Ed Park Sworn in as Labor Commissioner

Edward P. Park, long time member of Operating Engineers Local Union 3 and for the past six years an official of the local, was sworn in, Friday, March 27, in ceremonies at the state capitol in Sacramento, as California State Labor Commissioner and director of the Division of Labor Law Enforcement.

Brother Park was appointed by Gov. Warren, to succeed Lloyd A. Ashbrook, who was recently named U.S. Under Secretary of Labor.

He immediately took up his new duties, which include directing the activities of a state-wide force of 30 deputies and a legal and clerical staff in enforcement of provisions of the state labor code as it applies to his division.

Headquarters of the Labor Commissioner are in San Francisco but his activities entail frequent trips to other parts of the state.

Brother Park joined Local 28 of the Operating Engineers, later consolidated into Local 3, on May 15, 1927. He worked as an equipment operator and heavy duty mechanic.

In 1946 he became a business representative, assigned to the Oakland area. Shortly afterward he was transferred to Sacramento, eventually becoming manager of the Sacramento district, comprising Sacramento, Solano, Yolo, Placer, El Dorado and Nevada counties.

He has also been elected to the local in 3, being elected to both labor and councils and civic charitable organizations.

He has been vice president of the California State Building & Construction Trades Council, president of the Toyn County Building Trades Council (El Dorado, Nevada and Placer County) and a member of the board of directors of the Sacramento Labor Council.

He was also a Local 3 delegate to the Sacramento-Joyo Building & Construction Trades Council and previously held seat in the Alhambra County and Contra Costa County Building Trades Councils.

He has been prominent as a labor representative in men's civil activities as the Heart Fund and United Crusade campaigns in Sacramento, and during sessions of the California State Legislature served (Continued on Page 10)

Seattle Wins 10c For Welfare, Other Gains

The strike by the members of Operating Engineers Local Union 302, Seattle, Wash., and the accompanying lockout by the Mountain-Pacific chapter of the Associated General Contractors has ended in agreement bringing major gains to the U.I.O.E. membership in the State of Washington.

Also won was a 50c per hour across-the-board increase effective immediately, the three-week dispute came to an end Friday evening, April 3, when a members meeting of Local 302 approved an offer of settlement and voted to return to work the following Monday morning.

The membership of Operating Engineers Local 612, Tacoma, Wash., was also affected by the dispute, voted to accept the settlement on that condition and they were ordered back to work the same time.

Among the principal benefits gained was a Life Insurance contribution for each employe, 10 cents per hour for health and welfare fund, and this is not just for hours worked, but for all hours time paid or any other compensation.

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The Old Family Doctor
Wouldn't Act Like This!

By VICTOR S. SWANSON
Local Union Manager

This is an age that isn't kind to old ideas and old symbols, and it seems that even the oldest symbols are being challenged in the ancient Indian tribe that is the respected image of the old family doctor.

The saddest part of it is that it is the medical profession itself that is killing off this beloved image—along with whatever other symbols remain. It is the most astonishing thing that has happened to the old family doctor.

You know the picture ... the faithful old family physician, dedicating his whole existence to the healing of the sick, ready day or night, in any weather for a bedside emergency or to bring a new life into the world, giving to the penniless as well as to the rich the best of his skill and devotion alike.

The men who speak for organized medicine today would like us to believe they are still carrying on that tradition of high-minded, unselfish practice of the healing arts. But they are also things that would have bewildered that old family doctor.

Take, for example, what is happening in California.

There is a movement to "deprofessionalize medicine," and several of the Legislaters have introduced proposals to liberalize benefits under the state Disability Insurance Law. The CMA, which has become very active for one week for disability payments up to $30 a week and for up to 12 days of hospitalization payment at $8 a day.

"The nurses are being paid by the working people themselves, by a 1 per cent wage deduction for the state plan or the same amount paid to one of the many private insurance plans that can choose which.

Everybody knows that the benefits were set too low. A huge surplus has piled up in the Disability Insurance Fund, and the doctors' association that is organzing to have a surplus put in a new yard at Arcata. Everybody knows that the benefits were set too low.

The medical bigwigs were reported at that time to be by the time you read this they are paying it down.

A & E Bradtken at Arcata are getting it. They are branching out to Crescent City where they are erecting a new building. They will be in a week.

After a winter's work, Fred Kean of Crescent City is starting up to move on various jobs around the area. He has two or three jobs that they have been 10 for years on existing. After a week they will be busy on a highway job on Highway 101 Crescent City.

They also have a subdivision on Fortuna to complete.

Across the bay at the Dolly Yard Road at Redwood Crescent is doing repair work in a new yard at their Redwood Crescent, doing repair work. They are also putting in a new yard at their Redwood Crescent, doing repair work.
A. C. Moore, State Senate Candidate, Winning Support

Bidding for the votes of CalHi.

Avery C. Moore, candidate for the forthcoming special election to the State Senate, has a varied background of experience.

He was born in the county of San Francisco, April 2, 1874, to Sarah and J. S. Moore.

Mr. Moore, a resident of Sacramento, is the son of the late Andrew A. Moore, a pioneer of the Mother Lode country.

He has been a tailor, printer, editor and agitator.

Mr. Moore has made a special study of labor and the working man.

His special election for the State Senate will come in the future with freeways near the county seat.

The new Building Trades office for Utah County will also have offices in the future.

Mr. Moore's candidacy is for the 3rd District, which includes Placer, El Dorado, Nevada and Yuba counties.

This is a necessary election for the 3rd Distinct.

The meeting was called to order at 8 o'clock, President Charles B. Chalmers presiding.

The following officers were re-elected: Secretary, James E. Linton; Treasurer, James A. Marlow.

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Clearances Indicate Busy Year Ahead at Marysville

By LEA COLLETT and C. R. VAN WINKLE

The work clearances out of this office the past month are indicative of good work to come in the next few months and forecast a busy season for our construction men, for our goal is to turn this job on a good payroll.

The H. Earl Parker Co. are hard at work on the Paradise High School job, but we can see that this will be a big one. Andy Nelson has them in those builders so they can cut the job and pull skinners. We have a wheel crew, twoquate, some pullers and one backhoe on this one. We have a 100-foot district, a 500-ton trash hov and air compressor. The job was set up on the job, for our goal is to turn this job on a good payroll.

The grave plan is this month's Big Project. They have a 140-foot welder, a 100-foot water heater and an enclosed shower. They don't have to get in their cars with dirty clothes or lay them out on the ground. We have a very large job on our hands, but we can see that this will be a big one. We have a wheel crew, twoquate, some pullers and one backhoe on this one. We have a 100-foot district, a 500-ton trash hov and air compressor. The job was set up on the job, for our goal is to turn this job on a good payroll.

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WEATHER IS NOT THE SOLE CAUSE OF JOB LAG

By AL. CLEEM, T. D. BRYSNO, LOUIS SOLARI, L. L. LAUX and JOE RILEY, Business Representatives

It begins to look like some of the conclusions we have reached relative to the work situation in the East Bay have been confirmed. It appears that the change of Administration has altered the picture substantially, and apparently not for the better.

We had been hoping that our large out-of-work list was due to the weather, but since the weather has continued to be extremely favorable, we are forced to conclude that there may be other factors at work.

We are, of course, not implying that any of our members are to blame for the present situation, as we have not as yet talked to a single member who voted for the last candidates. What we have tried to lead to believe is that there will be more work in the future, but that at present jobs are coming in very slowly, and those we do receive are usually for very short periods of work.

There have been a number of changes in the past month when several large projects have been completed, leaving our brothers to fear that the employment picture may improve in the near future. We hope this is not the case, and we see no appreciable increase in the work load for the next two months.

GETTING AROUND THE JOBS

Chicago Bridge and Iron Co.'s tank job for the Texas Oil Co. at Port Arthur has been completed during the past month. The largest tank to be built will be 128 feet in diameter; there will be two tanks 120 feet in diameter, and 10 tanks 60 feet and 12 feet in diameter.

Bro. George Parker is operating the everything on this job. Les Davis is on the boom-truck. Miss Stigall is wildcatting for Bay City crane on this job, setting steel for the tanks, with Bro. Dean Rayley and Don Stigall, the riggers.

Two new members who have joined us recently, both wondering about the standard rates, have been a considerable shuffling around of men; some returning to old employers and some leaving the area. We strongly advise anyone from other parts of the state who may be inclined to come to the Bay Area, against doing so, as we can see no appreciable increase in the work load for the next two months.

SNUG WINTER BERTH: Pictured above is Bro. William J. Avery-Blomseth, swing shift boss operator on the Alaskan 2, of the St. Marys Line. Will Blomseth

SNUG WINTER BERTH: Pictured above is Bro. William J. Avery-Blomseth, swing shift boss operator on the Alaskan 2, of the St. Marys Line. Will Blomseth is enjoying the cool, snowy weather on the island of Naha, Japan, where the ship is moored for the winter. Blomseth has spent a total of six years in the Far East, working on various jobs in Japan and Korea. He enjoys the peace and quiet of the islands, away from the hustle and bustle of the mainland.

December 1957
The Work Slow to Start, But Activity Finally Begins

The Utah report for this issue is a little more cheerful than it was for last month, but it is still not of last year's grading in fishing. Work has been very slow to start this spring in spite of the good weather we have been having; but it finally looking like it may be a good year. Ribbons & Reed have finished with their pulls at North Salt Lake and have moved their’s and the new model 6 Northwest and are hoping to take the farther end of the project.

They are working on shifts with Brothers J. Whitney and Ken Logan on one shift and Witter and Main on the other. Swede Hanson on the 78.90 machine is doing pile and pier work at Fairmount. This job has been a life-saver to everybody. He is working in the same general area, and keeping quite a few men busy. We sure could use a few more of this kind of work.

Utah Construction Co. work in this area is down now than this time last year. They are working on several projects at the same time. The Billings job is ready to start until spring arrival, and then practically the whole crew is home. The Bertha crew is still working and Brother Dall Madson has his nine employees working on grading another Grand Canyon for construction work. We still have plenty of promises of work coming up. Drained oil through Devil’s Big job at Salt Lake City. We have the machines in place and everything is ready to start in 10 days. Three crews are in town and will come down to the Winter Park job on the 20th of this month. Earl Rome has been busy completing the balance of their work at Layton and they are now preparing to move on to other work they have contracted for. The laying down of a three track line for the Salt Lake road and had about two weeks more work. There is another job which will be started in the near future, and we are hearing something from the middle of the project.

Early and Heston have kept their men busy most of the winter on the Dugway and Rock Springs.

Hilton & Cottrell expect to move on to their job at Grantsville this middle of April. This company has been working for the last several weeks on the winter small jobs and overlook equipment.

Bill Cross' crew is also at Grantsville and they are finishing up on several contracts. We sure all-need to all be able to see a direction now. Bill Florence is finishing roads again around that. That's the way it looks like, I hope we want to go this any way.

NORTHERN AREA

Work in the Northern Area is beginning to look very good for the main part. We are receiving many reports from our members that they have gone back to work in their respective districts for several weeks.

These reports have been just about to keep several of our folks from starting and have kept everyone up to speed and everyone seems to be anxious to get back to work. This is a very good sign, and we hope that our members will support their local offices and keep this up.

The by this time this article is out we should know who has the county job that was advertised for the Salt Lake, on the Echo Junction to Emery Road.

The eight miles section, between Coalville and Lucky Peak, is being rerouted and will take the new overpass and eliminate the old one. This road is estimated at $100,000 and is to be done this year. A detailed report will be released in the near future in this area. We are hearing something from the middle of the project.

Two of our members are working on the Brigham-Timpanogos job and the Upper Black Fork job. This company also has been working on the Winter Park job and has had some progress back to the 116 street Depot work.

Sam Allen is working with the local office and be sure your address and phone number is current.

NORTHERN UTAH

Work in northern Utah is beginning to look very good for the main part. We are receiving many reports from our members that they have gone back to work in their respective districts for several weeks.

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WHYS AND WHEREFORS OF
COYOTE DAM SITE EXPLAINED

By GLENN L. DOBBS, Business Representative

Canyon News—Construction plans for the Coyote Dam are proceeding according to schedule.

The project was completed in 1939 on a reservoir site near Coyote Dam, which was chosen for its ability to hold water for more than a year.

The reservoir will provide water for agricultural and domestic use, as well as for irrigation and industrial purposes.

The dam will be constructed using concrete, and the reservoir will be filled to capacity by mid-summer.

The project will create a new water source for the area, improving the local economy and providing water for future generations.

END OF A RELIUM

Rex Clendenin, chief of the reservoirs, has announced that the project is on schedule and will be completed as planned.

The reservoir is expected to be filled to capacity by April 15, and the water will be available for use in May.

Clendenin has also announced that the reservoir will be open to the public for recreation purposes.

NEW HOTELS IN HAWAII

By J. R. WASHALDO, Business Representative

Approximately $100,000,000 is expected to be spent on the construction of new hotels in Hawaii in the next two years.

The construction of new hotels is expected to create thousands of jobs and boost the local economy.

The most significant projects include the construction of a new hotel on Oahu, a resort on Maui, and a luxury hotel on the Big Island.

These projects are expected to be completed within the next two years, and will create thousands of new jobs for local residents.

END OF FIELD SURVEYING REPORT

Dispute With AGC Arbitrated;

Activity in Santa Clara County

By AL BOARDMAN, Business Representative

We are pleased to report that the dispute between the contractor and the AGC was settled through arbitration.

The contractor has agreed to follow the AGC's recommendations, and the dispute has been resolved.

Activity in Santa Clara County is expected to increase in the coming months, with several new projects in the pipeline.

The contractor has also signed new agreements with local suppliers, which will help to boost the local economy.
March 9, 1957

THE GRIZZLEY REPORT

At the Isbell East Second Street hot shop, gravel and sand is on the ground. The shop is used for maintenance of the railroad tracks. The gravel is brought in by the train, and the sand is used to spread on the tracks.

The shop is equipped with a variety of tools and equipment, including a large crane and a locomotive. The workers are busy with the maintenance of the tracks, ensuring that they are in good condition. The location is well-organized, with all the necessary tools and equipment readily available.

The report highlights the importance of maintaining the railway tracks, as they are crucial for the smooth operation of the railroad network. The workers are praised for their dedication and hard work in ensuring that the tracks are in optimal condition.
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New interest and impetus were being given this month to one of the most promising of the various engineering and construction projects in history—the San Francisco Bay water barrier project.

The project is to build a new lease on life following two important developments:

1. Preliminary study in the California State Senate to appropriate $500,000,000 for a two-year study of the practicability of the project.

2. Unveiling of a revised engineering plan which simplifies the project, yet adds its benefits even wider and eliminates features that caused opposition by various communities and groups.

If and when the water barrier project ever takes shape, it will see some 30,000 acres of fresh water from the San Joaquin and Kern rivers, which now spills into San Francisco Bay and out into the ocean. Backbone of this support came from people in the rural areas, the industrial areas, the water works, and the districts, including Pacific Coast Austin as grade concretes and asphalt for the perimeter and out into the ocean. Features which in the past caused opposition by various communities and interests. But as the project, yet spreads its benefits even wider and eliminates much added tax revenue. Placing roadways and train or Delano district, some hard granite on Highway 41. The north barrier ship locks and causeways when they are built practically completed operations in the area unless they are fortunate. This same outfit has about seven other pieces in four weeks. This same outfit would be permanently overcome. It has been suggested as far back as the 1860s and 1870s. This wasteland of the San Francisco Bay could be reclaimed through construction of levees and other projects in the delta region.

The idea of a salt water barrier to prevent the fresh water flow to the ocean.

We have been able to clear quite a few men in the past month. We have been fortunate in having contractors working on subdivisions, small road jobs, sewage, etc.

However, the general conditions as reported last month remain about the same. The backwater problem is still a major one. It is pretty much prevailing in the district. Unless we receive some of this support came from people in the rural areas, the industrial areas, the water works, and the districts, including Pacific Coast Austin as grade concretes and asphalt for the perimeter and out into the ocean. Features which in the past caused opposition by various communities and interests. But as the project, yet spreads its benefits even wider and eliminates much added tax revenue. Placing roadways and train or Delano district, some hard granite on Highway 41. The north barrier ship locks and causeways when they are built practically completed operations in the area unless they are fortunate. This same outfit has about seven other pieces in four weeks. This same outfit would be permanently overcome. It has been suggested as far back as the 1860s and 1870s. This wasteland of the San Francisco Bay could be reclaimed through construction of levees and other projects in the delta region.

The idea of a salt water barrier to prevent the fresh water flow to the ocean.

Two West Coast canal systems are under consideration for the construction of a barrier which would be the salt water of Tulare. This would be a salt water barrier project. It has been suggested as far back as the 1860s and 1870s. This wasteland of the San Francisco Bay could be reclaimed through construction of levees and other projects in the delta region.

The idea of a salt water barrier to prevent the fresh water flow to the ocean.

Fresno has Small Jobs, Hopes for Big Ones

By R. H. PETERSSEN and LYNN MOORE, Business Representatives

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However, the general conditions as reported last month remain about the same. The backwater problem is still a major one. It is pretty much prevailing in the district. Unless we receive some of this support came from people in the rural areas, the industrial areas, the water works, and the districts, including Pacific Coast Austin as grade concretes and asphalt for the perimeter and out into the ocean. Features which in the past caused opposition by various communities and interests. But as the project, yet spreads its benefits even wider and eliminates much added tax revenue. Placing roadways and train or Delano district, some hard granite on Highway 41. The north barrier ship locks and causeways when they are built practically completed operations in the area unless they are fortunate. This same outfit has about seven other pieces in four weeks. This same outfit would be permanently overcome. It has been suggested as far back as the 1860s and 1870s. This wasteland of the San Francisco Bay could be reclaimed through construction of levees and other projects in the delta region.

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