



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 3

SAN FRANCISCO, CALIF.

March 14, 1947

## BACK NEW PORT AT SACRAMENTO

Central California citizens are going all out in support of the building of a deep water shipping channel to Sacramento to establish another great inland port for California's booming commerce traffic, and there is every indication that the voters of Sacramento and Yolo counties will vote overwhelmingly in favor of this important project at a special election on April 15.

Readers of the "Engineers News" are asked to assist in every way possible to assure this election. If you are a resident of these counties, make sure you cast a ballot on April 15. If you live elsewhere but are acquainted with voters in these counties, remind them of the importance of a "yes" vote.

### Great Opportunities

Though there has been some opposition to the project from the Stockton area, with the thought of competition, this has largely vanished with the realization that

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### Re-Elected



FRANK C. MACDONALD

Frank C. MacDonald, veteran leader of the State Building Trades Council, was re-elected as its president at last week's 33rd convention in San Francisco.

### Job death toll

A total of 62 industrial fatalities occurred during January in California, most of them from vehicle accidents, 25 in all. Falls killed 10, including five from scaffolds and ladders. Eight were killed when struck by various objects, including two loggers struck by trees and two linemen, by falling poles. Seven died as a result of electrocutions. Five of these were caused by either a crane or a hoist truck contacting high tension wires. Burns caused four deaths, and machinery three.

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### Business Agents, Note

An effort will be made in succeeding issues of the Engineers News to cover more fully the facts surrounding the death of any and all members of the union. Bro. Swanson asks, therefore, that you please endeavor to include in your reports the full details, such as cause of death, immediate relatives, and any other facts of interest concerning the member.

### Policeman, style expert, missionary, all from Local 3

There's a new cop in Marysville. Bro. John Hemstreet hung up the overalls and button of Local 3 and put on the star and holster, reports Bro. Bill Waack from that area. . . Bro. Stuart M. Neilson is leaving to take up missionary work for the next two years, Bro. Spence reports from Reno. . . Bro. Bud Henderson has joined the panty-waist ranks, reports Bro. Nevers from Eureka. This husky dipper-stick engineer has opened a dress shop for teen-agers in Arcata. But it isn't so bad when we learn that the Mrs. will be in charge and that Bud will probably sweep up after hours. . . There's no limit to what these versatile members of Operating Engineers Local 3 will take up.

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### New Oakland Office

The new Oakland office of Local 3 at 1444 Webster Street is now open and occupied, and all occupants are well pleased with the new quarters. All who have not yet done so are invited to drop in and look the place over.

## GREEN REGRETS CIO UNITY "NO"

AFL President William Green has expressed deep regret that the Congress of Industrial Organizations "declined" his request for a conference to discuss merging the two groups into the mightiest labor unit the world has ever known, the AFL News Service reports from Washington.

Mr. Green, from a recent meeting of the AFL Executive Council in Miami, invited the CIO to talk over plans for amalgamation of the two groups on an organic basis. Philip Murray, CIO President, after consultations with his leading colleagues, replied they would discuss

### Geneva Steel Buys a Town

The entire mining town of Dragerton, Utah (pop. 2500) was sold to the Geneva Steel Co., War Assets Administration announced. The U.S. Steel Corp. subsidiary paid \$1.5 million for the town, developed in 1943 by the government for \$4.5 million.

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### Cats for Colts

Bro. Dan Street, Oakland member of Local 3, long experienced in rough riding horses as well as cats and other heavy equipment typical to Operating Engineers, has sworn off the flesh-and-blood broncs and will henceforth stick to the steel variety. While breaking in a colt for a neighbor he fell and broke his wrist. He is not new at this, however, having done much bronebusting and bull-riding at rodeos before the war.

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### Local 39 Expands

Stationary Engineers Local 39 reports great progress in memberships and in improvement of wages, hours, and working conditions throughout the Northern California jurisdiction recently consolidated from a number of smaller units into one large union. It is the consensus of these brothers that "consolidation pays off," a fact proven by Operating Engineers Local 3 some time ago and now being taken up by several different types of AFL unions.

### Issues Warning



Testifying before the Senate Labor Committee, AFL President William Green warned that enactment of anti-labor bills would provoke "such great industrial confusion as to seriously undermine the present world position of the U.S."

establishment of a united front by labor against anti-labor bills, but would defer consideration of other matters until the legislative issues had been settled.

Mr. Green, who first had proposed the organic merger, reiterated in letters addressed to Mr. Murray and to Chairman Taft of the Senate Labor Committee, the willingness of the AFL to discuss a merger, but expressed his deep disappointment that the CIO was prepared only to consider moves for a united front against unfriendly legislation.

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### Example in Cheer

If you can be happy with a plaster cast from your hips up to your neck, you can be happy under any conditions. But that's the state of mind of Bro. Bon E. Acre, Local 3 member who has been laid up with a fractured back since December 19th. Oakland office of the union reports on Bro. Bon's good cheer and passes on his words of greeting to all the brothers and to tell them he'll be out again before long.

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### Ship Scrapping

There is some increase of activity in East Bay shipyards, particularly in those working on scrapping of ships, the Oakland office of Local 3 reports. Moore Drydock is fairly busy, and two basins at Yard 3 in Richmond are engaged in this work.

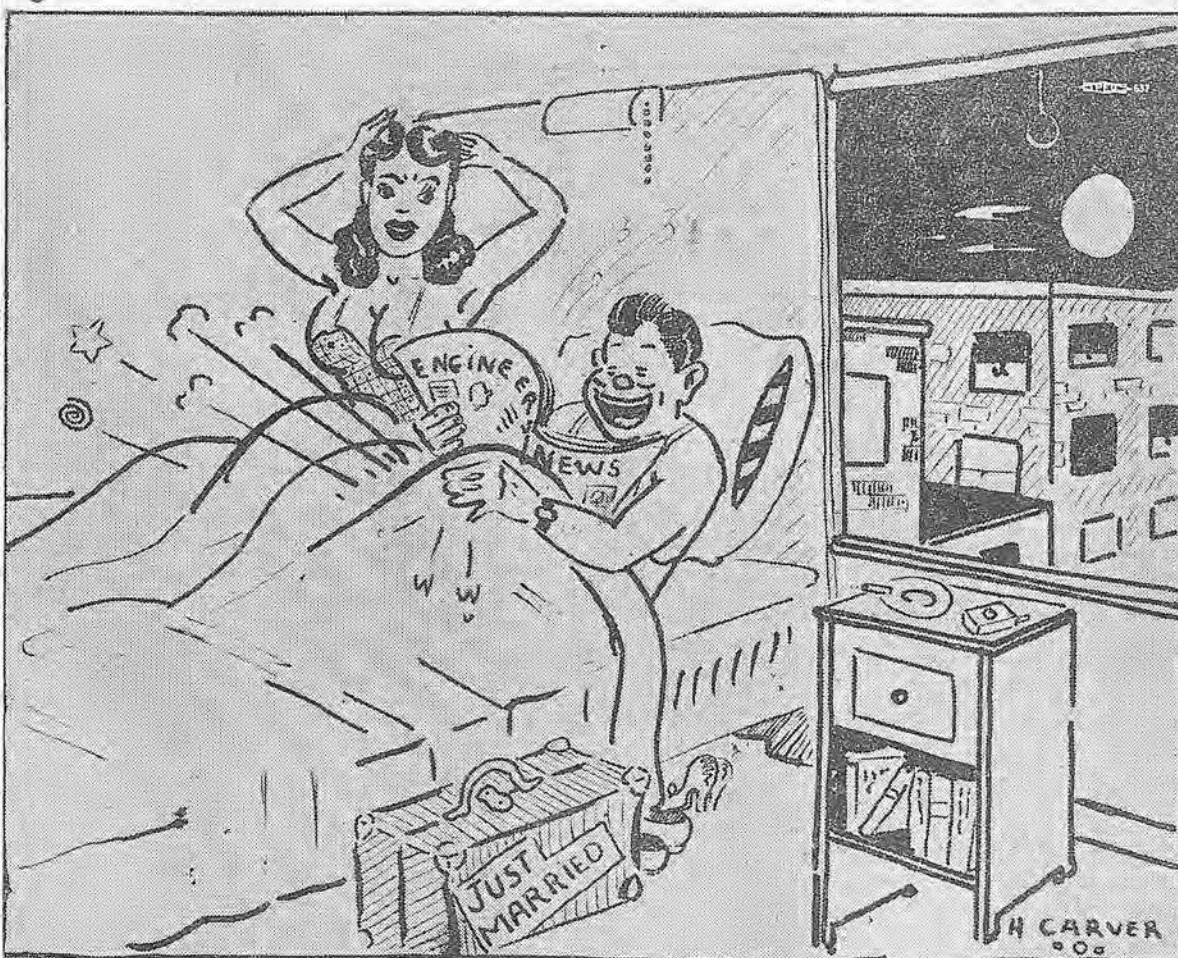
## Tradesmen Urge Bridge, Highways

Endorsement of the state's new highway program, request for quick construction of the new bay crossing, and urging of liberal Federal appropriations for construction of high-level dam features of the Central Valley project were highlights of the 33rd convention of the State AFL Building and Construction Trades Council meeting in San Francisco last week.

Frank MacDonald, veteran president of the state trades body, was re-elected, as was Sam J. Donohue of Alameda County as secretary-treasurer. Delegates heard greetings and congratulations from a

number of guest speakers and acted on a wide variety of matters of importance to the thousands of AFL building tradesmen in California.

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Drawn by Bro. H. Carver, a member of Operating Engineers Local 3

## Swatting Labor

That supreme court decision against John L. Lewis and the mine workers union is a major body blow against all organized workers in the United States. It paves the way for restoring the once prevalent practice of resorting to government by injunction in labor disputes. What general use of this method of crushing organized labor activities may lead to in this day and age remains to be seen. Repercussions in both economic and political fields are likely to follow similar to those that followed the British Taff-Vale decision that gave birth to the Labor party, which today is the ruling political party in Great Britain. Time will tell what is to follow the various forms of outlawing of labor unions now starting in the United States.

In this miners' case argument has revolved around one central idea, namely, that no man must strike against the government, nor fail to obey a court injunction, regardless of what existing laws may say or provide for or regardless of how wrong the court may be. The fact that the U. S. government took over the mines to end a labor strike is treated exactly the same as if the government had become the sole owner. It is this type of reasoning that causes threatening storm clouds to loom on the horizon of the future.

Consider where such interpretation of law would place labor in the face of a hostile court or an unfriendly government.

A powerful anti-union employer, having a strike on his hands that he could neither stop nor control, could turn to such government and to such court and have the combined power of both used to crush the strike and penalize the strikers unless they returned to work. Such jugglery of the law would make a farce of the right of working people to strike against private employers. Rights that can be swept aside by an unfriendly government or a hostile judge are no rights at all.

The other point that people against whom an injunction is issued must comply with it even though it has no sound basis in law and is later so found by higher courts is equally absurd. It has always been considered well established law that whenever judges exceeded their authority those who disregarded their illegal findings were not violating any law. To hold otherwise is to open the doors wide open to any judge who wants to vent his spleen against labor unions by going to most any excesses in flagrant disregard of the constitution, existing laws or contrary to previous decisions of the highest court of the land. In other words such court edicts, no matter how wrong, would still be permitted to have precedence over the recognized and accepted law, until the workers, whose rights might be trampled upon, could get some higher court to point out the error. In the meantime workers would be liable for fine and imprisonment for disregarding the erroneous findings of the judge and these could be enforced against them even after the judge in question had been shown to be legally wrong.

To have two such clubs brought back into use and hanging over the heads of labor once more as in the days of yore is something that American labor never again will submit to permanently or accept as the established status of labor in the United States. It is too much like heading back to slavery. Serfdom during the feudal middle ages was no worse than the conditions some employing interests and some judges would establish for the working class of tomorrow right here in the "States."

## Report of last meeting

Meeting called to order at 8:05 p.m., President Clancy presiding. Roll call showed Guard Edgcombe absent. There were approximately 110 members present.

A synopsis of the Regular Meeting Minutes of February 1 was read as was a synopsis of the Executive Board Minutes of March 1, which were by motion approved as read.

Communication received from the Leather and Novelty Workers Local No. 31 regarding strike sanctions against the Olsen-Nolte Saddle Shop and the Visalia Stock Saddle Shop requesting these firms be placed on the "we do not patronize" list. Received and filed.

A letter expressing sympathy for the loss of Brother Joe Walther was received from the International Union of Operating Engineers, Local No. 526. Received and filed.

Resolution from the San Francisco Labor Council referring to Bills S66 and HR 856 to repeal the 160 acre limitation of water supplied to private lands in the Central Valley, and requesting the Union to adopt the resolution and to instruct our Congressmen and Senators to vote against these propositions. Regularly moved and seconded the resolution be adopted, Carried unanimously.

Resolution from the San Francisco Labor Council regarding the quota of the San Francisco Chapter, American Red Cross in coming drive. Regularly moved and seconded to adopt the resolution. Carried.

Cards of thanks were received from Mrs. George Clark and  
(Continued on Page Ten)

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### Where to Fish

#### MENDOCINO STEELHEAD

Steelhead fishing is good in the Eel River, declares the National Automobile Club, with the Dos Rios region the best for good catches.

#### BASS FISHING

Reports from Riverside County show bass fishing to be picking up on Havasu Lake at Needles boat landing.

#### STEELHEAD

The mouth of the Salinas River, in Monterey County, provides fairly good sport for steelhead fishermen, with most fish being landed on fresh roe.

#### SANTA BARBARA STEELHEAD

Some limits of steelhead are being taken in the Santa Ynez River just above the Baroda crossing, Santa Barbara County.

#### STRIPERS

Some stripers are being taken above the Rio Vista Bridge and around Ryer Island in the Sacramento River, Solano County.

#### TEHAMA COUNTY

Nice catches of steelhead and bass are being made in the Sacramento River in the vicinity of Red Bluff, Tehama County.

#### PISMO CLAMS

Reports show that Pismo clams remain abundant on southern California beaches.

### THANKS, EVERYBODY!

An English professor was duly elated when his brilliant wife presented him with a son. This happy event coincided with the publication of his wife's latest book.

The professor glowed with redoubled pride as he read the extremely favorable reviews on his way to his classes. As he walked into his freshman lecture he was greeted with a storm of applause. "Congratulations" was scrawled across the blackboard.

"Thank you very much, gentlemen," he said, blushing modestly, with his mind still on the book, "but I assure you my wife deserves all the credit. She did it all herself."

The uproarious laughter which greeted this statement completely nonplussed the professor. He coughed nervously. "I repeat," he went on amid growing tumult, "I had nothing to do with it. Any little help my wife may have had she got from Professor Jones."

### HELP HEAVEN



American Red Cross Photo  
Highway hazards, particularly in winter, are reduced throughout the United States by 2,000 first aid stations operated by Red Cross trained volunteers, ready to provide emergency care. Your own Red Cross contribution may thus come back to you in time of need.

## The Role of the Engineer

The role of the Engineer in the building of the New West is not generally known and is certainly not sufficiently emphasized. It is not wise to brag, but "flowers to the living" is good philosophy, and in this case a bouquet is due the Engineer for his outstanding performance record.

It is the brains and the brawn, the strength, courage, and skill of the typical Engineer that is figuring so largely in this peacetime phenomena of the New West, as it did on far-flung industry and battle fronts in the recent war.

Building the New West is a prime example to American industry of the highly-skilled, and closely-coordinated teamwork of which American labor and management are capable, a prime example to the world of a workable industrial Democracy.

In every major metropolis of the western states, on their expanding highways, in the teeming industrial and waterfront sections, out on the fertile valleys where man is now bringing the white gold of water to millions of potential acres—in every direction is growth, immigration, expansion in which you will find the hard-working, congenial, capable Engineer a key figure, a fine example.

The members of our great union have set a standard of workmanlike, journeyman ability to which the West's great contracting firms have paid glowing tribute time after time, praise of which we are proud and in response to which we strive steadily to show it is justified.

This is indeed a pleasant picture of men at work, of the dignity and democracy of labor and management in voluntary, enthusiastic teamwork. It is a pleasant realization of our participation in and contribution to building America's newest frontier into one of the world's most resourceful and productive regions.

Whatever differences may arise among us, whatever troubles and trials that come temporarily to the fore, let us strive to make this a lasting picture, and permanent pattern for the happy and full life to which American labor is entitled down through the years ahead.

The democratic American labor union is truly one of the greatest brotherhoods ever to be organized and maintained by man, a fraternity of binding, abiding impulses and kinship. Let's awaken to this fact and right now resolve to give it our loyalty and lasting cooperation. For there, brother, is a loyalty that pays off!

## Down in Venezuela

(EDITOR'S NOTE: The following was written by Mr. Egon Scherl and was sent in to Manager Victor S. Swanson as perhaps of special interest to those in the Engineer trade.)

This is for Gus who lives like a sailor  
In a boat on a river in far Venezuela:

Life isn't easy in that tropical clime  
Where the jungle begins at the edge of the slime  
For half of the year the skies let loose  
Tons upon tons of aqueous juice  
That make it so humid, we've been told,  
That even one's clothes are coated with mold.  
Then the sun comes out and scorches the land  
Until it is parched like the desert sand.  
No wonder, then, that natives doze  
And children play without any clothes!

On the bank of the river, the workmen toil,  
For this is the land that's so rich in oil.  
Piles must be driven, and concrete poured  
To carry the towers for tapping this hoard.  
So dredges scoop and hammers pound  
As the piles bite deeper into the ground.  
Through silt and sand and mud and clay  
Deeper they go, day by day,  
Until the rhythmic beat-like shock  
At last makes contact with the rock.  
Then tubes of steel are put in place,  
And filled with mix to form the base  
On which is cast the cement foundation  
That serves as a floor for the drilling station.  
When the job is done and the men have gone,  
The fleet weighs anchor and sails on.

Parts must be ordered, measurements made,  
Most important of all, men must be paid.  
But amid all this trouble and toil and sweat  
There sits Gus, writing his pet.  
The sun beats down with incessant heat  
As he sits at his desk and types sheet after sheet.  
Some mosquitoes fly in and alight on his arm  
Then get in position to do him harm;  
And while they are biting with ferocious glee,  
The ants come out and crawl up his knee.

But Gus isn't bothered, as he pauses and smiles  
While the workmen outside are driving the piles;  
For though the day seems hotter and the jungle greener  
Christmas is here, and he'll soon wed Nena!

# Move Mountain into the Bay to Build World's Greatest Airport

The Earth Movers Union is busy dumping one of the mountains of the San Francisco Peninsula into the Bay to create the world's greatest airport and paralleling it the great Bayshore Freeway, truly a highway of the future.

Operating Engineers Local 3 has the skill and know-how of moving mountains, it becomes readily apparent to anyone visiting the "borrow-pit" and the airport and Freeway area at Millbrae, just below and within sight of South San Francisco.

Here the most modern of super-earth-moving equipment is at work, pushing 70,000 tons of dirt into the bay every 16 hours or two 8-hour shifts. The airport job will be done in a matter of weeks, then the 85 huge trucks and specially-built 16-wheel, 45-ton capacity semi's will turn their attention on the Freeway and from Windy Gulch above Millbrae they'll bring a mile-long blanket of earth for the marshy stretch just below Millbrae and between it and the airport.

## Move Over, Mountain

In all, Macco-Morrison Knudsen, one of the West's largest contractors, will have taken well over six million yards or about nine million tons of earth from the hills and put it down where man's cars and airplanes can make good use of it, a \$4 million fill project.

Up the draw, or the new man-made canyon above Millbrae, several big Northwest shovels are chewing on the hills, and on an upper level are three of the enormous 120-B Bucyrus-Erie electric shovels, which eat about twice as much as a Northwest, or about 9000 tons a shift.

tors are also used, as well as plain, ordinary trucks.

## Big, Smooth Shovels

The three big 120-B electric shovels are a pleasure to watch. They gather up five yards of earth in one bite. A large rubber-covered 2200-volt cable tails the big shovels and this juice is converted into AC current by transformers that run constantly and at high speed.

The transformers are fairly noisy, so that you have to shout at the man standing beside you, but otherwise the entire operation is smooth and not at all noisy. Brothers Bill Goddard, Bill McGuire, and Bill Barry were the shovel operators on the shift when we visited the borrow pit. At end of the first shift the 120-B's turn around and pick up their cables and move away from the hillside like a lady holding her skirt, and then sit quietly awaiting the new shift. The 120-B carries 40 tons of ballast.

Moving down thru the gulch and through Millbrae we stopped to observe the sand-trap drains being sunk on the site of the new Freeway. A blanket of earth has been placed on the stretch so that it can be used by trucks, etc., during these preliminary operations.

## Vertical Sand Traps

A crane with a set of swinging leads, much like a pile-driver, is used to drive a 30-inch steel cylinder down as far as 60 feet—the mud is that deep in places. The hole created is filled with coarse gravel and sand. Compressed air is blown in to assure a density that will prevent the mud itself from seeping into the trap.

Water seeps into the trap and rises. When it reaches a blanket of

gravel, upon which the entire highway is to be laid, it will seep out to the sides of the highway into pools and evaporate.

This is almost a brand-new type of highway construction, according to State Inspector A. D. Mayfield, with whom we talked while visiting the operation. It has been used on the approaches to the Bay bridge, at a point below Santa Cruz, and on Terminal Island at San Pedro, in previous operations.

## 4-Foot Overload

Then the blanket of earth is placed over the site, with an overload of from two to four feet to allow for settlement. A waiting period of 60 days is required after each fill to observe settlement and operation of the water traps.

Operator on the crane when we were visiting was Bro. Charlie Nicolaisen, the oiler was Bro. D. Overton, the air compressor operator was Bro. C. H. Strickland, and a welder working on repairs was Bro. Bishop.

## Floating Freeway

It is thus revealed that the big super-highway will, in effect, be a floating highway, a blanket of earth and concrete floating on a sea of mud ranging from 30 to 60 feet deep. These vertical drains are placed about one every 10 feet, each one draining about 100 square feet. About 90 holes a day are drilled. In all, about a mile and a half of the Freeway, in two separate stretches, must be constructed in this manner.

This big project well symbolizes the capable work being done by members of Local 3 in its three-state jurisdiction to help build the new highways, airports, factories,

dams, rivers, and other huge projects now laying the foundations for the New West.

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## Members enjoy life on Okinawa

Life on Okinawa must be pretty good, judging from a letter received by Bros. A. Lawrence, Ed Park and D. W. Burnett, Sacramento representatives of Local 3. The letter, from Bros. Roy Carpenter and Ed Kinney, states that they all have such good jobs they are planning to stay until at least 1950. They work six nine-hour days and expect to go back to 10-hour shifts soon—this goes rain or shine.

The following members are working there, with the jobs indicated: Wingy Cardoza, grade foreman; Lewis Smith, cat foreman; Jack Dill, shovel operator; Jess Gahagen, grading superintendent; Clay H. Covey, general quarry foreman; Louis LaRue, general welding foreman; Roy Carpenter, quarry superintendent; and Ivan Stuban, crusher foreman. They send their best regards to the members in "the states."

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## Veterans stick

Veterans of World War II have gained the reputation of staying with the job, according to Bureau of Labor Statistics reports recently released. About 2,900,000 of the 15 million workers in manufacturing are war veterans. Their "quit rate" was 4.7 per thousand, the lowest on record.

1. Here you see three huge 120-B electric shovels munching on the hills of Millbrae, each one gulping 9000 tons per 8-hour shift. The large area "vacated" by these three big-babies stretches out to the right, formerly a hill as high as the trees in the background. Bro. Bill Goddard is operating the first shovel, Bro. Bill McGuire the second one, and Bro. Bill Barry the third. This is the upper level of the "borrow pit." The lower level drops down from it below the hills in the background.

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2. Here is the lower level of the pit. On this side you can see one of the big 30-yard diesel-driven specially constructed semi's taking its load down from the upper level at a speed of about 35 to 40 miles at this point. In the background you see three 2½-yard diesel-driven shovels chewing on their hillside and a crew of busy trucks around them.

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3. This is Bill McGuire's 120-B at work. Standing in back of it are Bro. C. B. Gresham, oiler, and Bro. William Hill. Operating the dozer is Bro. Ted Bowles. We failed to get the name of the brother operating the dozer upstairs. You can see his dirt rolling off the man-made cliff, and the skyline of the hill above. This material runs about 1½ tons to the yard.

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4. This shows the pile-driver crane that is sinking vertical drains into mud as deep as 60 feet, down on the new Bayshore Freeway. For details see accompanying article.

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5. Here's a close-up of two of the big Murphy Northwests in the lower level of the borrow pit, backed away at the 2 o'clock break between shifts. Just after the picture was taken a stream of trucks came up the gulch in a stream like the Bay Bridge on Easter.

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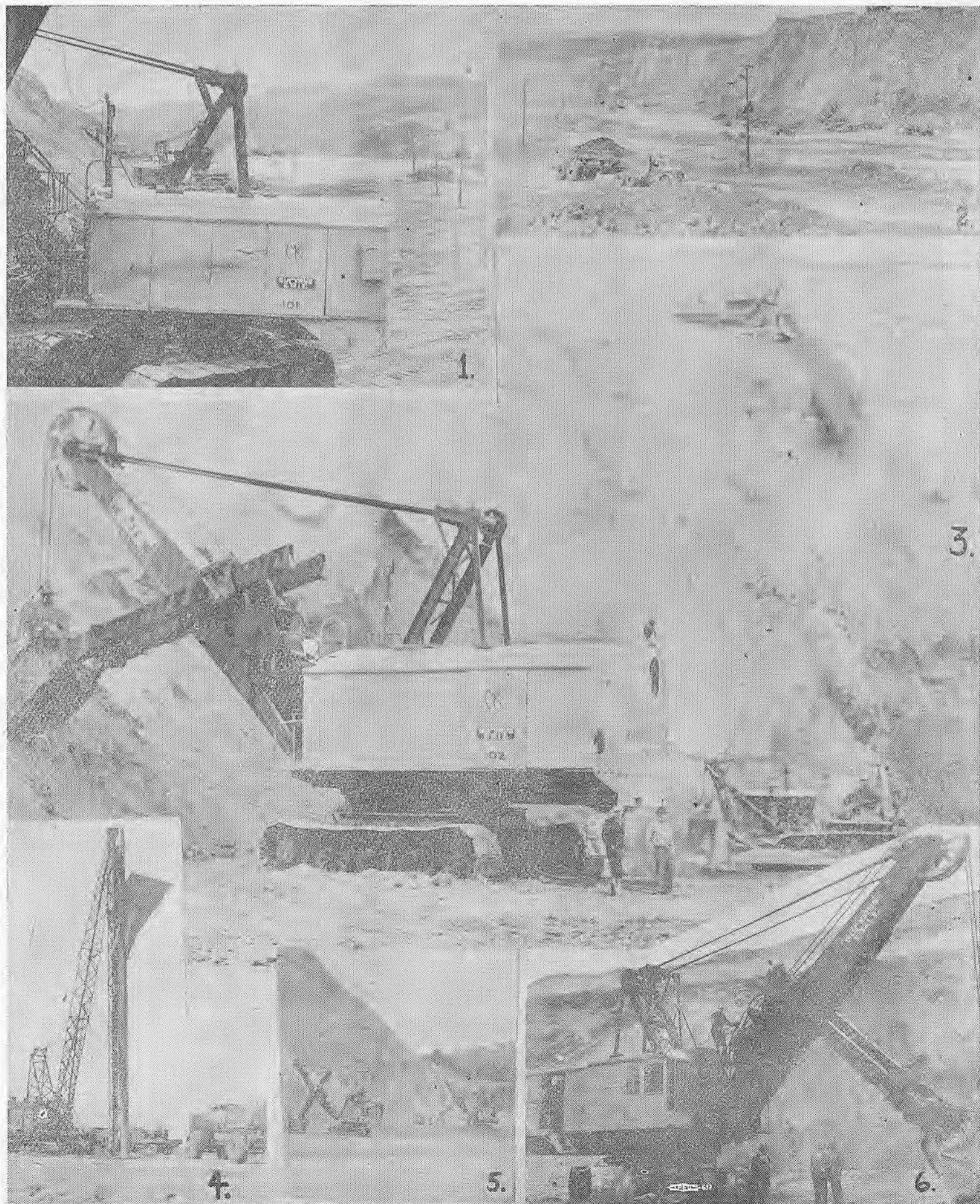
6. This shows Bro. McGuire waiting for his relief. Bro. Gresham can be seen above. In a huddle under the shovel are Bros. Chet Elliott and Joe Riley, business agents, who help police this big project.

## Big Truck Fleet

Included in the 85-truck fleet are a long string of brand new 45-ton diesel-driven semi trucks which were built especially for this job. Teamsters Local 216 operates the truck fleet, but Operating Engineers Local 3 keeps the fleet on the road out of the maintenance shops, and of course Local 3 men operate all of the shovels, dozers, and blades on the project, as friendly and capable a gang of fire-eaters as you'll find anywhere.

Macco-MK built its own two-lane paved highway from the borrow pit to the airport fill, a distance of several miles, and to insure fast, continuous use, three steel overheads were built over El Camino highway, the SP tracks, and the Bayshore highway.

And, brother, it is a fast operation. Those Diesels look like a small apartment house on wheels. They come smoking down their own private highway at high speed, and Project Manager Tucker says repeated checks show that at any given point a vehicle passes every 26 seconds. Big Euclid truck-trac-



Pictures taken by Operating Engineers Local 3

## Millions slated for big water, power program to stimulate great activity

By ED DORAN

Representative, Local 3

**Stockton**—Morrison & Knudson have taken delivery of a 9W Monigan for use on their section on the Delta Mendota Canal. Local 3 has the job of erecting this equipment, and it is expected it will take sixty days to get it in operation. This Company has a 95 Northwest on the job, Biggs Drayage of Oakland are unloading the rig and transporting it to the job site.

Everest Company are progressing ahead of schedule on their section of the Delta Mendota project and they expect to complete the small outfall ditch by the end of March. Then they will go to work on the large Canal, which is over a hundred feet wide at the top.

Ruddy of Modesto has the cat spread on this Everest job and is progressing very nicely with Brother Clarence Crolihan pushing the spread.

### Finish Highway Job

M. J. B. Construction Company headed by John Bevanda, with Brother Hank Linkert as Superintendent, have completed their highway job between Mossdale Bridge and Grant Line Road. It was dedicated and opened to the public on February 28, 1947.

Employed by a newly formed sports syndicate, this same company are just ready to start a new midget auto race track and sports ground job out on North 99 Highway, half a mile north of the diverting canal. This will be a pull job involving at least 30,000 yards.

With the help of Brother Ed Parks and Al Clem, and all the cat skimmers on Earl Parkers levee job at Walnut Grove, we were successful in signing E. H. Rider to our land leveling agreement, this outfit has 12 cats working out of the Stockton area.

The tunnel job for the P. G. & E. out of Jackson is getting off to a slow start, and it is not expected to pick up until sometime in April. This job is being done by Morrison-Knudson, Utah, Walsh and Tom Connolly.

The power house at Electra is expected to be let for bid immediately and will cost over \$15,000,000 to construct, the West Point power house is to cost over \$4,000,000. More about this work in the next issue.

Renny Burroughs who has worked in the Stockton office for the past year, is going to be Business Representative and help us in the Stockton and Lodi Area. It is hoped you fellows will give him the same co-operation you have given me.

Teichert's job on Ripon-Salida double lane highway has just got under way again, and about six weeks of continuous paving operation will wind this job up. Teichert's head man in the Stockton area, Martin Green, has left them as of March 1 to work for M-K in the South.

Fredrickson and Watson have started preparations for paving the balance of the Stockton-Lodi double lane highway job. This job should be completed about May 31, and should employ about 20 members.

### 30 Million for CVP

President Truman's plan to spend \$30,000,000 on the Central Valley Project during fiscal 1948, contemplates expending more than half that sum on canal systems and putting \$5,220,000 into power transmission facilities.

A breakdown on budget proposals indicated the preponderance of funds would be funneled into irrigation phases of the project—provided the subcommittee which heard Gov. Earl Warren ask for twice the budget requests will grant even the lower amount.

While President Truman asked only for \$20,000,000 he expected to spend an extra \$10,000,000 left over after his public works "freeze" order last year. Warren's request for \$40,000,000 in appropriations would mean \$50,000,000 in expenses.

### BIGGEST ITEM

The biggest single item in CVP budget plans was \$11,990,000 for continuation of pre-construction work and rights of way on the 156-mile Friant-Kern Canal. The plans called for a \$5,010,000 expenditure on the Delta Mendota Canal for final surveys and pre-construction work.

The transmission lines were the biggest item under power facilities which totaled approximately \$11,000,000.

Following is a detailed breakdown of proposed expenditures:

Friant dam and reservoir: \$100,000 for continuation of work and finishing touches; \$100,000 for com-

pletion of lateral distribution system surveys.

Friant-Kern Canal: \$11,990,000 to continue pre-construction work. Studies of water requirements.

Madera Canal: \$32,000 for operating bridge and weir at Fresno River.

### DELTA CANALS

Delta Cross Canal: \$141,000 to plan final location.

Delta Mendota Canal: \$5,010,000 to continue pre-construction work and finish designs and specifications.

Contra Costa Canal: \$675,000 for essential completion; \$117,000 for lateral system preparation, including specifications.

Shasta Dam: \$2,600,000 to finish drum gates, elevator, work on fish handling, access roads and spillway cofferdam.

Water rights: \$257,300 for settlement of water right claims and expanding investigations along Sacramento and San Joaquin rivers; \$197,700 for water utilization studies and investigations; \$380,000 for operation and maintenance during construction.

### POWER FACILITIES

Power facilities: \$5,220,000 for transmission lines, including \$672,000 to finish the Oroville-Sacramento line, \$600,000 for material and construction of the Sacramento-Delta line, and \$118,000 to finish the Contra Costa line to make available power for irrigation water pumping. The remaining \$3,830,000 to start two Shasta-Delta power lines costing \$3,000,000; two lines to serve an area north of Sacramento, including Roseville, costing \$170,000; to build a \$500,000 feed line to the California-Oregon Power Co., and to build a Keswick switchyard line at \$160,000.

Shasta power plant: \$1,500,000 for installing and testing three generators to go into operation in August and December, 1947, and May, 1948.

Keswick Dam: \$500,000 to continue deferred work on spillways and gates.

Keswick power plant: \$1,010,000 to continue fabrication of three generating unit cranes and other equipment.

Switchyards: \$786,000 for payments for switchyard material.

(No funds were requested for the Delta steam power plant because of scarcity of the large equipment needed.)

Communication equipment: \$13,162 for partial payments of contracts; \$93,000 for substations at Clayton and Ygnacio; \$45,000 for a transformer station and regulation station at Antelope.

This year's budget estimates for individual projects were below last year's except on the transmission lines, the Delta-Mendota Canal, operation and maintenance and Shasta Dam.

### Calaveras River Span

Bids for construction of a new reinforced concrete bridge across the Calaveras River and road approaches on the Waterloo Road (Highway 88) will be opened by the Division of Highways, Department of Public Works in Sacramento March 5, according to the local highway office.

The bridge, to cross Calaveras River about 1½ miles north of Waterloo, will have redlighted approaches.

### PARADISE SPAN

A bridge across Paradise Cut on the new Mossdale 4 lane divided highway project will be completed this week. Completion of this job will connect the Grantline Road east of Tracy and the present bridge over the San Joaquin River at Mossdale. Use of the present bridge will be temporary.

Lord & Bishop has the contract for construction of the substructure of a permanent bridge to the south and parallel to the Mossdale bridge. The job calls for building a steel, movable span structure.

### SALIDA-RIPON JOB

The local state highway office said that it expects bids to be advertised within 30 days for construction of a bridge and approaches over the Stanislaus River on the Salida-Ripon divided highway project on Highway 99. At present, A. Teichert & Sons of

## Million dollars for initial job booms Pine Flat

By H. T. PETERSEN and GLEN DOBYNS

Representatives, Local 3

**Fresno**—President Truman during the present month released funds for the initial work to be done on the Pine Flat Dam. One million dollars will be spent on construction of access roads and camp facilities. Mr. Newman, District Engineer, states that he hopes work will be started by the latter part of April.

From other sources we have received information that the Army engineers intend to request an additional appropriation during the year so that bids may be let on the main structure of the dam itself. Looks as though the Board of Reclamation and Engineers have finally come to an agreement over the jurisdictional quarrel on this project. The fly in the ointment at the present time is the attitude of the Associated Farmers and large land owners with reference to the 160-acre limitation. And of course our Dear Governor has not made his position clear as to whether he is going to give the little guy a chance to buy farms with irrigation water furnished by UNCLE.

### Battle With County

Looks as though we have a battle coming up again with the Fresno County Board of Supervisors regarding their use of county equipment on the grading and surfacing of subdivision streets adjacent to Fresno and other cities in the county. The Supervisors still maintain that they can grade and oil street surfaces one cent per square foot. This of course puts these jobs beyond the reach of contractors and also puts the county in the construction business. This matter had already been protested to the Board of Supervisors and this time we intend to go to Sacramento to see about the use of gas tax funds on this type of work.

Basich Bros., Sawyer & Price are low bidders on a highway and bridge job near Visalia and expect to start operation within the next 10 or 12 days. Their job on Blackstone is progressing nicely under the supervision of Brothers Whiting and Scott.

All Canal contractors have begun to extend operations somewhat, this naturally creating a few more operating jobs.

### Steward Meetings

Don't forget Stewards there is a meeting for Job Stewards every second Tuesday of each month. Members don't forget the regular meetings are every fourth Thursday of the month and this office is open every Thursday evening from 7 to 9 p.m.

A note from the office girl: If you have not received your new quarterly card let me know and be sure and give us your address. If you have changed your address please notify us. You may reach this office by calling Fresno 3-1368. Also 3-1237, but this is connected to the switchboard through the building trades office.

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### A DIFFERENT MATTER

The enraged husband caught his wife in a stranger's arms and was about to shoot him when his wife cried:

"Just a minute! Listen to me! Who paid for that mink coat, that swell car, and took care of all the bills? You? Like heck! HE's been putting out the money!"

The husband dropped his gat, pointed to the stranger and shouted:

"For Gosh sakes, cover him up before he catches his death of cold!"

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If you think money doesn't talk, just try to telephone at a pay station without a nickel.

Stockton have suspended work on the 4.5 mile two-lane concrete job until drier weather permits construction. Practically all grading has been completed, including installation of culverts.

Likewise, construction work on the 8.5 miles of 2 lane divided highway between the Calaveras River and Lodi has been halted by Fredrickson & Watson of Oakland until after the rainy season. Concrete for a portion of one lane, beginning at Lodi, has been poured.

## San Jose area has plenty of work coming up once weather starts behaving

By M. G. MURPHY

Representative, Local 3

**San Jose**—The picture in San Jose has not changed materially since my last report. There are several larger jobs which will start up the minute Spring opens up (which we hope is not in the too far distance) but in the meantime, the local contractors are doing their utmost to keep as many of our members busy as possible on the numerous small jobs in and around San Jose. (I might add, however, that our Unemployment List is larger at the present time than it has been for quite sometime.)

San Juan Cement has reopened its kilns and quarry once again in order to help supply the heavy demand for cement. . . A. J. Ralsch is busy on the streets and all the cement work on the Bascom Avenue Housing Project and are hiring equipment in order to complete the job at an early date. . . Raymond Concrete Pile have finished their contract for driving the pile on the Telephone Company job at Almaden and San Fernando and will soon be moving in on the new Roos Bros. building at First and Santa Clara where Ed Keeble is doing the excavating for the basement and which he hopes to complete in three or four weeks. . .

A. J. Peters Company have so many ditch-digging jobs and so much work that Brother Joa Schwartz is experiencing difficulty in keeping track of them. At the present time there are about ten different pieces of equipment in operation. . . Anthony Pisano, who is fresh from the Air Force after six years (and in the Reserve) is also quite busy in his new role of contractor and doing a big business. . . J. C. Bateman is also on the run trying to catch up on his many local projects. . . Earl Heple Company is going right along on the bridge job on 101 and at present it looks like they may get enough material to finish their contract, soon. However, after the steel comes the concrete. This contractor also has the excavation for the basement of the new Telephone Building. . . Leo Piazzo has just received two paving jobs for the City and County to the extent of approximately \$100,000, not to mention his other private work which in all amounts to about \$175,000 worth of work. . . Union Paving Company, as I understand it, have a present and back log of work totalling well over \$600,000.

They were just recently awarded a contract in Palo Alto for \$281,000. At present, however, they are waiting for better climatic conditions before starting. . . Johnson Western Gunite Corp. from Alameda have finished their job on the Lerner Building and have moved back to their home base. It's O.K. with me if they forget about this town. . . While still on San Jose, I want to mention the fact that the Material Dealers' Association have agreed to meet the same wage scales as were adopted in San Mateo County for our members on Batch Plants and Plant men. This agreement is effective as of February 24th except in the case of specific yards whose contract termination is of a later date. If there are any questions in regards to this agreement, brothers, kindly call me.

Strong Company from Springville, Utah, have started on their two jobs near Dunphy, Nevada. They are going to have a long job there this year.

Dodge Construction Company from Fallon, Nevada, have moved some of their rigs off of their land leveling job back to their Round Mountain job. I do not think it will be too long a time before they will be starting their hot plant on their job east of Battle Mountain.

Nevada Constructors Inc., also known as Duque and Frazzini, have started their job at Carson City, with Brother Leonard Wood on their North West shovel and Brother Joe Solaegui on their cat. Barney Stoutenburg's road job near Carson City is coming along O.K. in spite of the high water and bad weather. Brother Forrester has one of Barney's cats leveling land.

### Morgan Hill News

It is my understanding that the voters will soon be asked to approve a bond issue to build a dam on Llagas Creek. Here's hoping it carries.

### Gilroy Doings

George Renz, Gilroy building contractor, is also expanding to the extent of acquiring a couple of pieces of road and excavating equipment and has called for a couple of engineers. Maybe we will have another FRIEND of the Engineer's in Gilroy, soon. . . Granite Construction are still working on the road and bridge jobs at Ferguson Road and they expect to complete this project in a few weeks, but much depends upon the weather. . . The Industrial Equipment Company, who have the contract on the Bee Gee Manufacturing Co., have suspended construction operations due to a shortage of material, namely, steel, but they do expect to resume activity, soon.

### Monterey Report

Stanley Ball at Monterey has started pouring concrete on his last strip of highway which will require about four weeks to complete. That is, barring all unforeseen difficulties and inclement weather. . . All the sand and gravel plants in this locality, namely, Monterey Sand and the two P.C.A. plants

(Prateo and Lapis) are taxing their production to the utmost to meet the demands. Granite Construction also have a sand plant under construction which they hope to have in operation before long. This will make a total of four plants in this immediate vicinity.

### Hollister Bids

Bids will be opened March 12, on two small State highway jobs near Hollister. Bids call for grading and surfacing two and one-half miles of highway.

### Salinas Road Job

A. Teichert have been moving right along on their latest job between Gilroy and Salinas. They were contemplating a double shift but I believe the recent heavy rains has caused a delay on that decision.

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## Highway jobs in Nevada awaiting cleared weather

By H. L. SPENCE

Representative, Local 3

**Reno**—The Highway Construction work in the state of Nevada should be starting soon providing the good weather keeps up. There is a job advertised for bids on March 10, 1947. It is a road job from a point three quarters of a mile east of Battle Mountain, to a point nine miles east, a distance of 8.5 miles. It will be a good road job.

Strong Company from Springville, Utah, have started on their two jobs near Dunphy, Nevada. They are going to have a long job there this year.

Dodge Construction Company from Fallon, Nevada, have moved some of their rigs off of their land leveling job back to their Round Mountain job. I do not think it will be too long a time before they will be starting their hot plant on their job east of Battle Mountain.

### Carson City Job

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Barney Stoutenburg's road job near Carson City is coming along O.K. in spite of the high water and bad weather. Brother Forrester has one of Barney's cats leveling land.

Isbell Construction Company is getting their hot plant steamed up, with Brother Alton (Slim) Hanf in full charge of the plant. Lots of luck, Slim. Brother Bill Boegle and his oiler, Edward Bigger, are the hard-working crew of the outfit. I understand they are going to move the gravel plant out on their Austin job some time in the near future. Chris Jensen is on a pension job—he is feeding the gravel plant on East Second St.

### Hunt Moves Rigs

Hunt & Frandsen have moved some of their rigs to South Dakota on a stripping job. Brother Cedric (Chubby) Lance is in charge of the job. Brothers Ding and John Turner are working in Hunt & Frandsen's shop in Elko, Nevada.

Brother E. D. Van Hauton (contractor) stopped into the Reno office on his way to Oakland, California, from South Dakota, where he has been building some dams for the ranchers there.

Brother Stuart M. Neilson is leaving Reno within the next few days. Brother Neilson has taken up missionary work and expects to be doing this work for a period of two years or more. We wish you all the luck in the world, Brother Neilson. Amen.

# Review of operations in Redding region indicates 1947 to be active period

By E. A. HESTER  
Representative, Local 3

**Redding**—Following is a list of project and work developments in this area which indicates the amount of employment activity in store for members of Local 3 when winter is over and things really "open up":

## Big projects in Marysville area looming, report

By WILLIAM C. WAACK  
Representative, Local 3

**Marysville**—Johnson Western Company of Alameda were low bidders on the bridge job at Butte City, on the Sacramento River, also a span at Razor Slough close by. The amount of this contract is \$350,000.00. Johnson Western is a new outfit to me, but I guess we will get acquainted.

The Gridley levee job was awarded to Excavators Incorporated, a firm from Antioch. They were to have started about the first of this month. Crews were lined up for the equipment and then the state discovers that they have to bring condemnation proceedings against the farmers for the right of way. One would think that these matters would be behind those responsible for the construction of these projects, but I guess the lawyers have to make a living too. What with injunctions, etc., trade unions are first belted by the farmer, then everything else gets it, including the government. The farmer hollers for levee protection, then the levee is about to be built, then he won't let them build it. It rains too much, it doesn't rain enough. The warm weather is too warm, all the fruit ripens too fast. There is no warm weather, no fruit ripens. What the Hell! The only thing agreeable to the farmer is the Mexican National and 80-cent cat skimmers, together with anything else he can gripe about.

### Start San Juan Job

Westbrook and Pope got started on their North San Juan job, with a couple of cats doing pioneer work. From now on, Brothers Frank Lawrence and Eddie Parks of the Sacramento office will handle this job.

The P. G. & E. are going to spend \$3,000,000 at the old Colgate Powerhouse, 35 miles northeast of Marysville on the Yuba River. That is a lot of dough. Anything over 100 bucks, this B. A. doesn't believe. I don't believe a lot that this outfit says anyhow. If their company union tries to erect this project, it will cost them about what the W.P.A. would charge and then some.

Earl Parker and the gang are rubbing something the wrong way. With several near hits, insofar as construction projects go, and with landleveling reaching a standstill due to wet weather, most of the equipment is winding up in the barn. A good work program is set up for the coming year, once the jobs start coming there will be plenty of work for all.

### Pomeroy Starts Up

Pomeroy will start construction again with steel for the trusses coming in on about the 15th of this month. There is 3000 tons to set on this job. A few of the gang have been overhauling the equipment during the steel shortage on a 5 day week program.

Lester Rice is bogged down due to the rain. He will finish excavation on the Yuba City side of the bridge and, depending of course on the wet weather, he should wind up the job in 60 days.

### Yuba Starts Dredge

Yuba Consolidated has Dredge 19 going again. This is one of the conversions, jigs having been installed in place of the rifle boards. Dredge 20 is now undergoing the same change and by the time this issue of the paper is out, this rig should be going. Several meetings have been held regarding conditions and altho this has been pretty much on the quiet, the progress will be reported at our next meeting. On April 10, we will notify the company of proposed changes requested in the present agreement and request a meeting for re-negotiation of the wage scale.

The new goodlocking copper driving around Marysville looks a little

**REDDING**—James I. Barnes Construction Company of Santa Monica, California, was awarded the substructure for a bridge across the Sacramento River at \$317,106.

**SHASTA DAM**—Harms Construction Company of Sacramento, was the low bidder on the highway job leading from Shasta Dam to Summit City, at \$814,281.14.

**CASSELL**—No news as to when the Evans Construction Company will start their job on the Fish Hatchery.

**RED BLUFF**—Bids will be open March 19, 1947, on 2.8 miles of highway between Mill Creek and Red Bluff.

**HORN BROOK**—Bids will be open March 5, 1947, for highway improvements across Cotton Wood Creek and under the tracks of the Southern Pacific Railroad. About 2.5 miles in length.

**MODOC COUNTY**—Bids will be opened March 5, 1947 on a good-sized bridge and culvert job, Highway 299, east of Alden.

**TULELAKE**—Bids were postponed on the ditch drainage job until March 17, 1947.

**SALMON RIVER, SISKIYOU COUNTY**—Reed and Tuttle of Redwood Valley submitted the low bid to the Public Road Administrator for the bridge across the Salmon River at \$33,335.

**SHASTA DAM**—Eichleay Construction Company of Pittsburg, Pennsylvania, is now moving in on their Pen Stock job. Mr. Skuce is the superintendent.

**HAYFORTH, TRINITY COUNTY**—Harms and Brown is starting on their Federal road job. M. M. Ball and Son are also doing some work in this vicinity. This is going to be a good spot, lots of work coming up.

**FALL RIVER MILLS**—Morrison-Knudsen Company have about three months' work left on their Dam Job.

**RED BLUFF**—Proctor Dragline Rental Company expects to finish their bridge job in about three months.

**REDDING**—Barrett and Hilp are moving in equipment on their Station Project for the Bell Telephone Company.

**COTTONWOOD**—Phoenix Construction Company has signed a land leveling agreement.

**DORRIS, CALIF.**—The Utah Construction Company will resume work on their Highway Project about April 1st with about seven Terracobras, cats, carryalls, blades and two shovels.

**CEDARVILLE**—If the weather stays mild, E. B. Bishop and Gerald Bing will start their job up about April 1st.

**ALTURAS**—Bob Robertson is operating three draglines in this vicinity. He is looking for dragline operators.

**CLEAR CREEK**—We were successful in placing three crews for the K. and B. Dredging Company.

**WHISKEYTOWN**—N. M. Ball and Son have about 60 per cent of the dirt moved on their job.

**CARVILLE**—The Carville Gold Dredge seems to be short of help. Other than that everything seems to be running very smoothly. Brother Garsuch is steward on this job.

**CLEAR CREEK**—The Thurman and Wright Gold Dredge has employed some of our men.

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### A NEW WRINKLE

**BOBBIE**: "I hear your sister's boy friend chased you out of the living room last night."

**SIX**: "Yes, but I got even with him. I put quinine in Sis's face powder and every time he kissed her he made such a face that now she won't speak to him."

★ ★ ★

Every man wants a woman to appeal to his higher nature and a lot of others to appeal to the other 99 per cent of him.

different than most skimmers have been accustomed to seeing him. John Hemstreet hung up the overalls and button of Local 3 and put on the star and holster. Tax the 3 men lightly, John. After all, many times after a tough shift, you may have felt like doing the same as they. Drop by and say "Hello" some day.

# Rains retarding Sacramento jobs; prospects bright

By F. A. LAWRENCE, ED PARK and D. W. BURNETT  
Representatives, Local 3

**Sacramento**—The recent rains plus a lack of work in this area has kept the unemployed list growing, but with spring fast approaching and a few new contracts being let, we can look for some relief from this situation in the near future.

Westbrooke and Pope were low bidders on project in Nevada County which consists of about two and one-half miles of forestry road. They have sub-let the dirt moving to Schlegel & Lewis. This will put a number of their old operators back to work.

### Grass Valley Road

Fredrickson and Watson at Auburn have the contract for approximately two and one-half miles of road work on the Grass Valley road. Work will start on this as soon as weather permits. At present they are using about five engineers on their Auburn job doing finish work. Jimmy Tilton is back on the job shifting after being off for some time with a broken hand. Fredrickson and Watson are setting up a hot plant just outside the city limits at Auburn, which will call for a few engineers soon.

Holdings of the Bishop Rock Quarry have been turned over to the California Rock Company. This quarry will be opening up soon and will put a few members back to work.

Other jobs to open up in the not too distant future are Guy F. Atkinson, Utah Construction Company job at Shingle Springs, Elliott Construction Company at Meyers Grade, Fredrickson Bros. Vacaville to Winters job, and several bridge jobs, including Chittenden & Chittenden at Auburn, Ruby Bridge job at Auburn, and Kyle Bridge job at Michigan Bluff. The L. G. Lynch Company's job at Michigan Bluff moves along about the same . . . very little change in personnel.

### Thompson Job Moves

W. C. Thompson's job at Foresthill has been moving along very well until the past week when they were shut down temporarily by rain, but are back on the job again. There are about eight engineers on the job at present and as soon as weather permits, they plan to start a second shift. "Hard Rock" Johnson plans to go to work on this job on a shovel very soon. Ken Goodson of California Constructors has finished his culvert on this road.

Harvey Russell resumed work on Fontana Farms with one shift. Hope to start another shift soon. In and around Sacramento, A. Tiechert & Son, Inc., Leo Lentz, and J. W. Terrell keep a number of men busy on housing projects, sewers and streets.

Steve Rados is still working in this vicinity on the sewer project and Pacific Pipeline is using five engineers.

### Sacramento Building

Construction of several buildings in downtown Sacramento is keeping a number of hoist operators busy. Also installation of parking meters kept "Chief of Compressor Trade" busy for about two weeks. Bill says this type of work is hard on one.

Negotiations are well under way with the Natomas Company. All proposed changes in the agreement have not been agreed upon as yet, but we are making a little headway. We expect to have better news for the boys by the time this goes to press. We have a committee of two members—Dave Belfield and Dewey Hass—elected by the membership to sit in on the negotiations.

The Capital Dredging Company can still use more men. They still have one dredge standing idle. Things are running smoothly, as usual, due to the efficient efforts of Steward Walter Heflin.

Mail is being held in this office for the following members: Rossie R. Mick, Vaseil Coleman, Doy J. Marshall, William D. Sloan, and Donald Benda. Also, we are holding membership cards for the following: V. D. Hokanson, I. H. Scarbrough, Lloyd D. Elliott, and Emory A. Peterson.

Brother Alfred C. Dixon, who has a gravel service on the Florin-Elk Grove Road one and one-half miles north of Elk Grove, has a

# Representative optimistic over prospect in Redwood area as projects develop

By OTTO E. NEVER  
Representative, Local 3

**Eureka**—The report from the Redwood Empire is good. In fact, this is one of the most progressive and interesting reports we have had the pleasure of writing for a long time.

Up in Del Norte County, the government has finally re-allocated the money for the breakwater amounting to \$1,000,000. According to Congressman Lea, and verified by Senator Knowland, bids will be called for about April 1st. If this harbor is finally made a deep water harbor, the possibilities of construction work in the surrounding areas to Crescent City are unpredictable.

### Highway Deferred

The possible re-routing of Highway 101 in the vicinity of Patrick's Point and Big Lagoon has been temporarily set aside until after the Legislature decides how much money they are going to add to the gas tax and how much more will be made available for construction. It is estimated that the Big Lagoon job will exceed \$1,000,000 in cost.

Due to the uncertainty of the fishing industry, no definite time has been set for driving the piles on the Hallmark dock at Trinidad. There has been so much dissension among the fishermen that the dealers have refused to buy any more than their absolute needs at the present time. There has been no fish put in storage and very little if any canned. This condition will probably continue to exist until about the first of April.

The first of the secondary road program is expected to get under way in the next 30 days when bids are accepted for the Korbel road. This money is part Federal and part State, but is under the jurisdiction of the county.

### New Bridge Bids

Bids have been called for the building of a new bridge across Redwood Creek and the demolition of the present structure. Bids have also been called for the resurfacing of approximately 10 miles of road from Blue Lake to Redwood Summit. The State has asked for bids on 2.2 miles of the Elk River Road to be seal coated. There will be two miles of cement mix and resurfacing below Scotia.

W. C. Railing was successful bidder on a spur track and grading for the Grizzly Park Lumber Co. near Blue Lake.

Phoenix Construction Co. are moving in more equipment and will start moving dirt on their job near Piercy by March 15th. They intend to use three shovels together with cats and carryalls.

McEwen has headquarters at Willits but has not started on any jobs at this time.

Syar is waiting for good weather before completing his dirt-moving job just south of Willits.

### Fort Bragg Bridge

At Fort Bragg, Guy F. Atkinson is finishing up the clearing on the right of ways for the bridge across the Noyo River. Two cats are on the job together with one dragline and one skid rig. Although they have been doing much testing, they have not as yet found a suitable location for a quarry. They intend to be under full swing by April 1st at the latest.

Mercer, Fraser Co. still keeps their crew together with one or two days work a week although Ralph Brown tells me he expects plenty of work this coming summer. There is one thing about the Mercer, Fraser Company which is a credit to them; they certainly make an effort to keep their crews together.

Fred Maurer has been keeping Brother Joe Smith and Brother N. G. (No Good) Cole fairly busy.

Brothers Tom Hull and Ed Johnson manage to keep their crews fairly busy. Brother Tom Hull does make a lot of noise at times but no member can ever say that he does not get a fair break from Tom.

Eureka Ice and Cold Storage is back on six days a week, while Farallone Fisheries of the Borden Company has laid off Brothers Bud Coleman and Frank Roberts.

Buran Equipment has added Brothers Boardman Sperry, Ed Barnard and Dee Reese to their permanent shop employees, while Brother Leighton Lewis is on a temporary basis. This organization has been making a great deal of progress in the last few months

one-half yard Beyers to rent. In the event anyone is needing this type of equipment, might contact Brother Dixon.

and the organization does not lack for ambition and initiative. We wish them continued success.

### From Cats to Gowns

As usual, we always have one for the books, and this is it. Brother Bud Henderson, the booming dipper-stick engineer, the guy that does not want to run a cat because it gives him water on the knee, has opened a dress shop in Arcata, and he will specialize in clothes for Teen-Agers. Now, brothers, you have heard everything! Bud stated "When I get the swing of this thing, boy will I be a hen cat!" After talking with Mrs. Henderson, we learned that the shop was to be known as "Betty's" and that Mrs. Henderson will be in charge, and that Bud will probably sweep up after hours. We think that this is just about right. Imagine Bud saying, "Now don't you girls think you would like some of these red snuggies?"

### Sign New Contractor

On March 3rd we signed a Building Trades agreement with a new contractor for this area by the name of John W. Petersen. Mr. Petersen has only recently been discharged from the Navy and after our Building Trades Agreement was explained to him, he signed immediately. Brother Jack Thompson will be his operator and utility man. Mr. Petersen has just taken delivery of a 1/2-yard North-west and expects delivery of a cat and other equipment in one or two weeks. He has already lined up a season of work and will hire additional operators from us from time to time.

In closing I note that I omitted mentioning the Longvale-Covelo road job. Bids have been called for grading and resurfacing of 2.9 miles. There will be approximately 220,000 cubic yards of roadway excavation.

Byers job on the P.G.&E. right of way should be completed by April 1st.

By the time that this issue of the News reaches the brothers, this territory will be in need of all classifications of engineers, particularly cat skimmers. If any brother is desirous of working in this area this coming summer who is now in another territory, please communicate with the writer at the Labor Temple, 840 E Street, Eureka, either by mail or by wire.

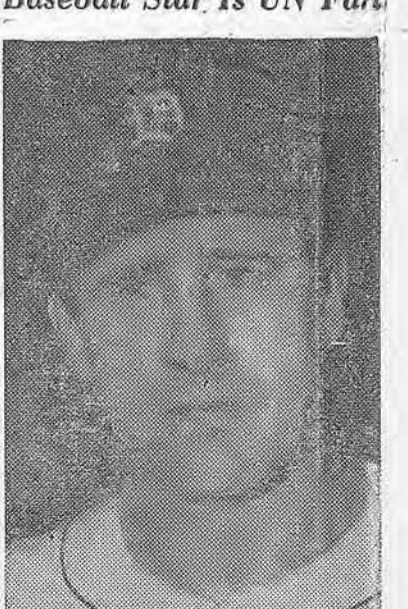
★ ★ ★

### Might Be at That

The old lady had been watching a tug of war for half an hour. Finally she leaned over to her companion and said, "Wouldn't it be simpler if they got a knife and cut it?"

★ ★ ★

### Baseball Star Is UN Fan



Press Association, Inc.

Hank Greenberg

Hank Greenberg, Detroit Tigers' prize outfielder and star batter, recently made this timely statement: "I'm for the United Nations because it stands for peace instead of war. To me that means baseball games instead of war maneuvers, home runs instead of atomic bombs,

# News from the San Francisco office

By P. E. Vandewark, Pat Clancy and Chef Elliott, Business Representatives, Local 3

**San Francisco**—We have been successful in obtaining a new agreement with the Building Material Dealers Association in San Mateo, giving plant engineers and mixer operators \$1.85 per hour. Negotiations have been completed with Haviside Company and Smith Rice Company, the effective date being March 3rd for a substantial increase in wages for the brothers employed by these two companies. Progress is being made in negotiations with the Consolidated Chemical Company (sometimes known as the honeyard) and we hope this agreement will be completed by next month.

## Several New Projects

Several new building projects are in the beginning stages, such as the annex to the PG&E Building on which Cahill Bros. have the general contract and Ben C. Gerwick has the piledriving. The main source of trouble to the contractor on this particular job is the lowering of the water level so that piledriving and basement work can be done but it is a source of delight to the engineers because it necessitates the operation of pumps continually 24 hours a day, seven days a week, which means some nice take-home pay for them.

Cahill Bros. job at Ninth and Market is rapidly progressing with three engineers still steadily employed. Barrett & Hilp have three quite large building projects in operation, one at Sacramento and

Van Ness, and one in Mira Loma Park for a continuation of the crease they are rightfully entitled housing project in the Crocker-Amazon Playground. Both are employing a number of engineers. They also keep several mechanics busy in their shop constantly repairing the rigs for street work.

## Track Removal Job

Charles Harney Company have started on their lower Market St. track removal and replacement job. They are experiencing considerable difficulty on this job as the heavy Market St. Railway street cars have to be kept in operation during all of this construction. Each section of track that is removed during the day must be replaced so that street cars can travel over the replaced track at 4 o'clock in the afternoon. This is a rather unusual type of project and we sympathize with the superintendent for the many headaches he will have on this type of job. Harney also has most of his cats and blades in the Sunset District, which along with occasional street paving and street repair work, keeps a number of our engineers steadily employed the year around.

## Underground Conduit

Lowrey Paving Company is still busy putting in new underground conduit system for the telephone company all over San Francisco. Judson - Pacific - Maxon Corp. have two steel erection jobs in progress, keeping two rigs busy and the operators and oilers happy. Erben-traut & Summers have several building jobs, some small and some large, scattered over town which keep quite a few engineers running material hoists and compressors. Ben C. Gerwick Company has just started in on their large piledriving job at Hunters Point—two rigs are busy at present with a prospect of several more being

put into operation in the near future. Healy-Tibbetts still busy on their rock fill job at Mission Rock ry operations for Atkinson on Okl-which will be the site of a new \$3 million pier for the State Harbor Commission. Piledriving on this particular project has been awarded to Duncanson-Harrelson but will not start for three or four months. The piledriving part of this job is extensive and will require the services of a great many engineers. We are looking forward to an early start on this job so that more of the brothers may be put to work.

Rosenberg Bros. have several small excavation jobs for various contractors scattered about the city which keeps all of their equipment in operation most of the time. Fay Improvement Company have several street paving jobs, most of which consist of subgrade work and asphalt paving.

Eaton & Smith are still busy with their Guerrero St. widening project which will probably continue for at least a period of another six weeks. Standard Bldg. Company has all of its cats busy on real estate development in the Lake Merced area. Considerable time has been spent with the Civil Service Commission in adjusting the wages for the members employed by the City and County of San Francisco, the matter now being before the Board of Supervisors, and it is hoped that without too many serious complications the wages as submitted will be approved.

Repair work along the waterfront continues in about the same manner as it has over the past three months, with an additional operator called for occasionally.

Negotiations for a new Pacific Coast Shipbuilding and Ship Repair agreement commenced on March 10th and it is hoped that

from these negotiations a substantial increase in wages will be obtained for our engineers, an int-

## Peninsula District

Carrico & Gautier were successful bidders on the substructures for four over-crossings on the Bay-shore Freeways. This job will run into about half a million dollars.

At the San Francisco Airport, the Macco Knudsen Company are running to full capacity again after a few short layoffs due to the wet weather. The Austin Company still working on the new hangars at the United Air Lines. Several of our members are on this job.

Prospects for employment for members of this union are very good for the future in that bids for many highway jobs are to be advertised and a great many other projects are contemplated. The best information obtainable at this time as to the opening of bids for the next unit of the Airport fill job has been set for the 18th of March. However, this may be postponed, but more than likely we will know who the successful bidder is before the end of the month.

## Personal Notes

Visitors from Guam include: Bill Reiner, who so ably performed the duties of steward for Local 3 there, stopped in to say hello. He was on his way to Canada to visit his family, after which he will return to Guam as shop foreman. Herman Vollstedt is back and Ray Price from Angara, who had some complimentary reports about the Guam job and Yates Hammett, shop superintendent there. Bill Bradley has accepted a position with MK Co. on Guam and will be on the high seas by the time you read this. Heard from several that Louie Levine had shaken hands with several brothers on Guam so he must have landed safe and

sound. Received letters from Roy Carpenter, superintendent of quar-nawa; also on Okinawa are Wingy Cardoza, grading foreman; Jack Dill, Dean Jaynes and Louie Smith, all reporting the job good and asking us to pass a "hello" to the rest of the gang. Fred Pitt and family have gone to Venezuela and Any Conway writes from Venezuela where he is employed by Raymond Concrete Pile Company, that they are 150 miles from the nearest town of any size and the crocodiles and snakes and mosquitos are all of a size. . . . Bros. Bill Martin and Curley Atkinson are employed in Liberia while Harry Hansen's wife says Harry should be home from Liberia in the near future.

Walter Welch took out a withdrawal, planning to open a hardware store in Washington and we wish him luck. Virgil Gates went into business in Oregon, bought himself a cat and has it rented out but is back here until his house in Washington is ready. He says he is going to put in a cranberry bog, too, whatever that is, but doesn't sound much like an engineer, does it! Fred Hall is back from an extended visit in Montana and is thinking of shipping out again.

ON THE SICK LIST . . . Mark Guilfoyle is reported doing as well as can be expected with a broken foot. Joe Aiken called in—he is doing fine but will be laid up for some time. Bob Peterson is still at Mary's Help Hospital, doing well and enjoys visitors. Nick Thill likewise is at St. Mary's and will be hospitalized for some time yet.

Raynor L. Morrison of Santa Rosa has returned from the service, wearing Asiatic-Pacific, Philippine, and other overseas service ribbons. He deposited his withdrawal card and is ready for action. Welcome back!

# Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Ostler, Business Representatives, Local 3

**Salt Lake City**—A great many things vitally important to the Operating Engineers are happening in Utah at this time and February was a decided bad month for all the American Federation of Labor in Utah, and March does not promise a great deal of improvement.

Work at the present time is slowly getting under way but the outlook at present is decidedly gloomy. The outlook for new road work in this state is very bad as the legislature has chopped up the expenditures in such a manner as to make many types of road work impossible and practically all that remains in the way of new construction will be a small amount of federal aid projects.

Work on the Cement Plant at Devils Slide was practically closed down through the month, throwing a large number of AFL workmen out of a job. This and other things indicate a political movement which is not in favor of organized labor so at this time we see very little in Utah to attract Operating Engineers into this state. We do, however have a call for Wyoming to fill at a better wage scale and better conditions than prevail here, which we hope to fill within the next two weeks. This job alone should give employment to all out of work engineers.

## Negotiations On

Further hearings on the wages and working conditions will depend upon the result of the negotiations now going on between the six basic crafts of the Building Trades Council and the Association General Contractors of America.

The negotiations between the Contractors and the six crafts are going on at the present time with very little being accomplished. Our Building Trade groups are ready and willing as always to negotiate a fair working agreement but at this time, your writer fails to see where anything will be accomplished until such time as the Utah Legislature adjourns.

## Anti-Labor Bills

The results of our negotiations hangs on the Legislature's action

in dealing with the Clegg-Vest Bill. This bill is only one of the several anti-labor bills introduced in this session of the Utah Legislature. This bad bill (the Clegg-Vest Bill) has been passed by both Houses and now awaits the Governor's action. If the Governor does not veto this bill it will automatically become a law and should the Governor use his veto it will then be decided by the Legislature as to whether they can secure the necessary two-thirds majority to override the veto.

Further negotiations and labor relations in Utah depend entirely upon the outcome of this bill. We trust we will have that information to wire in before this goes to press.

We believe some people in the Legislature deserve a special vote of thanks from everyone that works as well as organized labor, especially in regards to Republican members of the Legislature, Brother Val E. Johnson, a member of Local 3 and Mrs. A. Payne, both of Provo. They both fought valiantly against the passage of this legislation.

## Steel Plant Lost

The February 12th and 13th bargaining agency election conducted by the NLRB at the Geneva Steel Plant at Provo resulted in the CIO receiving 1168 votes, the AFL 991 votes and no-union 14. This means that the AFL has lost the bargaining agency for the employees at this plant, at least temporarily, as although the CIO won the election, they have yet to win the plant, because it is the intention of the AFL to contest the CIO at every step of the way.

Loss of this important plant can only be attributed to (1) the keeping of an unpopular organizer for too long in the area by the AFL; (2) the failure to counteract soon enough the CIO drive at the plant (a drive that was well known to the local officials long before the AFL officials in Washington could be persuaded to take notice of it); (3) being "too late with too little"; and (4) the refusal of the AFL to stoop to the level of the CIO and promise the workers anything and all things, no matter how ridiculous or fantastic the promises were.

## Members Stand Pat

The membership of the various

AFL unions working at the plant show every indication of standing pat and retaining their membership in the AFL. In fact, we are advising the membership to retain their membership in their AFL unions and to ride piggy-back, like the CIO members did, at least until the world-saving outfit that won the election makes good on their promises, if they can. Time will, we are sure, prove to the workers at that plant that they lost more than an election, that they lost the best conditions in the steel industry and that they will be glad to come back to the AFL.

Conducting the election campaign for the AFL was Brother Joe Ozanic, one of the crack organizers of the AFL, and he did a bang-up job of trying to overcome the handicap he was working under (as witness the vote). Assisting him for the AFL were Jack Devers of Arizona, and Wes Johnson of Colorado, both outstanding and capable organizers. The Internationals were represented by Don Cameron of the Carpenters, Stanley E. Thompson of the Electricians, Wm. F. McConnell of the Boilermakers, and Tom Temple and Walter Owen of the Machinists, all of whom are good men and did an outstanding job.

## Thank Frank Fenton

Our thanks must also go to Brother Frank P. Fenton, director of organization of the AFL, who interrupted a busy and important schedule to come to Provo to speak and to take part in the campaign. Space will not permit us to give credit to all the local representatives and workers at the plant who took part in the campaign but the solidarity shown by everyone should be an example to the AFL and a warning to the CIO. It was a pleasure to work with such men and we hope it is not too long until a campaign can be put on to return the Geneva Plant to the AFL, where it belongs, and under which the workers at the plant did, and can obtain the best conditions in the steel industry.

The Engineers dance which was held on February 28, was the most successful the Engineers have held in Utah. Everybody had a good time and are looking forward to the next party.

## Special Meeting!

WE HAVE CALLED A SPECIAL MEETING FOR ALL MEMBERS OF THE ENGINEERS WORKING OUT OF UTAH. THIS MEETING WILL BE HELD IN SALT LAKE LABOR TEMPLE, HALL 2, AT 2:00 O'CLOCK, SUNDAY, MARCH 23, 1947.

WE REQUEST THAT ALL MEMBERS ATTEND THIS MEETING AS IT IS BEING CALLED ESPECIALLY TO DEAL WITH YOUR NEXT YEAR'S AGREEMENT, WAGES AND WORKING CONDITIONS. THIS IS A VITAL MEETING AND EVERYONE SHOULD MAKE IT A POINT TO BE HERE.

DO NOT FORGET THE DATE, MARCH 23, 1947.

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## Happy Hunters!

A happy hunter steps out of a plane at Los Angeles, loads his car full of frozen moose, caribou, bear, sheep, salmon, and trout and heads for home after a two-weeks vacation in Yukon Territory, Alaska, from which he departed just 15 hours previously, 2500 miles away.

The four Shade brothers, Carson, Earl, Beredith, and Pat, and two sisters, Autumn and Audrey, most of them flyers in the service, have organized the "Six Shades," and now fly Los Angeles big game hunters from there to Alaska in a DC-3 plane. On a recent trip their hunters brought in 32 moose, 26 caribou, 29 grizzly bears, 30 mountain sheep, and 6 timber wolves in a six-week trip. The Shade boys have Indian guides and cooks stationed at camps in strategic spots in the Canadian woods where streams are clearer, fish gamier, and wild life bigger than anywhere else. They provide their guests with every want, from fresh apple pie to hot showers.

Carson Shade, the eldest, says its a lot more rugged than Army life, "but we've struck pay dirt in the Yukon—a family business that pays off in more ways than money. The two girls were radar operators in the Pacific during the war.

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DEMAND THE UNION LABEL.

## Deceased Members

### SALT LAKE CITY

Brother Knewell Knight, born August 16, 1907, died, February 23, 1947. Member of the Operating Engineers for the past ten years. Life long resident of Upalco, Duchesne County, Utah.

Survivors include Mrs. Knewell Knight; one son, Neil, 11 years old, and a daughter, Connie Knight, 4 years old.

This brother has been under a doctor's care over a long period of time.

Brother Lester C. Voeltz—3D member. Born December 6, 1909, died March 2, 1947.

Joined Operating Engineers Local 353, on January 10, 1944. He was employed by the Utah Copper Company as a shovel pitman and oiler for the past eight years. He was crushed in a rock slide while oiling inside an electric shovel.

He resided at 590 So. 59th South Street, Murray, Utah.

His survivors include his wife, Mrs. Deane Voeltz, and a daughter, Erma Jean, 16 years old; his mother, Mrs. Margert Erickson.

### CUTTING IT SHORT

This story won first prize in a competition run by an American periodical for stories of brevity and dramatic content:

Elvina Parker received a telegram from her brother, who was accompanying her husband on a big-game expedition in Africa. The telegram read: "Bob killed lion hunting.—Fred."

Elvina, overcome with grief, wired back: "Send him home.—Elvina."

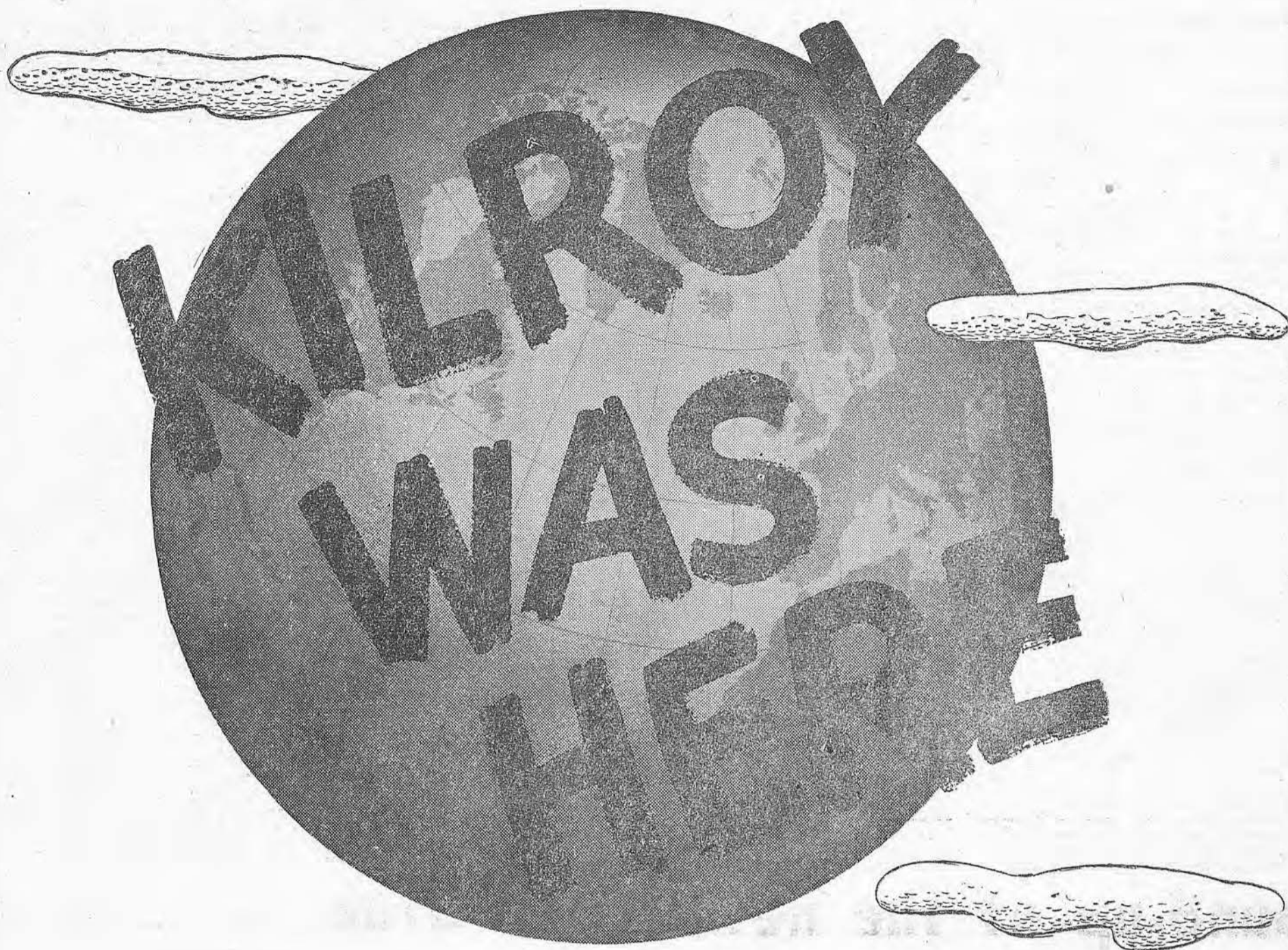
Three weeks later a large packing-case arrived from Africa. Inside was a lion. Elvina sent a telegram: "Lion received. Must be mistake. Send Bob.—Elvina."

Back from Africa came the reply. "No mistake; Bob in lion.—Fred."

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## The Complete Take

Wife of London soldier whose demobbing was postponed: "I will welcome you with open arms, Fred." "Yes," he replied, "I feel sure of it—one hand for my coupons and one for my bonus."



Wherever members of the armed forces went—from Korea to Cape Horn . . . to Attu . . . to Berchtesgaden . . . to Kunming . . . to Broadway and 42nd Street—there, too, went Kilroy!

Who was Kilroy?

*He could have been a Red Cross worker.*

Because they're everywhere . . . all the time.

Giving aid is their job. No one can tell when or where trouble will stumble into someone's lap . . . when some human will need help—and need it badly.

A GI desperately needs transportation to the bedside of a stricken mother. *That's a job for the Red Cross.*

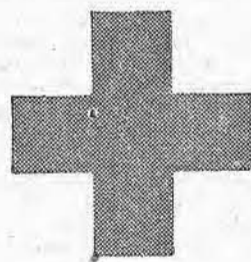
Disaster hits a rural area. Who will meet

food and housing needs of the sufferers? *The Red Cross.*

A wind-whipped fire leaves a tenement section gutted—63 families destitute. *Another job for the Red Cross.*

Multiply those cases a thousandfold—and you begin to get an idea of the money that's needed . . . the work that's involved!

The work's ours. The money's yours. Do your part!



**GIVE — so your RED CROSS can carry on!**

This space contributed to the All-Out Effort for the Red Cross Campaign by:

# Peterson Tractor & Equipment Co.

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# What's doing in the Oakland office

By Al Clem and T. D. Bryson, Business Representatives, Local 3

**Oakland**—As jobs in the area are very few and far between and nothing big has appeared on the horizon, our contribution to the news letter for this month will, from necessity, be brief. Our out of work list continues to hold its own. We regret to report that it still stands at about 300 with many men from all classifications waiting for jobs.

During the past month, as most of the Brothers in this area know, we moved into our new offices at 1444 Webster Street, and all those to whom we have talked seem very well pleased with the building. On their behalf we extend an invitation to the members living and working outside the area to drop in and say hello and to look the place over on their next trip to Oakland.

## Meeting at Fresno

On February 27th we attended a meeting in Fresno, at which Broth-

er Vic Swanson and all the executive officers were present. This meeting afforded us the pleasure of making several new acquaintances among the men working in and around Fresno and of again seeing several old friends who formerly worked out of the Oakland office. In listening to the discussion of various questions it was brought to our attention that the problems of the engineer are practically the same regardless of the locality in which he is working. We heartily believe that by cooperating with the officers and representatives the membership can do much in helping to overcome these problems and that by open and frank discussion we can continue to better the working conditions of our organization. As we now reap the benefits of the work and sacrifices of the old timers, we can all help to make a stronger and better Union for the youngsters who follow in our footsteps.

## State Building Meet

We were privileged to attend the Thirty-third Convention of the State Building and Construction

Trades Council of California which convened on March 3rd in the Labor Temple in San Francisco, and when representatives of the Building Trades Councils throughout California rendered their reports. We find that all crafts are confronted with more or less the same problems as those of the Engineers, the major trouble being the difficulty all experience with a few chiseling contractors who are forever seeking ways and means of garnering a few extra pennies at the expense of those who work for a living. We feel that the convention proved very worthwhile and would like to take this opportunity to congratulate Brother Frank Lawrence on his election to the office of vice-president from the Sacramento district.

## Waxed Paper Expands

The Western Waxed Paper Company recently announced the purchase of a 22-acre site in San Leandro. Plans include a 130,000 square foot factory and it is estimated that the manufacturing unit will be 50 per cent larger than the plant's present site. This company

has been located in Emeryville for many years and according to J. E. Crosby, general manager, the organization has outgrown its present quarters. Paper coming into this plant will be completely waxed, printed and processed in many ways to meet the present day needs for wrapping of foods and groceries.

## Dredge News

Nothing new has developed in the dredge situation since last month. The only dredges working at this time are the San Pedro (suction), at Vallejo, the Monarch (large clam), at Walnut Grove, the Solano at Isleton, the Belmont at Redwood City, the Mallard at Mokelumne City, the Edwards at Redwood City and the Jupiter at Eureka. All others are tied up either for repairs or for lack of work.

The large clamshells, Neptune and Golden Gate are both undergoing repairs at Rio Vista and I understand that they have jobs scheduled as soon as the repairs are completed. In both cases portions of the crews are being employed on the repair work.

The following suction dredges are tied up:

**JOHNSON WESTERN COMPANY:** Dredges Olympia and Alamos, only watchmen retained.

**OLYMPIA DREDGING COMPANY:** Dredges Palmer, Trojan and the Gerwick Diesel rig. On the Palmer four or five members are being retained doing some repairs.

**AMERICAN DREDGING COMPANY:** Dredges Pearl Harbor, Richmond and Pronto. Only watchmen retained.

**HYDRAULIC DREDGING COMPANY:** Dredge Papoose. Portion of crew repairing part-time.

**SAN FRANCISCO BRIDGE COMPANY:** Dredges Duwamish, Hines, McMullen in the Richmond yard undergoing repairs. The dredge Oscar Magee is tied up in Eureka.

**ASSOCIATED DREDGING COMPANY:** Dredge Sucker in Sausalito yard. No members employed.

The Pacific Portland Cement Company's two suction dredges are busy. Two crews are employed regularly by this company when the plant is in operation.

# Getting around the jobs

DeVelbiss is keeping 10 or 12 engineers busy on various small

Following a long siege of negotiations we finally succeeded in receiving a slight increase in wages for our members employed by the East Bay Municipal Utilities District. The very fact that this is a municipal organization and run by a board of directors no doubt explains why negotiations must drag on for such a long time before anything can be accomplished. To say the least it is a very discouraging situation; but we are hopeful that as Mr. C. J. Thornton, director of Public and Employee Relations, becomes better acquainted with the problems of the Engineers he will grow more tolerant toward our cause.

Brother Oscar Fryar reports that there are now 23 members employed in N. M. Ball's yard, overhauling equipment. This company is setting up a plant to furnish concrete for the Harms Brothers highway job out at Willow Pass. The cat work on this job is practically finished and they expect to get going on the concrete work within a short time.

## Excavators Active

Excavators, Inc., still have about 30 jobs in operation around this

being overhauled at this time. Down at Moore Drydock things seem to be quite busy at the moorage. With the exception of the housing project at Clayton Valley the bulk of this work consists of reconversion and repair jobs for various industrial firms in Contra Costa County. At the present time they have, aside from their major job at Columbia Steel, jobs going on at the Standard Oil Company, Shell Oil, Dow Chemical and many others. It is estimated that there are 45 engineers employed locally. This company has just taken delivery on six new cats and is expecting four more very soon. Sorry to say we won't be seeing them around here for the present at least as they are all to be shipped to the Oroville job. Rain has been impeding the progress on the jobs around here but Superintendent Fred Cherry says they are getting ready to kick off within a short time now.

Stolte, Inc., is finding things very slow at the present time also, with all their construction work in this locality practically at a standstill. Work on the Mokelumne Aqueduct and the San Leandro sewer is rapidly winding up and there is no immediate prospects for the hospital job at Fairfield.

in one short afternoon. As this spot has been more or less of a thorn in the side of the business agents in the East Bay for some jobs. There is some grading work left on the housing project at Pleasant Acres but this has been curtailed during the rainy weather.

Swinerton, Walberg and Gerwick have approximately nine of our members employed on their job at Point Richmond where they are engaged in building a dock in connection with the new ferry slip. There are approximately 2000 concrete piles to drive on this job and they expect to get going on this portion of the contract at once.

McGuire and Hester are marking time with nothing very promising for the immediate future. About the only job of any size in the offing is the work scheduled on the Telephone Company's building on Fruitvale Avenue, which is expected to be underway about March 15th, and which will take approximately one month to complete.

## Estuary Jobs Spotty

Work along the Estuary seems to be very spotty at the present time. Bethlehem is employing only 16 engineers in their yard. These men are engaged in the reconversion work on the two President ships

grader and compressor.

time we would like to take this opportunity to thank these two brothers for the service they have ment however, with 24 engineers employed on the two shifts.

P. & J. Artukovich were low bidders on the aqueduct job out of Walnut Creek, but they do not expect to get going until next month. The American Concrete Pipe Company is setting up a plant to handle the coating of the pipe that is to go into the water line on this job.

Out at Yard 3 in Richmond there is some activity with two basins being used for ship scrapping. There are three wharves operating in each of these basins and right now there are three ships tied up waiting to be dismantled.

There is nothing new to report from the Rio Vista area this month with the exception of the activity of Harvey Russell who is starting up his land leveling job at Fontana Farms.

During the past month we had a little difficulty with Master Builders, a small yard located on the Estuary in Alameda. Through the splendid cooperation of Brothers Drury Wallace and Glen Descans we were able to convince this company of the error of its ways

rendered to organized labor as a whole and to Local 3 in particular.

## Walnut Grove Trip

It was our privilege during the past month to work in cooperation with Brother Ed Park of Sacramento and Brother Ed Doran of Stockton as well as with several of the members in the Walnut Grove area. The project on hand was to convince a land leveler working in the vicinity of Walnut Grove that it would be to his advantage to sign a closed shop agreement with the union. We are glad to report that this gentleman saw the light at once and came into the fold with practically no hesitation.

Oliver de Silva is busy doing small jobs around Oakland for some of the major oil companies. In his new offices at 2330 Clement Street, Alameda, Brother Oliver is building quite an organization in readiness for the spring thaw and like all the other contractors in the area he is awaiting delivery on new equipment. At the present time the following brothers are associated with him: Bill Lance, superintendent; Ed "Fuzzy" Festner, foreman; Gunnar Norberg, on the new Adams; Ardis Emley, roller operator, and Ray Miser on the old

# News about the brothers:

Received a letter the other day from Brother Bon E. Acre who has been laid up with a fractured back since December 19th. Bon sounds very cheerful even though he is wearing a cast from his hips to his neck. He expects to be out of it soon but will have to take it very easy for some time to come. He says to tell all the Brothers hello and that he hopes to be seeing them before too long.

Brother Harry Lawley is another of our members who has been on the sick list. The other morning while driving to work he tangled with a truck out on the Franklin Canyon Road and in the ensuing mix-up received several broken ribs. However, by the time this goes to press he expects to be up and about again.

Orinda Excavating and Trucking, a newly formed organization is being operated by Brother H. F. Soehner. At the present time he has a trencher, dozer, carryall and two trucks and is well equipped to handle grading and excavating work. He can be reached at Orinda 2127.

We extend our deep sympathy to Brother George Germain on the loss of his wife, Lillian, who succumbed to a prolonged illness late in January. Interment was held at St. Paul, Minnesota, her former home.

Brother Dennis Van Houten dropped in for a minute the other day. Associated with his father and brother in the excavating business in Lemmon, South Dakota, he is back on the coast for a short visit. These fellows started in business out here some time ago and later moved east where they have been rapidly expanding during the past year. Through the winter months they have been doing overhaul work but they expect to be going full blast again by the end of March.

Brother E. E. Vaughn has opened a shop, 3551 Dam Road, San Pablo. He announces that he is fully equipped to handle automotive and heavy duty repair work of all types.

## Back from Phillis

On February 8th Brother Don Harnish tossed his seasickness aid overboard, unbuttoned his life jacket, heaved a big sigh and stepped ashore—a wanderer returned! Last fall Don took on a job with Drake-Utah-Grove in the Philippine Islands, with the expectation of remaining overseas for 12 months; but early this year the job was closed down and he hied himself homeward. However, he was over long enough to find out something about the country, to live in both a tent and quonset hut, realize that likker was high by drink and low by bottle and to find out that the country is lousy with jeeps. We feel that the Philippines loss is our gain and we are glad to welcome the genial, smiling, island-wise Harnish back to our midst.

## Takes State Job

Brother George Hayward who worked out of this office as business agent for some time recently left the employ of the Operating Engineers and is now with the State of California. While here George devoted his time to the organization of various shops, and many of the Brothers from the Rio Vista area will remember him as he was active in that district for some time. We feel that his resignation constitutes a loss to the Union but we are glad that Brother Hayward had this opportunity to advance and we feel that in his new position with the apprentice training program he will be able to render valuable service to the labor movement.

Brother Dan Street had the misfortune to receive a broken wrist

recently when he fell while breaking a colt for a neighbor. By no means a novice at this type of work, Dan was a familiar figure around the local rodeos prior to the war, when he specialized in bull riding. However, he swears that from here on out he'll stick to cats with maybe an occasional Farm-all or Fordson thrown in.

## To See 'Old Country'

Most of us have tucked away in the back of our minds a dream of some day returning to the place where we spent our childhood. For many this doesn't entail much more than a few hours travel; but for some it means years of planning and dreaming. In the case of Brother Ben Edin this dream is coming true when, on the 23rd of March, he sails for Sweden. Born in Oregrund, a small coastal hamlet about 75 miles north of Stockholm, his early youth was spent as a merchant seaman. Twenty-two years ago he came to this country and settled down in California where he started in dredge work. He has continued with this occupation and has been working in and around Oakland since 1934. One of the especially nice features of the trip is the fact that he will have an opportunity to visit with his mother and sister, neither of whom he has seen since he left home. He will be accompanied by his wife and they expect to return the latter part of August. We feel sure they will have a very enjoyable trip and join all their friends in wishing them Bon Voyage.

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## TRAFFIC PROBLEM

The kid, aged five, was muttering to himself as he dressed in the morning. "Hmmm," he said, "but-ton gone off—and right in the busiest place, too."

# Veterans' information

By JOE RILEY

Representative, Local 3

Members entering the armed forces after December 31, 1946, will not be eligible for State Veteran benefits, according to announcement made by the State Dept. of Veteran affairs.

Under the legislative act of 1943, eligibility of World War II veterans is based upon service in the armed forces on or after December 7, 1941, and before the termination of hostilities.

## "Hostilities—Not War"

The decision of President Truman to terminate "hostilities" December 31, 1946, has no effect on the rights, benefits and privileges of veterans, dependents and survivors. When Congress legally ends war, most veteran rights will be effected in varying degrees.

## V. A. Sets Up Clinics

Special clinics are being established in 14 cities to serve veterans who have artificial eyes, plastic hands and other prosthetic appliances. These clinics are now operating in Los Angeles, San Francisco, Portland and Denver. At present these clinics fit and repair artificial eyes, ears and noses. Several members will be interested and will make use of this service.

In a recent interpretation, the V. A. holds that payment of readjustment allowances is dependent upon the official termination of the war, rather than the end of hostilities. Consequently, unemployed vets are entitled to allowances for two years after discharge or release, or for two years after the termination of the present war—whichever is later.

Approximately 600,000 vets had applied for G. I. loans amounting to nearly \$37 billion up to November 25, 1946.

(Continued on Page 12)

## RADIO SERIES

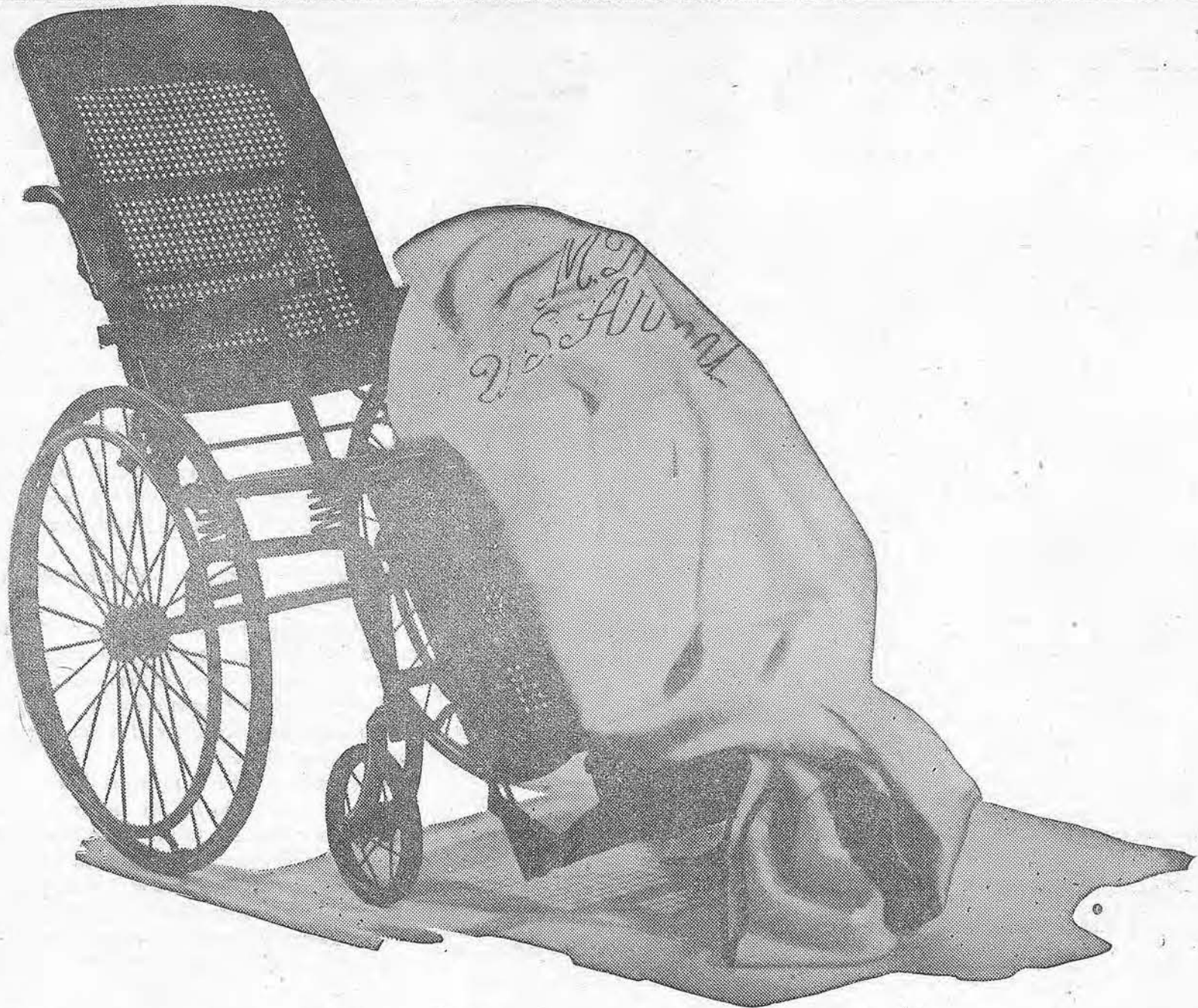


American Red Cross Photo

Helen Hayes, first lady of the theater, is the star of the 1947 Red Cross Fund radio transcription series "These Are My People" to be heard over 800 stations late in February and throughout March.

**PERFECTLY PROPER INTERESTED OLD LADY** (questioning a model): "Do you mean to say that you pose for a man with no clothes on?"  
**MODEL:** "Heavens, no! He wears pants and everything!"





**This is my home.** No housing problem for me.

I've got a place to live... for years. This is it.  
This wheel chair, supplied—along with the finest of  
medical care, food and nursing—by the U. S. A.

It's all mine, free, in exchange for services rendered at  
some places I'd rather forget.

*It could* be a lonesome little home—so lonesome—

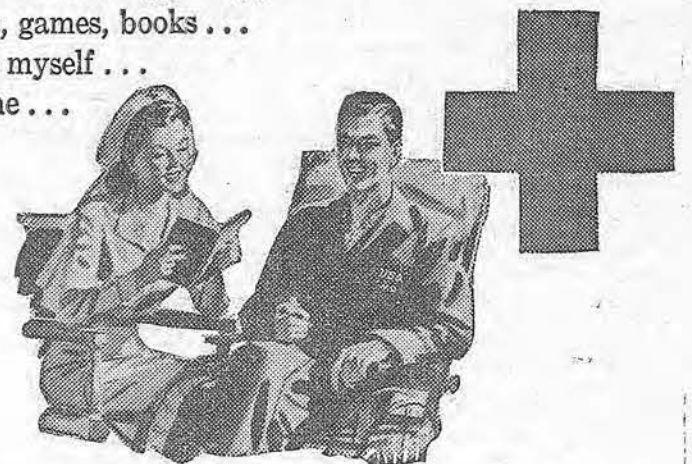
**But your Red Cross helps keep it cheerful!**

The Red Cross, working under direct supervision of Army, Navy, and Veterans  
hospital authorities, brings me music, games, books...

writes for me the letters that I can't write myself...

keeps me in touch with my family and friends back home...

helps me to dream, to hope...



**PLEASE:** Keep the American Red Cross visiting  
my home. *Give*, so that the Red Cross will be able  
to help whenever and wherever human beings are in  
trouble: in veterans hospitals, in servicemen's  
camps and bases—at home and overseas, in disaster-  
stricken communities, in your own neighborhood.

**GIVE—so your RED CROSS can carry on!**

This space contributed to the All-Out Effort for the Red Cross Campaign by:

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# San Rafael office moved; contractors look forward to banner year for work

By H. O. FOSS  
Representative, Local 3

**San Rafael**—NOTICE: On or about April 1st, our office will be located at 1533 Fourth Street, San Rafael. We don't know yet whether there will be a change in telephone number. We hope to be able to give the members better service from this office.

The Cardinal Constructors from San Mateo Way have about a mile of new roads to build in the city limits here and a couple of rigs are on the job—lots of brush to root out—hope the members are not allergic to poison oak. You can't find the cats when you go on the job.

Brother Respini with his rig has been working for the State for some time and I run into him all over the district. The same goes for Brother Cairo. Brown-Ely have acquired a new Barber Green and motor patrol to add to their equipment and expect plenty of activity. Brother Tom Hewitson is foreman for this company.

## Start Underpass

Paris Bros. of Benicia broke ground the 6th on the Linden Lane Underpass in San Rafael and expect to be well organized by the time this is off the press. Brother Mike Saporetta is foreman. These contractors recently bought a new Northwest 80 and 80 Lorraine with all attachments, also a truck crane and a 4D loader and two new cats—so we are looking for some good plums to fall to them.

Piombo Bros. are low bidders

on the Napa-Lake County job. Suppose it will start on the award of the contract. Tony Syar was pitching for this one, but Tony says somebody moved the rig.

Tony will be starting his Willits job soon. Expect Piombo back on the Anchor Bay job as soon as the weather permits. Brother Pierce, foreman, says it is very wet up there.

The Grant Constructors have a few rigs in the mud around Clear Lake. Brother Johnny Hinote had one in his back yard.

Dimick, Hastings, Fry keep putting around this lake too. The State is calling for bids for pipeline from the Rector Dam to Yountville. The line from Con Valley Dam to Napa is being mulled over by different parties concerned and expect to get started this year, maybe. The old Silverado Trail is due for a face lifting this year if the Napa authorities can get some of the farm to market money.

## Marin Pipe Line

R. V. Brant is busy on the Marin Municipal Water District pipeline to San Rafael. Many sewer jobs coming up here this summer—going to clean up over here finally. Superintendent Sheldon of Harms

Bros. advises he will start again on the grading of Highway 101 above Novato about the 17th. Al Kingwell has cleared out as foreman for Harms. Raisch will start when the grading is far enough ahead. Understand Raisch has two new blades coming in. Brother Fred Huntington dropped in to renew contact recently with Local 3 and signed Huntington & Dyser. See Brother D. N. Huntington going through lately with a new tank roller to add to his machinery. Kiss Crane are back at Upper Lake way trying to finish their two bridges. They also have a bridge job near Guerneville. Geo. Slensen is building good looking headquarters for his equipment north of Napa—keeps five or six members busy all the time. Bob will take on anything that looks like money. Brother Paul Mattus is doing O.K. too, I hear. Syd Jones, the Hot Stuff producer, sticks pretty close to his Napa estate on Brown's Valley Road. Syd has really got something to show for his years of effort making hot stuff. It is a nice home.

The Gerwick pole yard in Petaluma is tapering off—about 10 members are on the job. Al Moretti keeps several members busy in this vicinity. Saw Brother Ted Hicks with a chef's hat on at Hamilton Field. Ted says it is a gravy train and he's on the head end. Fred Jensen is operating with two foremen, Wheel and Blake.

The local contractors in this vicinity all seem to be very busy and we look forward to a great year.

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**SERGEANT:** "Why do you call them sweater girls?"

**CORPORAL:** "That's something I've been wanting to unravel for a long time."

# Report of last meeting

Continued from Page 2

family: Mrs. J. A. Taylor and John; Mrs. Etta Madsen and family; Mrs. Fred Farrell and son; Florence Jackson and family, and Josephine Walther. Received and filed.

Report of the Trustees was read and accepted as read.

Declarations of Candidacy for office were read as the second and final reading.

The following members were reported ill: H. Boudreaux, L. W. Straight, A. J. Wood, A. L. Sanders, Harry Brady, Manuel Osario, A. Purviance, P. L. Young, C. Sutherland, T. Sullivan, Nephi Nemelka, D. W. Douglas, G. L. Harris, P. A. Barnes, C. F. Stuller, J. W. Watters, George E. Naylor, Irving Dalton, Al Kingwell, John Kugler, Ray Mansfield, H. L. Blair, A. W. Peterson, S. Harrison, J. J. Franco, H. M. Giovanetti, E. A. Remington, F. L. Botts, Mark Guilfoyle, L. W. Thomas, C. B. Brooks, Lee C. Finley.

The following members were reported deceased: Geo. L. Clark, Sam Ray, Fred Farrel, Joseph Azevedo, Newel Knight and Jess Walker.

The Business Agents gave their reports which were received by the members.

The Committee selected to report on the Blue Cross Plan reported that there was no way the members of this Organization may become members of the Blue Cross Plan except through the firms for which they are working. It was regularly moved and seconded that the Committee turn in a written report at the next meeting. Carried.

The Executive Officers reported that Brother F. A. Lawrence had been selected to fill the unexpired term of Brother Joe Walther as a member of the Executive Board.

There was a request for a report on what is being done in the matter of boom trucks. A report was made by President Clancy and considerable discussion followed, no action being taken.

There being no further business to come before the meeting, it adjourned. C. F. MATHEWS, Recording Secretary.

# Daily report of awards for construction

(Compiled by P. E. Vandewark)

February 7, 1947

**SAN FRANCISCO, Calif.**, contract awarded to Westbrook & Pope, \$318,864, by Public Road Admin. for 2.596 mi. grade, surf., etc., Nevada City-Downville Hwy., Tahoe Natl. Forest, in Nevada Co.

**OAKLAND, Calif.**, contract awarded to McGuire & Hester, \$12,382 (only bid), by city clerk, for vitr. sewers, 105th Ave., Knight St., etc.

February 10, 1947

**SACRAMENTO, Calif.**, contract awarded to Heuttig & Schromm, \$13,672, by Calif. Div. of Hwys. for 0.5 mi. plant and furnish and install sprinkler system on Bayshore Freeway at Santa Clara St. underpass in city of San Jose.

**SACRAMENTO, Calif.**, contract awarded to McGillivray Const. Co., \$6304, to city clerk for grading and surf. of 53rd St. between "V" St. and Second Ave.

February 11, 1947

**HILLSBOROUGH, Calif.**, contract awarded to Weber & McCann, \$3450, by city mgr for clearing site for water tanks.

February 13, 1947

**SACRAMENTO, Calif.**, contract awarded to Parish Bros., \$234,826, by Calif. Div. of Hwys., for const. underv., Linden Lane under tracks of NWP RR and freeway, San Rafael, and 0.15 mi. gr. and surf. etc., Marin Co.

February 14, 1947

**MARTINEZ, Calif.**, contracts awarded as follows by Housing Auth. of Contra Costa Co., for const. streets, sidewalks, water, sewer, gas and elec. systems for 40-dwelling unit proj. consisting of 7 bldgs., at Columbia Park, Pittsburg and at Knox Pk., Port Chicago.

Sewers—To Underground Const. Co.—\$4650.

Roads—To Eugene Alvis—\$12,292.

Electric—To Petersen Engr. Co.—\$3097.

**MARTINEZ, Calif.**, contract awarded to M.G.M. Const. Co., \$3437, by Hsg. Auth. of Contra Costa Co., for const. water and gas lines of 40-dwelling unit project at Columbia Pk., Pittsburg and Knox Pk., Port Chicago.

**OAKLAND, Calif.**, contract awarded to Paris Bros., \$65,445, by city clerk, for const. reinf. conc. sewers in Railroad Ave., 98th Ave., and R/W fr. 85th Ave. to Stone St.

February 17, 1947

**PALO ALTO, Calif.**, contract awarded to Harvey Conner, \$32,950, by Dept. of Pub. Wks., for inst. water line, Stanford City Area, Palo Alto.

**PALO ALTO, Calif.**, contract awarded to Harvey Conner, \$10,826, by Dept. of Pub. Wks., for inst. gas lines, Stanford City Area.

**SALT LAKE CITY, Utah**, con-

tract awarded to Bethers Bros., \$103,033, by State Road Comm., for 4.367 mi. 2-inch roadmix bitum. surf. U.S. No. 6 between Hinckley and Nevada line, in Millard Co., Utah.

**SALT LAKE CITY, Utah**, contract awarded to Olaf Nelson Const. Co., \$225,329, by State Road Comm. for 1.014 mi. grade and surf. etc., U.S. No. 91 Cache Co. from Box Elder Co. line to Wellsville.

**SALT LAKE CITY, Utah**, contract awarded to Whiting & Hammond, \$135,766, by State Road Comm., for 3.705 mi. 2 1/4-inch roadmix bitum. surf. road on U.S. No. 6 and No. 50 between Green River and Solitude Wash. in Emery and Grand Co.

**SALT LAKE CITY, Utah**, contract awarded to T. G. Rowland, \$61,455, by State Road Comm. for const. 1.114 mi. conc. and steel bridge superstruc. on U.S. No. 50 east of Green River, Utah in Emery and Grand Cos.

**SALT LAKE CITY, Utah**, contract awarded to Palfreyman Const. Co., \$187,798, by State Road Comm. for 6.135 mi. grade and drain Mt. Dell-Henefer between Big Mt. Summit and E. Canyon, Salt Lake and Morgan Cos.

**OAKLAND, Calif.**, contract awarded to Robt. L. Wilson, \$26,972, by Port of Oakland for removal of portion of cannery bldg. Foot and 8th Ave.

**OAKLAND, Calif.**, contract awarded to Willis F. Lynn, \$70,850, by Public Works Officer, for const. Naval Reserve Armory, Hurley Marine Works, Foot and 5th Ave.

**OAKLAND, Calif.**, subcontracts awarded to M. B. McGowan, Inc. (1) by Robt. L. Wilson for furn. and driving untreated timber piles for removal of portions of cannery bldg., foot of 8th Ave., for Port of Oakland. (2) By Willis F. Lynn, for furn. and driving untreated timber piles for boiler and tank foundation for Naval Reserve Armory, Hurley Machine Works.

**SAN FRANCISCO, Calif.**, contract awarded to M. B. McGowan Inc. by Valianos Co. for furnishing and driving untreated timber piles for new copra storage warehouse on Islais Creek.

February 18, 1947

**SAN JOSE, Calif.**, contract awarded to A. J. Peters & Son, \$42,364, by city clerk for const. of relief sanitary sewer and appurt. in 8th St., between San Salvador St. and Keyes St., San Jose.

**SAN FRANCISCO, Calif.**, contract awarded to S.F. Water Dept., \$7676, by Pub. Util. Comm. S.F. for laying 8-inch C. I. mains in Edgehill Way and Kansas St.

February 19, 1947

**VALLEJO, Calif.**, contract awarded to Fred J. Early Jr. Const. Co., \$8983, by city clerk for instal-

lation of radial gates in spillway of Lake Curry Dam, Gordan Valley, Napa Co., and floor wells and switches on three elevated tanks of City Water Dept.

**SACRAMENTO, Calif.**, contract awarded to Wallace D. Harkins, Inc., \$14,890, by Sacramento Dist., Corps of Engineers, for converting barracks to officers' quarters at Sacramento Air Depot, McClelland Field.

February 20, 1947

**OAKLAND, Calif.**, contract awarded to B. Miles Thomas, \$16,131, by city clerk for surf. Carson St. between Reinhardt Dr. and Mountain Blvd.

February 21, 1947

**LODI, Calif.**, contract awarded to Warren Webster, \$46,633, by city clerk, for const. 30-inch outfall sewer 3.7 mi. long from disposal plant, Kettleman Lane to Western Pacific tracks.

**SAN FRANCISCO, Calif.**, contract awarded to Chas. L. Harney, \$22,851, by Dept. of Public Works, for asph. conc. paving, etc., in Bella Vista Way, Avoca Alley, Myra and Omar Way.

February 24, 1947

**REDDING, Calif.**, contract awarded to L. G. Shalz, \$13,990, by State Div. Archt., for const. residence at Redding.

**SACRAMENTO, Calif.**, contract awarded to McGillivray Const., \$6304, by city clerk for grading and surf. of 53rd St. between "V" St. and 2nd St.

**FRIANT, Calif.**, contract awarded to Paul W. Spencer, \$75,695, by Bureau of Reclamation, for moving former WAC barracks from Fresno Co. Fairgrounds, and re-erecting same at Orange Cove.

**SACRAMENTO, Calif.**, contract awarded to Excavators, Inc., \$302,330, by U.S. Eng. Office, for levee const. of West Levee of Feather River from opposite Rio Bonito Sta., upstream 3.5 mi.

**SALT LAKE CITY, Utah**, contract awarded to Palfreyman Const. Co., \$187,798, by State Road Comm., for 6.135 mi. grade and drain, Mt. Dell-Henefer, between Big Mt. Summit and E. Canyon in Salt Lake and Morgan Cos.

**OAKLAND, Calif.**, contract awarded to N. H. Sjoberg & Son, by Pac. Tel & Tel., for const. a third story addition to bldg. at 479 45th St.

**SAN FRANCISCO, Calif.**, sub-contract awarded to M. B. McGowan, Inc., by S. J. Amoroso Const. Co., for furn. and driving treated and untreated piles for the Cariani Sausage Factory.

February 26, 1947

**SAN FRANCISCO, Calif.**, contract awarded to M. J. Treacy, \$17,260, by Dept. of Pub. Wks. for reinf. conc. sewer replace, Glen Park Playground.

**SAN FRANCISCO, Calif.**, con-

tract awarded to Duncanson-Harrelson, \$5290, by Pub. Utilities Comm., for const. timber platform on timber piles at S.F. Airport.

February 27, 1947

**SACRAMENTO, Calif.**, contract awarded to Johnson Western Co., \$359,150, by Calif. Div. of Hwys., for constructing bridge and portions of bridge, and 0.6 mi. grade and apply bituminous surf. to appr. across east branch of Razor Slough and across Sacramento River.

**SACRAMENTO, Calif.**, contract awarded to Jas. I. Barnes Const. Co., \$17,016, by Calif. Div. of Hwys., for const. substructure for bridge across Sacramento River, at Redding.

**SAN FRANCISCO, Calif.**, contract awarded to Chas. L. Harney, 3097, by Dept. of Pub. Wks., for asph. conc. surf. etc. on 40th Ave. between Wawona and Yorba Sts.

**SAN FRANCISCO, Calif.**, contract awarded to John N. Pitcher, \$1769, by Dept. of Pub. Works, for test borings at site of proposed North Point Sewage Treatment Plant near Bay St., S.F.

**SAN FRANCISCO, Calif.**, contract awarded to Adam Arras & Son, \$66,790, by Dept. of Pub. Wks., for const. Govt. surplus, prefab. steel bldgs., for use as classrooms at Lawton, Bayview, Candlestick Cove, Ilioa, Francis Scott Key and Bret Harte Schools.

**SAN FRANCISCO, Calif.**, contract awarded to Chas. L. Harney, \$598, by Dept. of Pub. Wks., for asph. conc. paving, etc., 38th Ave., between Wawona and Yorba Sts.

**SAN FRANCISCO, Calif.**, contract awarded to Chas. L. Harney, \$968, by Dept. of Pub. Wks., for asph. conc. paving, etc., on 39th Ave., between Sloat Blvd and 91 foot north.

February 28, 1947

**SACRAMENTO, Calif.**, contract awarded to Carrico & Gautier, \$378,653, by Calif. Div. Hwy. for const. substructs., for four overcrossings, on Bayshore Freeway between So. S.F. and Burlingame in San Mateo Co.

**SAN FRANCISCO, Calif.**, contract awarded to M. J. Lynch, \$16,152, by Dept. of Pub. Wks., for slope repair and drainage on west side of Bernal Ave., between San Miguel and St. Mary's Ave.

March 3, 1947

**SACRAMENTO, Calif.**, contract awarded to A. Teichert & Son, Inc., \$3208, by city clerk, for grade, surf. 32nd St. between "P" and Stockton Blvd.

March 4, 1947

**REDWOOD CITY, Calif.**, contract awarded to Peter Sorensen, \$49,900, by City Mgr., for grading, surf., curb and gutter and sidewalks on Linden, Park Center, Madonna, Cypress and McEvoy Sts., Redwood Villa Park Subdiv.

**SAN FRANCISCO, Calif.**, con-

tract awarded to Piombo Const. Co., by Pac. Gas & El. Co., for excavation for powerhouses at Electra and West Point, on the Mokelumne River, 8 and 19 miles from Jackson, Amador Co.

**SAN FRANCISCO, Calif.**, contract awarded to De Vincenzi Bros. & Co., \$3561, by Pub. Utilities Comm., for grading east side of 28th Ave., between Pacheco and Quintara St., S.F.

**SAN FRANCISCO, Calif.**, contract awarded to George Brayer, \$10,038, by Pub Utilities Comm., for inst. street lighting system on Third St. between Alameda and Mariposa Sts.

**SAN FRANCISCO, Calif.**, contract awarded to J. G. Grattan, \$8392, by Secty. Park Comm., for drill 12-inch well and install pump, waterworks, Golden Gate Park.

March 5, 1947

**SAN FRANCISCO, Calif.**, contract awarded to M. J. Lynch, \$6740, by Dept. of Pub. Wks., for removing and reinstalling auxiliary water supply system in Fairfax Ave. and Rankin St.

**MARYSVILLE, Calif.**, contract awarded to C. C. Gildersleeve, \$7997, by Co. Clerk, for repairing covered timber truss bridge, 77-foot long over Oregon Creek, 4 miles south of Camptonville, in Yuba Co.

**SAN FRANCISCO, Calif.**, contract awarded to Chas. L. Harney, \$6162, by Dept. of Public Works, for asph. conc. paving on El Camino Del Mar, San Francisco.

**SANTA ROSA, Calif.**, contract awarded to N. F. Keyt, Cotati, \$5638, by city clerk, for const. of a 12-inch well, approx. 550-foot deep at a site to be selected by City Council.

**BERKELEY, Calif.**, contracts awarded to Erbentraut & Summers, \$691,000, by Regents Univ. Calif., for const. of forestry bldg. on Berkeley Campus.

**SACRAMENTO, Calif.**, contract awarded to Wm. E. Thomas Const. Co., \$18,713, by Calif. Div. of Hwys., for const. of a reinf. conc. slab bridge across Arcade Creek on Madison Ave., about 10 mi. NE of Sacramento in Sacramento Co.

**MILL VALLEY, Calif.**, contract awarded to Stolte Inc., \$154,497, by city clerk for const. a reinf. conc. pumping station, including pumps, mechanical and electrical equipment, piping, grading, etc.

**MODESTO, Calif.**, contract awarded to T. C. Tunsen, \$14,905, by Modesto Irrigation District, for const. conc. pipeline.

**SAN FRANCISCO, Calif.**, contract awarded to Wellnitz & DeNarde, \$27,601, by Vets. Admin. Const. Service, for const. 25,000 cu. ft. cellular structure for slide area at Vets. Admin. Hospital, Fort Miley.

# MORE ABOUT LOCAL 39

## Report from San Jose Office

By RICHARD A. CHRISTIANSEN  
Business Representative, Local 39

**San Jose**—For the information of brothers in the areas assigned to me respectfully submit the following report of activities during the month of February, 1947.

Contracts consummated for plants in this area were:

**Royal Creamery, Salinas, Calif.**, (owned by the Golden State). The engineer there receives the scale stipulated in the master agreement and plus. This rate, however, previously was paid at and on a 48-hour week against that for a 40-hour week now. It was reported by the local management there, that the Teamsters were endeavoring to incorporate all employees under their contract.

**American Dairy, San Jose, Calif.**; while an independent concern they affiliated with the Association and have signed the master contract. In this plant the chief engineer having proved his value and rendering efficient service was given commendation therefor and the concern readily agreed to conditions and terms set forth therein.

**MacDonald Building, San Jose, Calif.** This is the building in which the J. C. Penney Company will operate their new store. The contract was signed by the owners of the building, not J. C. Penney Company.

A meeting was held with the management of the R. T. Collier Co., plant on the Alviso Road near San Jose, Calif., with regards to wages, hours and conditions. The management is not in favor of a union and were opposed to a chief engineer, contending that the superintendent would act as such. Also, he desired that the rate paid remain in effect on a 48-hour week. We are negotiating with the hopes of obtaining the amount paid the men for a 48-hour week, for a 40-hour week. Objection strongly made to a night differential but management did express that they may consider a night differential provided shifts did not rotate. Employees in subsequent meeting indicated that they were not desirous of having shifts rotate. A further effort is now being made to gain a better scale than that now being paid including night differential.

### Hospital Contract

With regards to the O'Connor Hospital contract: I have just received notice from Burnett & Burness, attorneys-at-law, that the contract has been referred to them for negotiation with our local and a meeting is scheduled for Wednesday morning.

**Meyenberg Milk Prod. Co., Soledad, Calif.** In visiting this plant and subsequent call and conference with Mr. Meyenberg at Salinas, Calif., elicited the information that he did not believe they could go along with the provisions and scale of wages set forth in the master contract. Requests further consideration. He further conveyed the information that the Teamsters' Union had not concluded their negotiations and he desired to withhold signing of any contract pending completion of negotiations with George Jenott.

Some men have been placed with the International Chemical Company, San Jose, Calif., but to date no contract has been negotiated. The matter is receiving careful consideration by the Central Labor Council, San Jose, Calif., for the purpose of assuring the respective crafts proper consideration when a contract is negotiated with the firm.

No definite action has been taken by the Beechnut Company to date with regards to whether or not individual contracts will be negotiated with the various crafts, or if a master contract will be negotiated for all crafts to include the wage scale for each craft.

### Ice Industry Report

Meetings have been held with the employees of the Ice Industry plants to ascertain their wishes relative to any modifications, amendments, etc., as well as wage scales desired in the respective areas. In a telephone conversation with Mr. Robt. Moore of the Citizens' Association at Salinas, Calif., he intimated they (the Employers) were willing to grant a 15-cent raise across the board. As a result of the meetings with the men prior thereto, I feel that Mr. Moore's kind offer is indicative of the fact that the Employers feel that the men are entitled to "some" advance in pay. We hope they will go considerable further as well as

give us consideration on a night differential.

Due to the slack season just past, several of our brothers have been temporarily laid off. In contacting several of the managers at the various plants, I gain the inference, that if Local 39 can and will supply qualified men who will perform efficiently, little objection will be made to increasing their pay. I sincerely trust they will do so.

## Despite seasonal lag, Fresno area holding up well

By MARK G. CAMPBELL  
Representative, Local 39

**Fresno**—Conditions in Fresno and vicinity are holding up very well for this time of the year. We only have four members out of work at the present time.

The Italian Swiss Winery shut down the first of February, putting two of our members out of work.

The Monarch Winery are only working two shifts, which put one member out of work there.

We are in hopes these brothers will be back to work somewhere in the real near future.

### Meat Co. Pact

Just completed agreements with Machlin Meat Packing Co. Watch Engineers to receive \$300.00 per month for 40-hour week; first assistant engineer, \$315.00 per month; Chief Engineer 25 per cent over watch engineer; apprentice \$250.00 per month.

There seems to be an epidemic in the Firebaugh district. The Schletz Brothers have both taken the fatal leap. Watch out, Brownie, you might be next!

### Ice Agreement

Completed agreements with the Valley & Consumers Ice Co. of Fresno retroactive to January 1st, 1947, for a \$37.00 per month increase. All concerned are very well satisfied. In fact it seems to be the general opinion of most of the engineers that I have contacted and who have expressed their feelings as being very well satisfied the way things are shaping up in such a short time.

At the last regular meeting of Local Union 39 at Fresno held on February 25, 1947, which was very well attended, Chet Cary, our next City Commissioner to be, and Carl Wilkens, who is running on the school board, gave a short talk.

There were some very good discussions which came up and were cleared to the satisfaction of all concerned.

The next regular meeting of the Fresno Branch will be held on March 25, 1947 at 8 p.m. at 1035 Broadway, Fresno. All brothers are urged to be present to get the latest on developments taking place in Local Union 39. Our worthy president was the first one to the meeting, so please forgive him.

## Report from Oakland Office

By WILLIAM HORGAN  
Business Representative, Local 39

**Oakland**—Since last report, conditions in Oakland have not improved much. We have quite an "Out of Work List" and prospects of improvement not too good.

### Hospitals

The hospital situation is not yet settled. We have had two meetings with this group and expect to meet with them again on Monday, March 10.

### County Engineers

We have had two meetings with the county engineers, and it looks

## Conditions for Marysville area told in report

By M. EISENHART and J. RIVERS  
Representatives, Local 39

**Marysville**—In the past month Br. Rivers has returned to work and is now working out of the Oakland office. We are still working on the stray sheep that have wandered from the fold to have them returned. However, in our concentration on the above we have picked up a number of new applications.

While visiting the laundries we find all the engineers in good spirits and no more complaints, as the "dirty linen" has been washed. There is one exception, which inclines to be a "bad boy"—namely the California Linen Supply. We hope to have him straightened out shortly.

### Swanson at Meeting

Bro. Vic Swanson also returned from the Board meeting in Miami, and attended our last meeting, giving quite an inspiring message which was greatly appreciated by the members present. I think you fellows that stay away from the meetings, which are held each third Monday of each month are missing a good bet. The meetings are all business and democratically conducted. Bro. Eisenhart attended all the meetings in the scope of Local 39 during the month of February and found everything running smoothly and all the business representatives are on their toes, pitching.

Bro. Oughten of Sacramento has signed a few contracts which are a stand out to shoot at. Also Rep. Cambell and Rep. Christensen have made known their bargaining ability in coming through with some fine contracts. In fact all the districts are showing a real upswing. Our percentage in raises is satisfactory, our amalgamation is now paying off, which could not have taken place without the combined efforts of all the locals.

### Keep Up Your Dues

We are asking all engineers to keep their dues up to date as it is essential to keep the good work going. Again we are asking each member to try out his organizing ability by contacting engineers working at our trade, that are not members and having them affiliate with us, thus helping to raise the engineers' standing. This is to your own advantage, as competition is eliminated, consequently your job, conditions and wages are becoming more secure.

So until next month we are wishing you good health and happy sailing.

\*\*\*

### Let It Be a Lesson

Her lips quivered as they approached his. His whole frame trembled as he looked into her eyes. Her chin vibrated and his body shuddered as he held her close to him.

The moral of this: Never kiss a girl in a jeep with the engine running.

# Tradesmen Urge Bridge, Highways

(Continued from Page 1)

## Few Job Stops

The convention heard reports which stated that there were fewer building trades work stoppages in California during the war than in any other state. It went on record as endorsing the no-strike agreement recently signed by builders' associations and the AFL Building Trades Department.

District vice-presidents elected were: H. E. Albers for Alameda County, Paul Reeves for Fresno, J. A. Webster for Humboldt, Clyde E. Vinyard for Los Angeles, Geo. R. Scott for Marin, Lloyd D. Long for Monterey, Louis A. Buck for Napa, Frank A. Lawrence for Sacramento, Watkins Gironi for San Francisco, Wm. Roberts for Butte, Al C. Clem for Contra Costa, Geo. W. Gilkerson for San Diego, H. L. Jones for San Joaquin, C. E. Brown for San Luis Obispo, Edw. Brady for Santa Mateo, R. C. Wokurka for Santa Barbara, James B. Mann for Santa Cruz, Al Green for Stanislaus, Henry Nolte for Eldorado, Sonoma, Nevada; Victor F. Reese for Ventura, Cliff A. Kingsbury for Yuba-Sutter, and Placer, Carl Sparks for Tulare.

## Million, State AFL

Daniel Del Carlo, president of the San Francisco Council, Neil Haggerty, secretary of the State Federation of Labor, and Dan Flanagan, west coast AFL representative, addressed delegates at the opening session. John F. Dalton, chief of the State Division of Labor Law Enforcement and former AFL Typographical Union head, said AFL membership in the state passed the million mark during the war, of which 225,000 were women. Telling of his department's work, he said many independent contractors and subcontractors have entered the field and it has been found necessary to license them. He urged strong unity as the only solution to labor's problems.

Bro. MacDonald reported on the eight-year period and its many ac-

complishments, since the last convention of the state council. He declared the United Nations' program rests primarily upon a labor foundation and the four freedoms.

## Big Central Valley

"Unemployment is on the increase," he said. "Depression may sweep this nation in the next two years. We have more apprentices in the building trades of California than in any other state. We have welcomed returning veterans as apprentices. It is estimated that \$1,800,000,000 will be spent on our Central Valley project and that it will employ 8000 people continuously for at least 15 years. This will include carpenters, cement workers, engineers, laborers, and many others."

He spoke of the 4000 or more bills introduced in the legislature saying, "Many of these aim to deprive labor of long-established rights. Some deserve support. Most of them must be defeated or amended."

"Prefabricated houses are a menace to your jobs. Also in most cases they are a menace to life."

## State in Good Shape

Reports from the various vice-presidents showed conditions in good shape throughout the districts, with very few building mechanics unemployed at the present time and a great amount of work planned ahead for as soon as material can be secured.

Bro. Joseph Casey, AFL organizer, and Paul Scharrenberg, veteran AFL labor leader and head of the Department of Industrial Relations, and P. H. McCarthy Jr., chief counsel for the state council, addressed the delegates on the closing day.

Next convention of the State Building Trades Council will be held when and where the council's executive board decides it will be needed. With the changing state and national picture it was felt wisest to leave this decision in the hands of the board so that the time and place of a convention could be most appropriately and most effectively chosen.

## Veterans' Information

(Continued from Page Eight)

### Homesteads Open

The first of the homestead farms for veterans in the Tule Lake district of the Klamath Basin, 86 in number, were allotted on December 15 by drawing in which about 2000 vets had qualified out of many thousand applicants.

The Bureau of Reclamation is now making plans for a future opening of approximately 9000 acres in the Klamath Basin project which should be ready within the next two years. Any vet interested can get his name on the list for notification on future entries by writing Regional Director, Region II, P. O. Box 2511, Sacramento, Calif.

War II vets interested in learning to fly at "Uncle's" expense, contact your nearest V. A. office for full details. The amount of flying time and length of ground course is determined by the length of your G. I. service. Usually \$1000 worth of flying is the minimum. Take advantage of this program while the opportunity exists. Surplus airplanes are also available to vets at a nominal cost. Act now.

At this writing, authorized airports in the Bay Area are the following: Palo Alto Airport, Bay Meadows Airport, Belmont Airport, San Rafael Airport, and Buchanan Field in Concord. For any other airports, consult the Veterans Administration.

At present about 4 million vets are taking advantage of free education and on the job training. Don't be left behind when the deadline arrives.

### Get Leave Papers In

Nearly 50,000 vets in San Francisco alone have failed to file for terminal leave. Your community chest will compile the necessary information for you. They will tell you how many days you have coming.

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Cows would be too uppity to live with if they knew what we're paying for shoe leather, and even a pig would go snooty if it knew what we shell out for ham.

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With proper care the human body will last a lifetime.

## Back New Port At Sacramento

(Continued from Page 1)

building of this port will make another strong life line for the tremendous agricultural and industrial developments now at boom-stage in the new postwar California.

The project has gained the full approval of every federal agency before which it has been presented thus far, and recommendations for its establishment have come from President Truman, the Rivers and Harbors Committee, and the agencies involved.

### Federal Approval

The election is for the purpose of establishing a port district, according to O. J. Lacy, chairman of the port district advisory committee. It does not involve the approval of a bond issue. The commission, if approved by the voters, will be legally authorized to deal with the federal government in obtaining an estimated \$11,000,000 for actual construction of the deep water shipping channel.

Subsequently, voters of the district, which includes all of Sacramento County and the eastern portion of Yolo County in Supervisorial District No. 1, will be asked to approve a bond issue of approximately \$3,000,000, which would be the district's share of the cost of acquiring the channel and port facilities.

March 6 was the deadline to register for those who failed to cast ballots at the last primary or general election.

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### Stay out of Alaska

If you have entertained any ideas about going to America's last frontier to work or visit, kindly put them aside for about 90 days away. This suggestion comes from the Teamsters Union in Anchorage, Alaska, which states that the housing situation in Anchorage and Fairbanks is deplorable with as many as six men bunked in one small room. So unless you are shipped out through a union assignment, let the idea rest awhile, say until May or June, when the housing problem is expected to be pretty well cleared up.