is a little early yet to expect much work to start.

Thorn Construction Co. has

started a job stripping for the mines at Kanab but down that far south the weather has been a little milder, but there doesn't seem to be much work proposed for that area this season.

L. T. Johnson has a job on Highway 21 between Milford and Garrison. They are moving some equipment in but haven't really gotten down to dirt moving yet. They also have some work to do on the Fairfield job that they didn't get completed last fall.

W. W. Clyde Co. has spent a good many thousand dollars on repairs this winter and kept a large crew of members working in the shop, so are anxious to get going on their job at Helper and Monticello. Just because the sun is shining here in Utah doesn't mean Old Man Winter has let go all holds because anybody that has been in Utah very long will tell you that the last of February and first of March usually gets pretty rough before we can look for much good weather.

Even though the weather has been rough there are some jobs that have kept plugging along. Graff Callahan at Duchesne Tunnel, as you know, "holed through" about Dec. 4 but as far as we know not one member has been laid off. At times the snow was well over 8 feet on the road from Kamas to the job, some 20 miles.

Utah Construction at their job in Sunnyside have been busy all winter with 15 to 20 members working. This job is a dirt and rock fill dam with a diversion tunnel for overflow instead of the usual spillway.

Lenn Creer Construction Co. has lost only about 3 weeks on account of bad weather, but his job is a little farther south, at Moab.

Wells Cargo at Eureka has also had about 6 members working all winter. This is a clay mine, the clay is of a rare type used in refining purposes.

The proposed stock pile work in the south for winter work didn't get started as we all hoped it would, but some of the contractors have got their crushing plants on the job and stockpiles are growing. To mention a few: Thorn's at Santa Clara, Germer Abbott & Waldon are one mile east of Greengrifer, Parson & Fife about 14 miles east of Greengrifer, and Reynolds Construction Co. at Emery on Highway 10.

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Britain is buying twice as much from the United States as she sells here. Britain's principal exports to the United States are whiskey, automobiles, woolen tissues, chemicals and drugs. Largest purchases from the United States are raw cotton, tobacco, grain and flour.

## BIG BUSINESS STARTS POLITICAL BALL ROLLING

Big Business has started its campaign to elect reactionaries in 1952.

That's one good reason why every trade unionist should contribute \$1 to Labor's League for Political Education.

In Wisconsin the local Chambers of Commerce and the National Association of Manufacturers have begun their 1952 political activities.

A recent letter sent out by the La Crosse County, Wis., Chamber of Commerce is a good example of NAM-C. of C. cooperation.

"We believe that we have found some of the answers to the problem of changing American public opinion—a job that must be done before November 1952," reads the letter to La Crosse businessmen.

"Tools to complete such a task will be presented at a Dutch Treat dinner meeting. Cocktails will be served beginning at 5 p.m., compliments of the National Association of Manufacturers."

The Madison, Wis., "Capital Times," which reproduced the letter, commented that "the plans of the National Association of Manufacturers for a political propaganda campaign in 1952" are now being made.

"The important thing, of course, is that public opinion must be changed before November when the public goes to vote," added the "Capital Times."

"The NAM has been trying to make this change for 20 years without success. They seem at last to have found the formula."

The LLPE formula is easy: Contribute \$1 to LLPE. Make sure every trade unionist is eligible to vote. And VOTE on Election Day.

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## Up Go Car Prices, Courtesy Caphart

Washington (LPA)—You'll be paying more now for a new car—thanks to the Caphart amendment. The Office of Price Stabilization has authorized retail price increases of \$50 to \$222 on Chevrolets, Pontiacs, Oldsmobiles, Cadillacs, Buicks, and Hudsons.

The new authorized ceiling prices do not include freight, taxes, extra equipment or other special charges.

There may be further increases later, from \$2 to \$15 for Pontiacs, from \$20 to \$60 on some Oldsmobile models, and from \$34 to \$56 on the Buick 40 series, OPS officials said.

(On Jan. 30, OPS authorized increases at the wholesale level for cars of the Chrysler, Studebaker, and Kaiser-Frazer corporations. These ranged from 3.75 per cent on Chryslers to 11.68 per cent on cars of Kaiser-Frazer. The advances will no doubt be felt soon at the retail level.—Editor.)

New retail price ceilings for white potatoes may not mean a thing in the way of lower prices, OPS officials admitted, and may even mean increases in some markets, all depending on what kind of mark-up the retailer uses.

A Government official back from Chicago's semi-annual furniture and housewares shows reported there will be no shortages of household goods such as refrigerators, washers, and TV sets.

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Among the lower-paid workers in England, pay increases for women during the past 12 years have exceeded those for men, in 62 trades covered by wage councils. In these trades the total increase in basic wages for men amounted to an average of 98.3 per cent, and for women 135.4 per cent.

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Must do in '52: Register, take part in your union, vote. That's the only remedy for high prices.

# GREAT STORM DAMAGE IN THE REDDING AREA; NEED DAMS

By E. A. HESTER, Business Representative

Storms, heavy snow, and rain have done millions of dollars of damage to highways, bridges and the farmers. The County and State road crews have been working day and night clearing slides and pushing snow; and by the way, did you know these people out there had to work long hours in the snow, rain and blizzards without overtime pay? We believe that this situation has been taken care of by this time and they will receive overtime pay hereafter.

Shasta Dam has been so helpful to all the people in Northern California this winter. But it is not enough! The situation will never be under control until there are a lot more dams built in this area, and there are places for many.

There will be a public hearing this month between the Bureau of Reclamation and the Supervisors of Trinity County on the proposed Trinity River Developing Project, to conserve and put to beneficial use surplus waters of the Trinity River which are now drained into the ocean. The plan would involve dams, power plants, a series of small dams, and tunnels leading into the Sacramento River. A good deal for all the people of California, if it goes through.

## 70 INCHES AT SHASTA

The sun is shining today and we believe that the old weatherman is going to offer up a little relief, as he is so far ahead of schedule. He has left nearly 70 inches of rain at Shasta Dam and 12 miles below Shasta Dam, in the little city of Redding, he has poured down more than 40 inches, about 20 inches above normal at this time of the year.

Some of the brothers have been having to reach for their do-nuts. "So just keep reaching, brothers, it won't be long now!" The Wildwood job will soon start, and the Douglas City Project is already under way. Bids will be called for this month on the Freeway through Dunsmuir. The "Backbone" job out around the Shasta Reservoir and many other road jobs are coming up.

The weather is not so bad down around Los Molinas, Erickson, Phillip and Wiesberg have started on the widening of their 14 bridges.

The Coast Construction Company and Jeske Brothers Construction Company of Eugene, Oregon, submitted the low bid to the Bureau of Reclamation for the pipe line from Shasta Dam through Buckeye.

Bro. Wm. E. Correll had a narrow escape when his car went off the Iron Mountain road and plunged into the canyon. He is up and around now. Normally he's a good looking boy, but at the present he looks something like a Hindu.

Bro. Red Naylor and his family also had a narrow escape when

Tom Woods, spying me remarked he had a complaint to make in regards to a violation of the agreement. Getting out my note book I started to list the complaint, since Brother Woods is not exactly a trouble maker, I figured this beef would be legitimate.

He wanted to know what the contract said about bringing in outside help when the crew was willing and able to do the work. Tom's complaint was that Bro. Caudle working the night shift found a babe running around the engine room sans everything but a G. string, on second thought Tom said it was more like a garter belt. Brother Caudle being a law abiding citizen started wringing his hands moaning what to do, what to do; they then called the sheriff's office for help. Bro. Woods maintains that in critical situations like this one the crew should be called in first, then if they are not capable of handling the situation, outside help should be called. I maintain that if they are unable to reach a decision the Business Agent should be called.

★ ★ ★

AGC branch offices have reprints, at a dime each, of 14 sections of the AGC "Manual of Accident Prevention in Construction."



"Say, that reminds me, did I register to vote?"

# BIG OUT-OF-WORK LIST BUILDS AT SACRAMENTO

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

Last winter was considered to be an extremely wet one but it was just a prelude to the present one which we are now suffering through . . . eight inches over normal already and still some rainy months ahead . . . a record snowpack in the Sierras and a record out-of-work list in this office.

In this connection, we don't like to be identified as "I told you so's" but as early as last spring and in each succeeding

issue of our paper we have cautioned against too great an influx into the area and predicted this winter would find a great number unemployed if too much dependency was placed on a large amount of work on the Folsom Dam. Our out-of-work list of over 400 bears witness to the truth of this prediction.

No great relief from this situation is in sight for at least two months, and even then the amount of work contemplated for the dam is in question. So, again we go on record as cautioning against a move into the area without checking on the work opportunities. We might add that so great was the influx last summer that even during our busiest season, and in spite of the fact that a record amount of work was under way, we were never without an out-of-work list.

D & H are now double-shifting on the Folsom Dam and have re-employed approximately 40 of our brothers.

Merritt, Chapman & Scott and the Savin Construction Corp. are leveling the site for their offices and shops. They have assigned a shovel and a couple of cats to excavate the core trench on the North Side.

Earl Parker is now completing the left wing abutment excavation and will be moving from the Folsom Dam within the next 10 days.

T. E. Connolly is busy on the diversion tunnel but his progress is slow because of the granite formation. This delay will retard full scale operation by the Merritt, Chapman and Savin Corp. on the main dam.

The entire Folsom Dam isn't employing over 150 engineers and the prospects for any increased employment is most discouraging.

In the Placerville area, McDonald, Young & Nelson have kept a few brothers busy in between rains this winter. Joe Vicini kept his crew busy in the shop. He will begin on the Placerville freeway in the near future. They're waiting for sunshine.

At Auburn, the situation remains about the same as our last news . . . rain and kneedeep mud. Joe Chevreux has managed to keep his crew together repairing, etc. E. W. (Red) Simpson has had some of the brothers busy off and on all winter doing small jobs.

A. Teichert has started their railroad job at Roseville. These brothers are really in the mud clear to "here."

The Gladding-McBean Clay Products plant at Lincoln keeps a large number of brothers busy at all times. Bob Rich, who is acting as steward for the Engineers, is doing a bang-up job.

Another very important project in this area this winter was the digging out the City of San Francisco at Yuba Gap. The brothers on this job were Tommy Doyle, Jake Jacobs, Brother Warnke, Jack Brady, Bronc Johnson, Van Strickland, Bill Simpson, Henry Moretti and Frank Pierson. They worked

around the clock to completion. Brothers Hank Doering, Bud Spring and Jack Hall were doing the same thing in another part of the state.

We have completed signing a Construction Contract with Chris Henningsen & Sons, located at Placerville. This firm deals in readymix concrete, dirt and sand fill material and all types of trucking, also building materials. They are located at 30 Chapel Street at Placerville, phone 99.

Wishes for a speedy recovery go to Brother Ed Hicks who entered the hospital for a back operation. He had a spinal graft. A Get Well card would help a lot. Bro. Earl Sproull who suffered a sprained back which has kept him off the job for a short time. Bro. P. S. Jiminez who is in the Auburn Hospital. He suffered a very bad accident to his foot. Bro. Louis O'Leary who is nursing a broken leg. Bro. Oscar Bell who is off work due to illness, and to Brother Don Wrest who is just back to work after recovery from a gas burn.

## HERE AND THERE WITH THE BROTHERS

Pancho & Amos running the Fair Oaks Gravel Plant; Felix Bosio carrying tools; Clarence Johnson, wondering?; Bruce Farrow maneuvering a dragline; Hutch Hutchinson operating a Hough Loader; Verne King, watching; Jake Cross monkey wrenching a hand rail; Ernie Nelson and West Fathergill chasing parts; David Humphrey looking for a machine to doctor; Frank Gill chasing Laborers; Marshall White running a Universal truck crane; James Bettencourt putting time on a bulldozer; Art Beckwith passing out checks; Jack Roberts wondering what to weld next; Al (Pop) Verser and Andy repairing a plant; Squeak Pritchard swapping stories with a truck driver; John Kaufman Sr. ramrodding a batch plant; Claude Johnson installing an automatic burner; Verne Hallberg, out of sight; Pop Allen loading pea gravel; Joe Colar, plenty busy; Herman Hill, watching lathe; Paul Muck roading a bulldozer; Lonnie Pike keeping a jeep out of the mud; George Rolin, Dennis Flint, Felix Bosio and Leroy Start paying dues; Don Albrecht and Jerry Aldrich setting up a rig; Ted Cox, bossing; Gordon Hanna keeping the brothers busy; Fred Tenhunfeld, a one-man construction crew; Bill Yock and Alex Gray attending a meeting; Bill Covington dropped in from Las Vegas where he has been for his health reports that the country is jumping with construction work; Bob Doty riding a scoopmobile; Paul Bear staying with a jeep; Mike Hathman sticking his head in the window to state that he just got in from Seattle. He also says that there's plenty of work going on in the North; Henry Goodwin drinking coffee and Frank Klein wondering about a truck crane.

Congratulations to Brother and  
(Continued on Page 12)

# Field Surveying Report

By AL BOARDMAN and W. V. MINAHAN, Business Representatives

Two engineering firms signed contracts with the Technical Engineers Division of Local Union No. 3 this month. They were the Solano Engineers Associated of Vallejo, Calif., and Thos. H. Townsend of 989 Second St., Napa, Calif. The Solano Engineers Associated is civil engineering partnership of Burnham and Berger. This firm is doing major engineering work for the P. G. & E., the Navy, and many subdivision developers. They are situated in the recently created defense area surrounding Travis Airbase. They are also city engineers for Fairfield and Vacaville. Thos. H. Townsend has the only established engineering office in Napa, Calif. At the present he employs two survey parties in the field and a staff of four engineers in his office. He is held in high regard and we welcome him as a valuable addition to our growing list of independent firms signing contracts with this union.

Requests for engineering estimates have been sent out by the city of Ukiah on a proposed survey of streets and storm sewers to the leading engineering firms in Northern California. The union has requested that a fair firm be employed to do this work. Mr. Oliver, the city manager, has assured us that the leading candidates for the job are under contract to Local Union No. 3.

Your Business Representative was honored by being invited, through the San Mateo Building Trades Council, to address the students of Capuchino High School on the school annual "Vacation Day." The subject was civil engineering, the audience showed a

live interest and your Business Representative spent an interesting 45 minutes with the class. We have long felt that if the young people were given a clear, unbiased picture of labor's role in the engineering profession a more rapid progress could be made toward better wages and conditions. Half of the organization battle is convincing the prospective member that the indoctrination he received in school and from other sources was not a true picture.

Our sister Local Union No. 12-D, Operating Engineers in the Los Angeles area, reports a bright outlook for the year with 60,000 units planned for subdivisions in that area. We have fond hopes that all the federal funds appropriated will be spent this year. If that is the case there will be plenty of work for all.

We have renegotiated and clarified the union shop provisions of our land surveyors agreement and would like to have you clip this out and attach it to your copy of the agreement.

The next Local No. 3-E meeting will be held on the 5th Friday, February 29th, at the Union Offices, 474 Valencia street, San Francisco, 8 p.m.

## AMENDMENT OF AGREEMENT

### BAY COUNTIES CIVIL ENGINEERS AND LAND SURVEYORS ASSOCIATION, INC.

and  
OPERATING ENGINEERS,  
LOCAL UNION NO. 3

January 16, 1952

It is hereby mutually agreed that the Agreement between the parties hereto dated July 12, 1951 is amended as follows:

**Section No. 1—General Provisions**—Paragraph 3 of (a) Definitions has been deleted and the following paragraph inserted:

"This agreement shall apply to any employee of the employer who performs work coming within the classifications contained in Appendix "A" hereof, except that it shall not apply to draftsmen, estimators, superintendents, timekeepers, messenger boys, guards, clerical help and field office help."

**Section No. 1—(b)—Coverage**—has been deleted with the exception of the last paragraph, leaving (b)—Coverage—to read as follows:

"This Agreement shall apply to Northern California which shall include the 46 counties north of the northerly boundaries of Kern and San Luis Obispo Counties and the westerly boundaries of Inyo and Mono Counties to the southerly boundary of the State of Oregon."

**Section No. 2 — Recognition — Hiring**—has been revised to read as follows:

(a) The Employer hereby recognizes the Union as the sole collective bargaining agent for all employees working in the classifications designated in Appendix "A" and in "Certification of Representation" dated November 25, 1951.

(b) All members of the Union covered by this Agreement on its effective date or subsequently hired shall remain members in good standing of the Union as a condition of continued employment.

(c) All other employees covered by this Agreement on its effective date or subsequently hired shall, as a condition of employment, become members of the Union on or after the thirtieth (30th) day following the beginning of their employment or the effective date of this agreement, whichever is the later, and remain members of the Union in good standing as a condition of continued employment.

(d) In the application of paragraphs (b) and (c) above, when the Employer is notified by the Union in writing that an employee

is delinquent in payment of Union dues, or has failed within the time prescribed by this said agreement to make proper application and pay the required initiation fee, the Employer shall terminate such employee.

(e) Within three (3) days from date of hire of any employee covered by this agreement, the Employer shall furnish the Union the date of hire, name, social security number, address and classification of each such employee on a form to be furnished by the Union.

(f) The Employer shall also inform each employee or employees hired of the requirements of paragraphs (b) and (c).

(g) When an individual Employer needs additional employees he shall so indicate by posting a notice on his job bulletin board and at the same time serving notice on the Union. Whenever possible this notice should be given at least forty-eight (48) hours before the men are needed on the job.

(h) Also Recognizes Employer—Operating Engineers, Local Union No. 3, hereby recognizes and acknowledges that the Bay Counties Civil Engineers and Land Surveyors Association, Inc., includes in its membership a majority of the individual employers in the civil engineer and land surveying profession in the area covered by this Agreement. By reason of such facts the Union hereby recognizes that the Collective Bargaining Representative of the Employer, as hereinabove referred to, is the collective bargaining representative for all persons, firms, or corporations who are now or hereafter may become members of any employer organization that is now or hereafter may be listed on Schedule "A" hereof, and of any employer who is not a member of any such employer organization, and who is or hereafter may be listed on Schedule "A" hereof with respect to civil engineering and land surveying.

**DISCHARGE OF EMPLOYEES**, formerly paragraph (b) of Section No. III, now becomes Section No. III.

**Section No. XII—"No Cessation of Work"**—the words "Hiring Clauses 3 and 5 hereof" will be changed to "Hiring Clause 2."

**Section No. XIII—"Grievance Procedure"**—the words "Hiring Clauses, Sections 3 and 5 hereof" will be changed to "Hiring Clause, Section 2."

## A.G.C. SIGNS UP IN NEVADA; BIG SNOW JOB FOR RENO BOYS

By H. L. "CURLEY" SPENCE, Business Representative

The agreement between the Operating Engineers Local Union No. 3 and Local Union No. 12, effective on all work in all 17 counties of Nevada, and the Nevada Chapter of the Associated General Contractors of America, Inc., has been completed and signed by the following contractors:

Dodge Construction, Inc., by Ernie Maupin, Jr., president; Silver State Construction Co., by A. D. Drumm, Jr.; Isbell Construction Co., by W. J. Isbell, vice president; Geo. E. Miller Co., by Geo. E. Miller; Wells Cargo, Inc., by Howard A. Wells, vice president; C. Dieterich Co., by C. Dieterich; Westbrook & Pope, by R. A. Westbrook; Dinwiddie Construction Co., by Harold Smith, secretary; Foster & McHarg, by N. S. McHarg; Young & Smith Construction Co., by Dugal Young; Earl E. Games, by Earl E. Games; H. Earl Parker, by H. Earl Parker.

We will have copies of the Agreement with the Associated General Contractors available for the dear brothers in the near future.

The snow removal job around Reno and Sparks, Nevada, has kept some of the brothers quite busy during the worst storm in Reno in 60 years, but we are well dug out now. If there is not too much snow for a while we are safe. But we still have the fear of a flood if there is a sudden thaw or lots of rain in the mountains. The Biggest Little City in the World could get very damp, if such would happen, especially along the banks of the beautiful Truckee River.

### ISELL AT ELY

Isbell Construction Company's mining development at Ely, Nevada, is going along in fine shape. However, the snow and wind slowed down the ore crew a little, but they are back hard at the steady old grind. Bro. Lew Buckmaster and his oiler, Bro. Bill McQueen, really bail the ore on the 54 B Electric. Of course, Bill has his troubles with the electric cable, but he is just the boy that can handle the job. Bro. J. C. Tognarelli is getting pretty clever with the 54 B Electric. Bro. Harvey Hill is the head shovel repairman around the Kimberly diggings. Bro. M. G. "Bob" McCallum has taken over as super of the Kimberly pit and he is doing a fine job. The only thing that is going to be tough is that some of those shovel runners such as Bros. M. J. Pulipher and J. C. Tognarelli will have to put out a few more loads of ore. Bob may catch up to them loafing. It's going to be tough on about three cat skimmers. There will be no more loafing or sleeping on the job for Bros. Charles Dory, Leonard Wood or Clarence Hansen. The brothers will really have to be on the ball with Bob around and poor Bro. Lee Pilcher will really have to get that blade in high gear to keep ahead of Bob McCallum.

After that bunch of heavy duty repairmen moved into that new shop C. V. Isbell built for them, they have been so high-toned they will hardly talk to me, especially Bro. George Laughton and Ed Wieser. But the shovel repair crew remains the same with Bros. George Dory, E. E. Ford, Arthur Stowe, and, of course, Henry "Doc" Lumby. Doc has been very quiet and peaceful lately because he got squeezed in between the drum and the side of the cab, but he will be o.k. for he is back to work. But he trips a bit and complains about his hip or back when there is some work to be done in a hurry. Bro. Elmer Heenan is the boss utility man in the new shop.

### ISELL AT LANE CITY

The shovel crew at Lane City for Isbell Construction Company are a fine bunch of men. Bros. Henry Tonn and his oiler, David F. Abel, make a fine pair. Of course Bros. D. J. Woodworth and Roy Cazier beef among themselves, but they get the job done just the same. Bro. Joseph Miller gets out his share of the load, but the poor oiler, George N. Apodaca, has to do most of the work. That Joe is real hard on the poor oiler.

I guess that Bros. Vern L. Hunsaker and his oiler, Frank S.

Yates, are having their troubles out at Sam Simplot's iron ore mine south of Palisade, Nevada, for they are pretty well snowed in and are using a TD 24 for a pickup to go from camp to their shovel. But Vern and Frank are a couple of tough fellows. They can take it. Before long the snow will be gone and they will be complaining about the dust and hot weather.

At American Ore, northeast of Lovelock, Nevada, Bro. Leonard Ellis has taken over the operation of the cat and scraper. Bro. Silas W. Sloan is the head shovel operator on the Buckeye shovel. Bro. Ed Volk is the heavy duty repairman, and he has a full time job trying to keep everything going.

### MOROCCO, INDIA

Over around George Miller's outfit, Bro. Howard Johnston has everything in fine shape after a long well-earned vacation. Howard is much easier to get along with now, for he is a tough super. Bro. Ernest Gentry and his assistant, Bro. John Livingston, are doing a fine job for George Miller, keeping his equipment in tip top shape.

## HIGHWAY WORK IS PLANNED IN MENDOCINO, AWAIT DRY SPELL

By GLENN DOBYNS, Business Representatives

The State Highway Commission authorized \$195,000 for construction of highway in Mendocino County—grading and drainage of federal aid secondary County Route 980 from 6.7 miles to 2.9 miles westerly of U. S. 101 south of Ukiah.

Helwig Construction Company of Sebastopol held a \$12,400 contract with the county to grade, fill and build concrete curbs for the grounds of the Santa Rosa Veterans War Memorial Auditorium building.

Contract for paving of Doyle Park, Fremont, Lewis and Lincoln elementary school yards has been awarded to Santa Rosa Contractor Harold Peletz. The bid was \$32,365.

Munn Perkins have recently gone back to work now that the flood waters have receded. They have had to move to higher ground for the second time this season. They are stock-piling their aggregates for the Mt. St. Helena resurfacing job which is 7.2 miles. We have seven engineers on the job. The company has started out with such tough luck that I'm in hopes this sunshine we have enjoyed the past few days will turn the tide for them from now on.

Ferguson Bros. of Oakland are starting the underground sewer lines at the Sonoma Los Guifucos Girls' School. In spite of the wet and sloppy ground they have started one ditch digger. The second digger will start working soon as conditions permit. Ferguson Bros. also have the contract for the sewer disposal plant on this project.

All the engineers—Bros. Ralph Brigham, Lee Drummond, Roy Fowler, Jim Grand, Ed Greiner and J. A. Plum working for Bob Rapp have been very busy the past wet weeks in the yard repairing, scraping and painting all the equipment—now all they need to do is to add the finishing touches—a coat of wax and they will be ready for the season's run.

### MASONITE WORK

The Albion Logging Company who is logging for the Masonite Plant at Ukiah have added five new cats to their spread. They hope to have delivery shortly on the five new Peterbilts logging trucks they have ordered. Ted Siri, who is acting as general superintendent, plans to double their last year's production.

Tom Rich and Bill Brown are the foremen on the road and at present we have 35 engineers working on the road and in the woods. Frank Wilson is the woods superintendent.



Clean up—Or fall down

From Division of Labor Standards booklet, "Budd Learned the Hard Way."

Those two men are fine repairmen. Of course, John likes to boss Ernest around a bit, but they get the job done in short order and that is what counts.

Bros. Randy Booth and Floyd Lambert have just returned to Reno after a 13-day snow removal project near Markleville, Calif.

I received a letter from Dear Bro. Thomas Eck. He is in Karachi, Pakistan, Asia. He is in fine health and must have lots of money for he sent in a year's dues. Maybe he expects to stay awhile. Tom tells me that Bud Ross is in French Morocco. Bud was in the states for a while, but guess he doesn't like our country any more.

Bro. Rudolph "Peg Leg" Wedemeyer was in Reno, Nevada, a few days ago, and the poor dear brother went wrong while he was here. He got married and I was his best man. It was an awful thing to do, but your Business Agent has to do most everything at one time or another.

## DRY SPELL HELPS SOUTH VALLEY JOBS

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

The Woodville Improvement District, which is part of the lower Tule Irrigation district, let a 26-mile canal contract consisting of 330,000 yards of dirt plus concrete structures and incidentals to the Madonna Construction Co. of San Luis Obispo. We have been in touch with this company and they are moving in equipment and will start operation about the 15th of this month. The time limit of the project is 75 days

which will necessitate at least a two-shift operation probably on a 6 or 7 day basis. This job should take a few of the brothers off of the unemployment rolls.

We have made a final check of our entire district with relation to land leveling and find that there is probably more ground staked out to be leveled than ever before. H. Earl Parker Company at the present time has 23 rigs in the Poplar area, most of them shut down on account of weather but will start full scale within the next week. In the meantime other leveling outfits and contractors are moving in from the north and the south and we fully anticipate that most of the skimmers will be busy by the 20th of February, subject of course to any new rainstorms.

### TULARE FREEWAY

United Concrete Pipe on the Tulare Freeway job is still busy on paving and structural work for crossovers; also have some rigs working on import. This job will continue through the summer keeping a fair sized crew busy. The same company, of course, has the large pipe yard south of Tulare, although curtailing production, is still maintaining quite a crew of brothers there. Also they have contracts still in operation with the Bureau of Reclamation for the laying of pipe lines.

The American Pipe & Construction Co. is working as the water condition permits and will be busy for some time before its contract is completed.

The R. A. Watson Company has been working for the last 6 weeks on a steel pipe line job east of Tulare and is making good progress in spite of weather conditions.

Concrete Conduit Company is anticipating another manufacturing contract. In the meantime they are completing their pipe laying operations, with W. M. Lyle Company doing a portion of their ditching.

### TULE RIVER BRIDGE

In the Porterville area Trehwitt

## Bass, Salmon Haul

California's marine sport fishermen in November invested a total of 12,977 angling days on 106 party fishing boats, and landed an aggregate of 56,236 fish of at least 16 different species.

The party boat landings are reported each month to the State Dept. of Fish and Game marine research laboratory at Terminal Island, where they are sifted, segregated and analyzed by Associate Marine Biologist Robert D. Collyer.

The white sea bass fishery is in fair condition despite heavy angling pressure, Collyer says, adding that 3,440 of them were landed in November.

The port of San Francisco contributed 3,888 salmon to the monthly recreational bag, and Santa Monica Bay grossed a variety of species ranging from 6,351 barracuda to 21 lingcod and 4,906 of the 19,775 rockfish landed between San Diego and San Francisco.

channel stabilization works would reduce damages in the drainage basin as a whole by about 42 percent. In the reach, just below the reservoir, the reduction would be about 83 percent. The lowest percent in the vicinity of the Laguna de Santa Rosa. In the vicinity of Guerneville the average annual damage would be reduced by about 25 percent.

The cost of relocation of highways now lying within the reservoir area would become a portion of the initial capital cost of the reservoir project.

Shields & Fisher have been working catch as catch can; Macco Co., as a subcontractor, trying to drive piling for a highway bridge across the Tule River. At the hospital job we have several of the larger contractors: Nomellini Construction Co., Trehwitt, Shields & Fisher, Fred J. Early Co., and James I. Barnes Construction Co.

We have been advised by the State Highway Department that bids will be called for on another section of Highway 180 the latter part of February and shortly thereafter they expect to advertise the Madera Freeway job.

In the mountain areas we expect the Public Roads Administration to let an addition to the Rock Creek road of approximately 7 miles. At the present time the L. C. Smith Co. of Redding is snowed out on their current contract.

The Army Engineers will advertise approximately 11 miles more of the Kings Canyon Road, including some fairly large structures.

At Shaver Lake another section of the new alignment to Huntington Lake will be bid as soon as snow clears from the area.

### PINE FLAT DAM

On the Pine Flat project the contractors recently poured the one millionth yard of concrete. The company has already broken all previous pouring records and expects to break more as time goes on. We have approximately 160 brothers working on this job with practically no turnover. At the present rate of progress the job should be completed 8 to 10 months ahead of schedule.

The Schutt Company from Wisconsin has started clearing operations behind the Pine Flat Dam and will ultimately use approximately 8 rigs.

The Castle Field Air Base job with Ball, Simpson & Harms and the Fred J. Early Co., are proceeding as the weather allows and will be busy on the job until August or later.

We have been advised that there is another \$9,000,000 allocation to the field which will be used up in contracts to be awarded this spring. Barrett & Hilp at their Castle Gardens project have added an additional 200 housing units and have as subcontractors on the job for surfacing streets and sidewalks the Concrete Supply Co.

The gravel companies in the district are all maintaining their crews busy either on repair work or crushing rock.

The Gene Richards Company, which is reported as having a four lane highway job in Fresno on Blackstone avenue, is busy on underground work, using local subcontractors. Grading operations will not begin for at least 30 days.

### DELTA MENDOTA

Johnson & Western Co. has been rained out on its Delta Mendota Canal job but will probably start up within the next week.

In the meantime in Mariposa County we have Piombo Bros. Co. busy on their contract and the Clements Company has moved in and set up plants to crush rock and finish paving for this job.

At the top of the hill just east of Mariposa, Eaton & Smith are grading another section of the Yosemite Highway and will be busy there for the next few months.

The general outlook is that work will break reasonably early this spring and that we will have a busy year.

The next meeting of this area will be held February 28, 1952, 8 p.m., at 631 Kearney Blvd., Fresno, Calif.

Brothers: If you have your name on the out-of-work list and you go to work somewhere or are called back to work please notify this office.

# SAN JOSE SUNSHINE PUTS THE BOYS BACK TO WORK

By M. G. "MICKEY" MURPHY, A. J. "BUCK" HOPE, Business Representatives

Well, brothers, we are all happy to see sunshine once again after the past month of turbulent weather. The flood waters did considerable damage in this district and caused a great deal of misery and inconvenience. Now that the sun has dried things up a bit, many of the jobs which have been closed down for the past few weeks, are becoming active again and our out-of-work list has dwindled considerably.

(We can still count about 95 men on the list, however.) The subdivision work is getting under way once again as is some of the highway work, pipe and ditch lines and street work in our little communities such as Los Gatos, Los Altos, Palo Alto, Sunnyvale, Mountain View, Santa Clara, and naturally San Jose, plus all towns south to Camp Roberts.

We are sorry not to be able to say as much for our major projects at Moffett such as Atkinson, Swenson, Raymond, Butcher, Peters and Sorenson but if the good weather continues for awhile, it is almost certain that these firms will soon get active on their long-dormant contracts. For the benefit of those who may not realize how much water we have had in this valley, we wish to let you know the water level here is now much above sea level, and in some places the kids are going to school in rowboats.

District Engineer G. Walter Hunt predicts that bids will be called on the Lexington Dam early in April. This is the latest information we have on this project.

The East Shore Freeway, which was recently let to Frederickson & Watson is starting to show some activity under the supervision of Brother Pete Pace. At present, there are three pieces of equipment in operation on the clearing, and weather permitting, we expect more very shortly. The excavation on the project is not of great magnitude. The principals on the job are, namely, three bridges over Coyote Creek and one overhead on Trimble Road, plus 80,000 yards of excavation for channel change—all to the tune of approximately 1-1 260,000 "bucks."

Operations have been resumed on O'Connor Hospital, which is under construction by Barrett & Hilp, and we must say they are making excellent progress while the sun shines. This also applies to the firm's job for the State college... Ed Keeble has also started up his operations on McKee Road again—also work on his several ditch jobs... The same can be said for Charles Dorfman on his East Hill's job, A. J. Peters, Bro. Frank Sinnott, Bro. Ernie Pestano, Bro. George Spinelli, the Tressler brothers, Butterfield brothers, Bro. Sands, Bro. Ballard, Bro. Guthrie and Bro. Hicks and in the near future we expect all of our local contractors to be in full production.

We recently received word that the Board of Directors of Santa Clara Valley Water Conservation District is eyeing the possibility of a bond election to finance the construction of three dams, besides a cross valley water transfer conduit. Plans contemplated include one for Stevens Creek, one on the south fork of Penitencia Creek, and third, one on Guadalupe River system down stream from the present structure. So, brother, if all this develops, it looks like we may have quite a little work for a while.

## NEWS FOR AND ABOUT THE BROTHERS

Brother Frank Medinas, who was seriously injured some time ago, is at long last able to get to his feet. Frank has had a long uphill struggle and we are happy to see him feeling better... Brother Gene Helstrom, one of the "old-timers," is now employed as a super for Kelly Bros. rigging firm. He was in the office the other day to let us know that they have acquired three new cranes and are set to handle anything heavy... Brother Andrew Novarro has returned to his home and job after 18 months in the Marines at Korea. We wish to thank Brother Ewing

for informing us that he secured employment through another office. This also goes for Brother Harold Lockett, Brother Bill Broce, Matt Boglarie and Carl Schafer.

## SANTA CRUZ AREA

P. C. A., Kaiser Sand Plant, Santa Cruz Aggregate and the Los Gatos Construction Co. have lost very little time this winter in spite of the weather. Granite Construction Co. and McQuire & Hester sewer jobs have started again after considerable trouble, due to rain. Leo Cardwell, Robinson Bros. and Jolley & Son have a few jobs going in this locality.

The cats have started on the Granite Construction job at Davenport but it will be a month or so before the shovels are operating. Ted Gray is the superintendent on this job, which will last four or five months. Brothers operating the cats are: Alvin Sands, Jim Clark, Wally O'Connor, Jess Dryer, Burrell Borden, Glenn Mahan, L. Larsen and Shorty Mathews. The mechanics are: Johnnie Long and Joe Heinzen. Oilers: Gene Larkin and Harold Steagall.

Granite's two shops are the only activity around Watsonville.

## MOSS LANDING

Stone and Webster are going along about the same. C. C. Moore has put a few more brothers on the last month. Consolidated Steel has completed their three tank jobs at Moss Landing. Lyles and Robinson are progressing slowly on their gas line job at Castroville.

## MONTEREY

Low bidder on the \$13,000,000 Fort Ord job was Webb Construction Co. of Arizona, H. T. Hickey Co. has the dirt moving on this project with Don Mosley as superintendent. This job is expected to start in the next week or so and will keep quite a few of the brothers busy.

Manuel Smith, Dorfman Bros. and Stolte have made progress in spite of the weather. Granite Construction Co. small jobs are going around Monterey. The Haas and Tanner Navy job, George Augusta and Phil Calabrese are making progress. Phil Calabrese has kept four of the brothers working all winter. Granite expects to start their grading for the Alliance Construction Co. which has the contract for 350 homes for the Navy personnel.

## SALINAS, HOLLISTER, GILROY

As yet very little is doing around this area. Granite's job at Hollister is about completed. Donahue has a few small jobs.

## SAN ARDO

The brothers have been getting plenty of overtime in the oil fields, working for Vincenz, Sperling and Harrison. The following brothers are working for the Vincenz Bros.: James Jackson, William Jackson, W. C. Jackson, W. F. Armer, M. L. Utterback, M. F. Blazer, Ben Paris, James Gaunt, William Smith, Henry Wolfe, Tony Andrade, Geo. Folk, Jim Arregger, Bill Parrott, I. Woods, Jim Jordon, Ed Millard and Arlen Robeke.

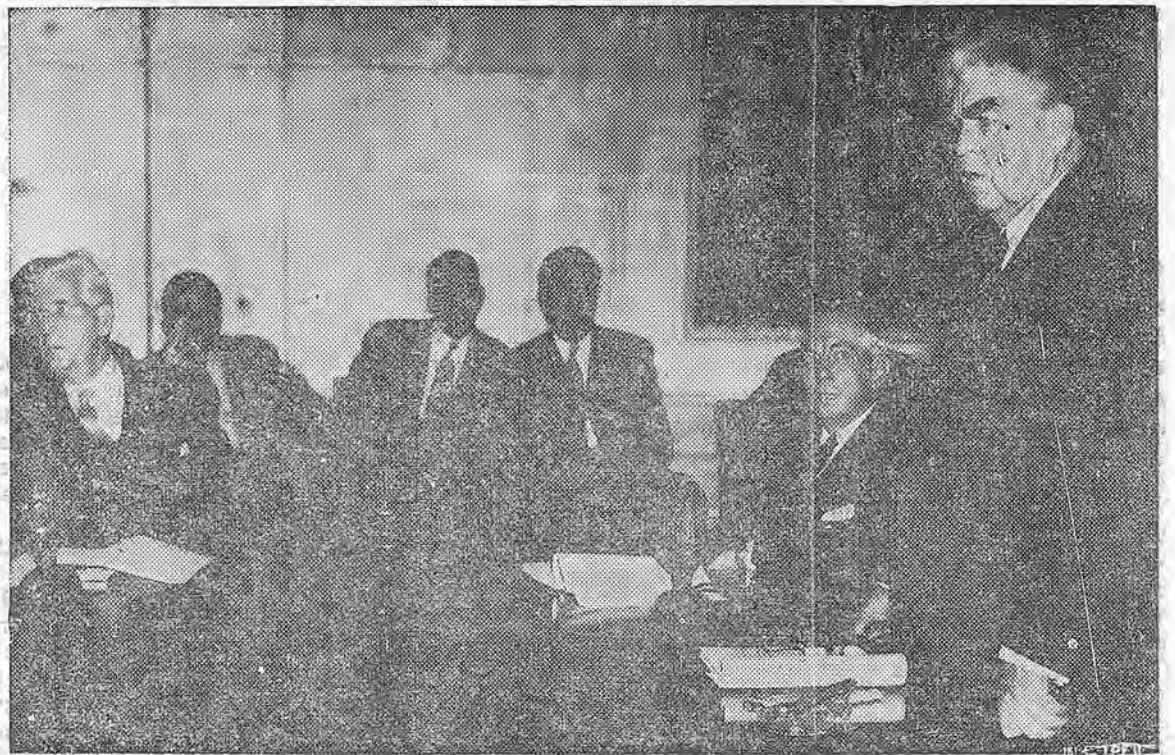
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## WSB Approves Pilot Union Pay Increase

The Wage Stabilization Board has approved a 6.2 per cent pay increase and other benefits for some Pacific Coast members of the Masters, Mates and Pilots Union, AFL. The board announced approval of a contract between the union and the Pacific Maritime Assn.

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**BE A GOOD CITIZEN—VOTE ON EVERY ISSUE—BE SURE YOU ARE REGISTERED TO VOTE**



**LEWIS DENOUNCES OPERATORS.**—Pres. John L. Lewis, right, of the United Mine Workers, fed up with attempts of coal mine owners to bar effective enforcement of federal mine safety rules, interrupted a Senate Labor Subcommittee studying safety legislation to denounce the mine owners' proposals

as "shameful." His plea to end the "slaughter of men in coal mines" was made to Sen. Paul Douglas (D., Ill.), at left, and Rep. C. W. Bishop (D., Ill.). Both AFL and CIO have endorsed Lewis' fight for federal mine safety legislation with adequate enforcement provisions. (LPA)

## AFL MAY PICK '52 CANDIDATE

Miami, Fla.—The American Federation of Labor may support the candidacy of a Presidential candidate this year. But it will make no such endorsement, if any, until after the national conventions.

If the AFL takes such a step, it will be the first time in its 70 years of existence, with one exception. In 1924, the AFL backed Wisconsin Senator Robert La Follette, on the Progressive ticket.

Discussion of political matters took place in the administrative committee of Labor's League for Political Education, the AFL political arm. The LLPE committee is composed of 35 members, including the AFL Executive Council, the presidents of 15 international unions, and five others. James L. McDevitt is director of the LLPE.

A decision to endorse a Presidential candidate is by no means assured. Traditionally the AFL has avoided such an endorsement because of the commitment to one political party that may be involved. The AFL is anxious to preserve its independence from any one party.

Candidates for Congress and for other offices have been endorsed, with such decisions made on the basis of the record and platform of the individual candidates, regardless of party.

In 1949, at its annual convention, the AFL opened the way for a possible endorsement in 1952. It moved its annual convention to the third Monday of September of each year, so that convention delegates could consider Presidential endorsement, or reject making one.

Earlier, the AFL annual conventions were held in October, except in Presidential election years, when they were held in November, after the election Partisan entanglement was thus avoided.

William Green, AFL president, said at a press conference after the LLPE meeting that people were interested in learning the views of Gen. Dwight Eisenhower on labor, social, and other domestic issues.

"We feel he should make his position plain on those questions—social security, for example," Pres. Green said. "We know his attitude on military matters and foreign questions. But we do not know how he stands on labor matters, social questions, and other domestic issues."

Green made it plain that the AFL would not officially ask Gen. Eisenhower or his sponsors for a statement of views. Other groups and persons are asking the question, he remarked.

McDevitt said that LLPE would, as usual, consult with state federations and city central bodies about endorsement of congressional and other candidates.

McDevitt also said response for membership in the LLPE, and for funds to carry on activities has been most encouraging this year.

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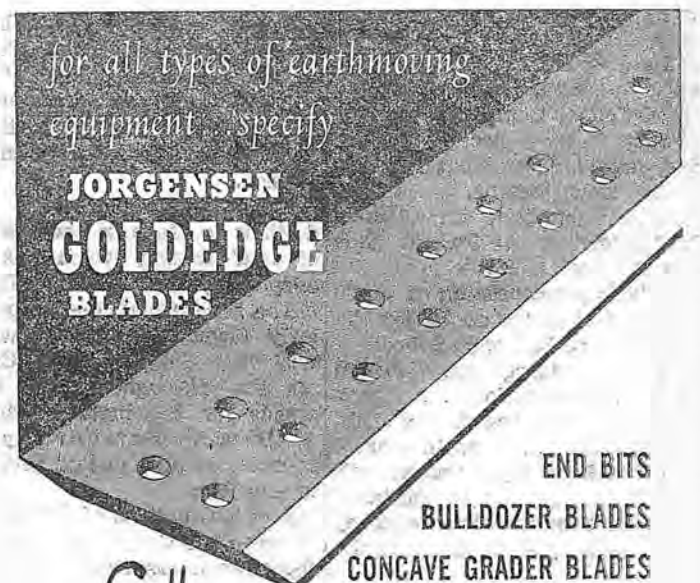
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# 6 DRY DAYS BOOSTS HOPE IN NORTH BAY DISTRICT

By H. O. FOSS and FRANK LAWRENCE, Business Representatives

Dare we mention the word weather—well, the moisture has failed to settle here, in this area, for the past six days and most of the brothers are hopeful as this goes to press . . . hope their spirits won't be dampened. A few of the optimistic contractors are trying to bail out . . . but one, namely Ghilotti Co., didn't meet with much success on their venture on Spring Grove Ave. Ah yes! Spring . . . that brings up another subject . . . may we ask your cooperation in the matter of notifying this office, if you are listed on the out-of-work sheet, when you return to work or if you leave the area. This would save time and money on needless telephone calls.

Congratulations are in order for Bro. F. Bobo . . . he of Bobo's Garage in Ignacio. The new 1952 Mechanical Wonder—namely Dooreen—weighed in at eight five and a quarter.

We understand A. Moretti, in the Petaluma area, is selling all his equipment. Sounds like Al is starting on some new venture.

In reply to the many inquiries by members as to the situation at the Travis Airbase, Ted Romaine states "the mud is waist high to a tall Injun" but hope springs eternal . . . Sounds like the equipment is in better shape than the boys . . . Bro. Jack Sharp has been getting some kinks worked out of his frame and Mark Smith is in for an overhaul. This is quite a switch as Mark usually does the overhauling on frames . . . Hardway Armitage won the bout with his stomach. Jack Rutherford is no longer with the boys, at last report was with Darkenwald's spread near Folsom. On the serious side we were very sorry to learn of the sudden death of "Andy" Andrews, the transportation super on the project. He'll be missed by boys of all locals.

## BASALT AT NAPA

Glad to report Bro. E. E. Johnson, one of the oldest operators for the Basalt Steel Division in Napa, is back to work after being off for six weeks. Bro. Cal Barnett reported in this week—has now been off for four months with a broken shoulder. He should be ready to go some time this month. We understand Bro. Jack Curry is on the mend after eight weeks in the hospital . . . suffered third degree burns that necessitated eight blood transfusions, says be three months before returning to work.

Underground Construction Co. accomplished the almost impossible last month by recovering the string of tools lost while boring for the telephone company under Highway 101 north of San Rafael. An ingenious device was rigged up and they fished them out!

## CORTE MADERA

Palm Hill in Corte Madera is coming to life again even though it is a sea of mud . . . a half day in there with the dozers have opened a small area up for the J. D. O'Conner Company's two big D.W. 20's to move around in. Just about breaking even but is keeping his crew together . . . Bro. Deardorff, foreman; crew, Bros. "Doc" Sherman, Al Pollard, Carl Roberts, Lester Hollis and Bill Hook. This job consisting of 70,000 yards of dirt and rock fill for the Corte Madera-Larkspur School.

Van Valkenberg Co. job on Travis Airbase slow . . . have opened up new trench for eight inch pipe line . . . if weather holds out for a little while longer will go back to work on the installation of gas pump stations. They manage to keep six brothers on the payroll.

Part of the Ted Watkins crew have been called back to work at the Granite Bros. Quarry to improve the plant and install a new four inch cone crusher. They still have 30,000 tons of road mix and 40,000 tons of hot plant mix to be crushed as yet. They expect to resume work around the middle of March.

Bob Kenning, super for Granite Bros. job, states weather permitting will start reshaping the Alto Wye and also start their job south of the Richardson Bridge. The job north of San Rafael on Highway 101 still slowed up, manage to keep

# Hawaii— NEW HOUSING TO START IN ISLANDS

By J. K. WAIWAIOLÉ  
Business Representative

Navy contract projects at Kaneohe Marine Base and Kwajalein are temporarily bogged down due to lack of appropriation money. Twenty-five engineer members were laid off the past two weeks pending new funds.

The dredge Norfolk left for the Philippine Islands under protests of majority of members of the Hawaiian Branch except four members who left as repair men on the dredge while being towed to its destination. This action was taken because Contractors Mid-Pac and the Navy processed the men on the Kwajalein rates, which are about 25 cents below the West Coast rates for dredgemen. Since then, they have added 20 cents over and above the Kwajalein rates and likewise the members will now agree to contract out.

A 5 million dollar H.H.A. housing project in Kalihi Valley is scheduled to begin with excavations in about 30 to 45 days. The Navy's low cost housing project at Moanalua Ridge by Len's Construction will be starting excavations about the same time. This housing project is estimated to cost \$8 million.

The Windward Pali extension by Moses Akiona Contracting Co. has just begun with two cats and a shovel.

From Turkey comes word that members there miss the Hawaiian sunshine but realize the importance of doing a good job, but fast, because the Red tide poised just across the Red Sea is ready to move.

Bros. Ernest Chee and Lemon Wharton flew to the Bay Area in preparation for returning to India for M-K.

Six members are back from Kwajalein on completed contracts. Three members are waiting for plane passage to Eniwetok. (AEC)

icies are developed by Grange members independently of any other organization.

For more than 80 years, the Grange has stood for the best in American government. The Grange will continue its support of the democratic way of life in the same manner and based on the same unshakable ideals.

The California Grange News suggests to The Associated Farmer that it devote more space to advising members as to how they may escape their high income taxes and less space to defaming organizations interested in unselfish causes.

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## UNIONIST ON JURY

San Francisco.—Only woman member of the new grand jury here is Mrs. Bertha Metro, secretary-treasurer of Hotel Service Workers Local 283.

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## HAMILTON AIRBASE

Hamilton Airbase has three jobs going on there—Underground Construction Co., Valley Trenching Co. and Haas and Rothschild. The J. D. Sheedy Drayage Co. crane did the hoisting of the steel on the hangars for Haas and Rothschild.

Petaluma, the egg basket, has two sewer jobs under way at this time. Art Siri Co. has started their job at the Disposal Plant and goes south almost of Madson street . . . has five brothers doing the work.

B. Miles Thomas Construction Co. is having hard luck with water and sandy ground on their job on Madison street. Slow progress but he is getting the job done with three brother members on job.

McDowell Village Housing progressing as well as can be expected in spite of the rain and mud. Blackwell Construction Co. is averaging one house a day which keeps a Fordson operator, Bro. "Smilin' Boy" Williams, busy.

McCaffrey Bros. have a dozer at work on the Corte Madera post office site excavating foundations.

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# The State Grange In Attack on Associated Farmers

(State Fed. Release)

The California Grange News, official voice of the noted state farmer organization, has issued a public spanking to the Associated Farmers, the labor-hating farm organization headquartered at 25 California Street, San Francisco, just a stone's throw from the city's financial center.

In official editorial language, the Grange News repudiated the California street "farmers" and defended its right to agree with the California State Federation of Labor on matters of good government and public interest.

The blistering editorial follows in full:

## CONSIDER THE SOURCE

"Remember — all dues and contributions (to the Associated Farmers of California, Inc.) are deductible from federal income tax."

So reads a persuasive little appeal in the October-November issue of The Associated Farmer. And on the same page, this "farmer" publication prints material of dubious origin questioning the patriotism and integrity of the Grange.

The California Grange News declines to stoop to the low level of mud-slinging which has been adopted by the Associated Farmer.

The general public—and particularly farming people—know very well that the Grange in California and throughout the nation stands for the highest principles of American democracy and squarely against violent revolution in any form.

Any insinuations of sinister links between the Communist Party and the Grange are ridiculous and reflect back unfavorably on any group which would hint at such contemptibly false charges.

The suggestion of an "alliance" between the California State Grange and the American Federation of Labor is equally ridiculous. As a farmers' fraternal organization, the Grange does not enter into alliances of any nature.

When the State Grange and the California Federation of Labor agree on matters of good government and public policy, both organizations are proud to stand together and present their views publicly. But all State Grange pol-



