

Bill Fanning is Oldest living member, IUOE

ning, who has carried the card cost \$6,000. They are part of a just over one-half century, has large number of cars and locomo-lived and worked in San Francisco tives being shipped east and west

No, this is not a San Francisco street car being hoisted from Em-barcadero docks onto the Pacific Far East Lines freighter "Mid-night" bound for China. But Bro. Vic Swanson thinks that it would

be a good way to get rid of the beat-up Muni railway cars. This is a second-hand Union Pacific coach which has rattled many a prairie mile out of Omaha, one of 50 being shipped from SF and Portland to Shanghai for use on the Shanghai-Nanking run. Oldest living member of the In-ternational Union of Operating Engineers is Bro. William H. Fan-

Example in cheer

It's a distinction to be the only member of Local 3 who has lost both legs (about a dozen have lost one leg) in job accidents, but Bro. Robert Petersen has a much greatthe outstanding example of "come-back" and good cheer that he is demonstrating. Bro. Bob has been in Mary's Value Vamital for the part 18

Help Hospital for the past 18 months, following an accident at Golden West Quarry in which his

about Bob is his attitude. Most persons losing both legs at the age of 31 would be pretty well inclined to a glum outlook and selfpity. But not Bob! He is cheerful, happy, and full of enthusiasm, the finest example of learning to appreciate life itself. Engineers are a happy lot. in general, but he takes the lead.

Local Union No. 3.

munism and then adopting legis-lation that would breed millions of converts to communism.

"The present program of Con-gress is devilishly contrived as a means of taking public attention from the greatest swindle of profits in our country's history. would wreck production and fill the nation with industrial strife, a mad conquest of money values over human values.

"Rising profits and falling wages and failure in the common sense of collective bargaining will lead to a depression that will rock our system to its foundations and from which this American system of

region for the past 40 years, and out of the U. S., to be replaced by is a daily visitor at the San Fran- new equipment. Out of date here, cisco dispatcher's office of Local 3,



bringing cheer and lively humor to the "youngsters" around him. The union is a lifetime fraternity to him.

Bro. Bill helped build the 555foot Washington Monument in the nation's capital, where he was born back in 1862, on April 21st. He went to work as a hoisting engineer at the age of 17 and has

(Continued on Page 6)

this car will soon be enjoyed by

the Chinese as de luxe equipment. This car weighs 100,000 pounds. Six were loaded on this ship. Do-ing the hoisting is a giant floating Smith-Rice barge operated by members of Operating Engineers Local 3 .- This photograph by courtesy The San Francisco News.

Electrocutions Rise

From last July to January there were 23 deaths in California from contact of mobile hoisting equipment with high voltage lines. In the previous fiscal year there were only 14 deaths, and 13 the year before. State Safety Orders must be carefully observed. This is the full responsibility of the employer. He may not operate any equipment, including cranes, power shovels, etc., within six (6) feet of high voltage (750 volts or more) lines, unless he has notified the power company and: (1) put up mechanical barriers, or (2). deenergized conductors, or (3) removed high-voltage conductors. The Division of Industrial Safety will act in advisory capacity to any employer contemplating such operations.

* * * Report from Salt Lake Office of Local 3 reveals that the union de-feated CIO Smelter Workers by a vote of 34 to 11 at the Pacific Bridge Co. plant at Park City.

legs were caught in machinery. Just recently he has gotten artificial walkers and is now practic-ing on them six hours a day. So, we say, hats off to Bro. Bob Petersen, and best wishes to him. May we all take a hint from him and twist that old face into a But the most notable feature smile!

Engineer Turns Inventor



This picture shows Bro. Phil Allen demonstrating easy placement of the Wixson Attachable Scarifier, a handy arrangement of detachable teeth fitting on the bit of a scraper which is saving many hours and much hard, dirty work for brother Engineers. This light, easily attached gadget is the invention of Bro. Lawrence Wixson, a member of Operating Engineers Local 3. For more deteails, see the Oakland report in this issue.

facts to the American people in a press that now speaks only the voice of blind, unthinking greed. We ask that you take the helm in this time of crisis to prevent civil war and to restore America to its historic destiny in world leadership."

* * * Sidetrack 6 Cities

Here's the latest score on giant Central California freeway projects now underway or soon to start, truly a glance into trans-portation's future, as revealed in business agent reports in this issue of the News. This, however, is only a start on California's real highway needs, which are now being sabotaged in Sacramento by utility, oil and truck lobbyists.

Fresno freeway, \$1,750,000, in June on big Monterey Ave. overpass.

San Jose freeway, 30 blocks east of downtown, \$1,500,000, opening in June.

Multi-million dellar Bayshore project, South SF to San Mateo, well underway.

Eastshore freeway, south Oakland limits to 6th and Oak, \$1,-850,000, underway.

Stockton freeway, by-passing Stockton to the east, four subways. \$2½ million, contracts in June. Sacramento, no single freeway, but several major, expensive arterials underway.

EDITORIALS OF HILLE OF COMMENT

OPERATING ENGINEERS LOCAL UNION No. 3

Sacramento OK's \$14 Million Port Considerable new work is under way in Sacramento area; bond election wins

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

Sacramento-Considerable new work has started in this district with more jobs being let and the unemployed list is nearly defeated.

The election for the Port District of Sacramento and Yolo Counties was approved of by a four to one vote, so, the deep water channel is assured for this district and will create a lot the previous jetty construction. of work for our members later on.

16, 1947.

net Co.

agreement.

pital and was interred on April

The following agreements were

cents per hour increase, vacation

and eight holidays; Schlegel and

Lewis, subbing the dirt work at

San Juan for Westbrook and Pope,

Negotiations are now open for re-

newal of Sacramento Brick Co.

agreement and Auburn Lime Prod-

Notice to Members!

V. C. Jones signed a regular

Beginning Monday, May 19, all

long distance calls will be taken

off our out of work list due to the

fact that many members registered

with this office are now working,

or have moved, and have neglected to notify us to this effect.

Consequently, a great deal of time and money has been spent on

needless long distance telephone

calls. Any member that is not

working and wishes to remain on

the out of work list will please

notify this office immediately. We

Goyne and Vasel Coleman.

signed since the last issue: Steel Mill Supply Co. with 371/2

The Bond Election for the Ne-

vada Irrigation District carried by V. D. (Whitey) Hokanson. Brother a large vote and the contract has Hokanson died in the Sutter Hosbeen awarded to Charles T. Brown of San Francisco for Scott Flat Dam and they are moving equipment to the jobsite. They will have **New Agreements** two shovels, eleven cats, compressors, etc., and the job is to operate in two shifts.

E. W. Elliott Construction Company is moving back to the Meyers Grade job and will be started by the time this is released.

Metropolitan Construction Company is doing considerable pipe lin-ing work in the Dixon area.

from Los Angeles has moved in and started their sewer job for the City and County of Sacramento.

was straightened out.

was low bidder on considerable street work to be done in the city of Sacramento. They also have considerable work at the Fair Grounds.

California Rock at Auburn are chinery.

on the job for Pacific Coast Ag-gregates at Fair Oaks.

Things to boom before long for **Eureka** brothers By OTTO E. NEVER

Representative, Local 3

Eureka-Activity at Crescent City has finally commenced. Basalt Rock Co. has started moving their equipment in and have started their quarry at the old rock quarry used for John Meeloni is in charge at present. Work should be well under way by May 15. Contract is for \$800,000.

The Paragon Terminal Co. have received the franchise for a lumreceived the tranchise for a lum-ber wharf at the foot of Kent Street. Wharf is expected to be 1200 feet long and will be used for all types of freight, but lum-ber will be the big item.

The Portland Barge & Tugboat Co. is negotiating for the hauling franchise. Lumber is expected to be delivered to San Francisco, San Pedro and Tacoma. It will be run between two to six million feet a week.

Hammond Builds Road

Hammond Lumber Co. is building a special logging road north of Big Lagoon where their next townsite is being laid out. J. Welcome of Seattle has the contract for the road building.

The lumber strike is now in its 17th month and the struck companies have taken a pretty bad shellacking. We hear they have gone so far as to buy Union marked lumber from Hammond Lumber Co, and mixed it with their own in attempts to get Union carpenters to use it. Much of their lumber is being refused as "too hot to handle." One car of mixed Union and non-union lumber was refused at Terre Haute, Indiana. W. C. Railing is pushing his job at Blue Lake for the Grizzly Park Lumber Co. in order to start his State job of furnishing imported are open every Wednesday night from 7 p. m. until 9 p. m. Mail is being held for Croft and McDowell, F. E. King, Twain Mc-

(Continued on Page 6)

Report of last meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 290 members present.

Synopsis of the Regular Meeting Minutes of April 5 was read and by motion approved as read, as were the Minutes of a Special Meeting held in Eureka on April 19.

Synopsis of the Executive Board Minutes of May 3 was read and acts and recommendations of the Board were by motion approved as read, with the exception of the Report of the Negotiating Committee and the Resolution pertaining to the Business Manager, which were referred to New Business.

Communication from the Bay Cities Metal Trades Council regarding negotiation of a new agreement by the Pacific Coast shipbuilders was referred to New Business.

Withycombe

Voters of Sacramento and Yolo, on financing and start of work on counties on April 15 overwhelm- the big venture. Bro. Frank A. ingly approved launching of steps' Lawrence, one of Local 3's Sacratoward building a deep water river mento business representatives ship channel to Sacramento and and also president of the Sacradocking facilities at Sacramento mento-Yolo Building Trades Coun-with a total outlay of about \$14 cil, at right, was honored by apmillion. This will provide a sec- pointment to the commission. ond big inland port, in addition to the one at Stockton, to improve traffic facilities for the huge agri-engineer; Walton E. Holmes, vicecultural and industrial growth of the great Central Valleys area.

Shown above are three members of the new Sacramento-Yolo dent of Sacramento Chamber of Port District Commission, which Commerce.—Picture, courtesy The will go ahead with arrangements Sacramento Union.

Lawrence

president of the Capital National Bank; Ivory G. Rodda, Sacramento druggist, and Roy Dreary, presi-

signed our regular agreement; Charles W. Temple signed a regular agreement covering three small cats; Claude E. Zanders, a Tom L. Gogo Sewer Contractor regular agreement; F. E. Wright, a landleveling agreement, and C. McCormick, a regular agreement.

W. W. Bird, Landleveler from the Stockton area moved into this district and, after a little trouble,

McGilveray Construction Co.

under way now and have moved a 50-B electric rig in, with Bro. C. J. Galloway at the controls. Bro. C. E. Nelson, mechanic for this company, came up from San Francisco to help put the rig in order. Two more brothers on this job out of San Francisco are W. I. Robertson and R. V. Bird. They are taking care of the drilling ma-

Westbrook & Pope have their job under way at North San Juan with Bro. Jack Blackburn as foreman. This company also expects to start their North Sacramento job. This is an extension of Horne Ave. and will furnish considerable work for members of Local 3.

Schlegel & Lewis have subbed the dirt on the North San Juan job and, as soon as the weather permits, will be running shifts.

Brother Edward Domrose is in the Sacramento Hospital and Bro. William Andrew is recovering nicely. Brother Hans Werner is home from the hospital and is recovering very well from the injuries sustained on the Dredge Neptune. Brother George F. Rolin injured his hand and lost a finger while

The members of this Local ex-tend their sympathies to Mrs. V D. Hokanson in the death of Bro.

Veterans' information

Holmes

Washington, D. C .- Of the 2,692,000 compensation cases subject to scrutiny under the new disability rating schedule, more than one quarter (842,000) had been reviewed as of March 1, according to announcement of the Veterans Administration here

last month.

matically and any increase in compensation resulting from the review will be retroactive to April 1, 1946, under the law. The new schedule permits the Veterans Administration to make more accurate evaluation of veteran's dis-abilities than preceding schedules did.

Although the new schedule proto the effect that his disability ex-isted prior to his enlistment will not be held against a veteran should he apply for pension or com-pensation. Under the law such statements are null and void. vides increased ratings for certain types of disabilities and decreases for other types, it does not make any blanket change in ratings. The increases far outnumber the de-creases in cases reviewed so far. Veterans Administration said vir-The fact that a veteran is re-ceiving one benefit does not pre-vent his receiving other benefits under the G.I. Bill providing he tually all veterans drawing compensation for service connected disabilities will have their cases reviewed under the new schedule.

chase a home, business, or farm. All claims are reviewed auto-In no case, however, may the Government guaranty be more than 50 per cent of the loan. Any eligible veterans may select his course under the Serviceman's Readjustment Act. (G.I. Bill) and

choose any State approved school in which he is able to enroll. A veteran may pay off his G.I. loan any time without premium or

It provides for new types of comfee. This is true of all or any part of his indebtedness but not less bat wounds also, as well as tropical diseases contracted by members of the armed forces during World War II,

File Leave Claims! Renew G.I. Insurance!

By JOSEPH RILEY **Business Representative, Local 3**

Deadlines for Veterans Rights and Benefits:

July 1, 1947 — Application for \$1600 automobile for leg amputees: PL 663.

July 1, 1947-Veterans discharged on or after May 12, 1945, may enlist in Enlisted Reserve Corps in same grades held at time of discharge, providing such enlistment is accomplished within six (6) months of discharge, or before July 1, 1947 (whichever is later). IMPORTANT—August 1, 1947-

Reinstatement of Term National Service Life Insurance without physical examination. September 1, 1947—Applications for Terminal Leave Pay. Until August 1, 1948— A beneficiary who has received payment before September 30, 1944 of National Service Life Insurance, has the right to change option of settlement from Option 1 to Option 2.

Before 1950-Veterans who did not take out National Service Life Insurance policy while in service may apply for such insurance now. Those who make application before 1950 will not be denied policy by reason of any disability incurred in or aggravated by service. Before 1950 — Veteran applying

for total disability insurance cov-erage, will not be denied such because of any service incurred injury or disability, if he applies before 1950.

Vets May Combine Loans

Two or more veterans may com-bine their loan eligibilities to pur-

veteran is to extend the period of payments.

Insurance Facts

qualifies.

than the amount of one install-

ment or \$100.00, whichever is less.

A statement signed at discharge

One vet, typical of many, had \$10,000.00 NSLI in service. After discharge he converted \$2000.00 to 20-payment life and dropped the rest, or \$8000.00. Other vets in his shop argued he could not now reinstate all or part of the \$8000.00 into any type policy he desires. All eligible vets may carry a maxi-mum of \$10,000.00 in Government insurance.

The only change beneficiaries

may make after the death of the

San Francisco, San Jose, Palo Alto and San Mateo received men-tion in the Veterans Emergency Housing program community action report when the city of Pasa-dena donated land for a veteran's housing cooperative.

The five above mentioned cities are considering construction of large, moderate rental projects for veterans as war Memorials. Let's all wish them success!

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Steel Muscles

A new development in mechani-cal genius is being applied to many types of machines such as bull-dozers and cranes. This is known as Servo Mechanisms. They are machine muscles controlled by human operators. A Servo unit multiplies fingertip touch into complex motion that would demand superhuman muscular effort and co ordination.

You move a tiny lever in any direction. Every detail of your movement is flashed faster than a nerve impulse to an electronic brain. Out from the brain, via relays, surge mighty power impulses. Electric motors or hydraulic force or compressed air instantly causes the same motion to take place in the heavy machine you are controlling. Thus with your little finger you can move anything from a boat rudder to a shovel biting 50 tons

of earth. The machine you command may be across the room or so far away you can watch it only with binoculars. Response is unbelievably precise and swift. The mechanism is being used for new machines doing work hitherto im-possible. The field is unlimited. Here at last is a simple means not only to multiply brute strength but to give massive power to human dexterity .- Magazine Digest.

Letters and cards of thanks received from Mrs. William N. Berry the family of John H. Gehrig, Joe Vautrin and family, and Una Hokanson. Received and filed.

The following members were reported ill: Donald C. Jense, William C. Budd, Robert Peterson, Jack Gilmore, George C. Hill, Nephi Nemel-ka, Elmer Constanz, Earl J. Ward, Nathan George, Wm. E. Duvall, C. L. Martin, Ray McKinney, James Shippey, Ernest Pestano, Milton L. Martin, Ray McKinney, James Shippey, Ernest Pestano, Milton Gree, Ciyde Wood, William Andre, Al J. Wyckoff, Byron Prior, Charles Quillette, P. L. Young, Nils Hageland, W. R. McGary, R. P. Weaver, H. H. Keown, L. W. Thomas, Lupe Rochin, M. Osorio, James Marion, James Marritt, J. L. Bagley, Henry Bourdreau, Ben Turkovich, George W. Ingles, Bill Gaugess, Claud McKay.

NEW BUSINESS

The Negotiating Committee's Report to the Membership was read. After considerable discussion it was regularly moved and seconded the Negotiating Committee's Report be adopted. Carried unanimously.

The letter from the Bay Cities Metal Trades Council regarding nego-tiation of a new agreement by the Pacific Coast Shipbuilders was read. After considerable discussion it was regularly moved and seconded that this Union go on record of striking the Pacific Coast Shipbuilders if an increase in wage rates is not negotiated at the Salt Lake City Conference. Carried unanimously.

Resolution in regard to the election of Local Union Manager read. After considerable discussion it was regularly moved and seconded the Resolution be adopted. Carried.

The following officers were nominated without opposition:

President, Pat Clancy; Vice-President, H. O. Foss; Recording-Cor-responding Secretary, C. F. Mathews; Financial Secretary, T. M. By-non; Treasurer, P. E. Vandewark; Conductor, Joseph Riley; Guard, Paul Edgecombe; Members of Executive Board, M. G. Murphy, Ed Doran, Al Clem, Chet Elliott, F. A. Lawrence. The Business Agents gave their reports which were accepted as

given.

Brother Davies, former business representative of Local 635, Honolulu, stated that after six years in the Islands he had decided to move back to the mainland.

There was a request for a report on boom trucks and a short report was given.

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

C. F. MATHEWS, Recording Secretary. New

		a frank				
AC	Gram	Aha	Sam	Francisco	Affina	

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

time has been spent since our last News Letter attending meetings with the Contractors Associations at Reno and Salt Lake City, Utah.

The Salt Lake City meetings took up most of a week, also over a week was spent in Reno. I believe by our next News Letter the agreements will all be signed and be behind us. Also at several meetings with our members employed by the Natomas Gold Dredging Company, there was an offer made which our members by secret ballot rejected by 153 to 13. Since then we have been re-negotiating with the management of the Natomas Company. This matter has not been settled as yet but we hope to have it settled by our next writing.

We have spent considerable time in other meetings at Fresno and various other places. The work all through the area seems to be picking up inasmuch as practically all our members are employed at the present time.

Conditions in the San Francisco area remain about the same, members are practically all employed. As you know, we have been deal-ing with the California Association of General Contractors and there are to be a few more meetings with the negotiating committee before this agreement will be signed.

Ben C. Gerwick has two pile-driving jobs in operation, one on the P.G.&E. on Beale St. and the other at Hunters Point. On the Point job, six drivers are in operation, each of the rigs having a two-man crew. Gerwick has a new floating whirley which they are rigging up with swinging leads. Duncanson and Haroldson have two rigs in operation on the Mission Rock Pier job. This job consists of concrete piling and quay walls.

M. B. McGowan has one pile driver in operation on a new sausage factory off Oakdale Ave. Chicago Bridge and Iron has a

large steel tank erection job at the Marine Supply Base.

The Charles Harney Company is still busy on the Market Street Railway job. Good progress is being made on this job in spite of the traffic handicap. He also has numerous street paving jobs which keep his hot plant and concrete plant steadily operating.

The Cahill Bros. Building job on the annex to the Furniture Mart is rapidly nearing completion. Two material hoists are still in operation.

Dinwiddie Construction has three building jobs in operation within one city block: the new I. Magnin building, O'Connor & Moffat addition and annex. A large number of brothers have been and will be steadily employed on these three buildings for some time to come.

Monson Bros. have started work on the new Telephone Building, McCoppin St. DeChesney & Haskins have the sub-contract for ex-

San Francisco - Much agreement. This conference will be held in Salt Lake City due to the fact that no other city on the Coast was able to supply suitable hotel accommodations.

Brothers Bill Reiner and Charles Sheff, both stewards from Pomeroy's job on Guam, were recent visitors at the office. Can you imagine-Charles Sheff came all of 3,000 miles back here just in order to get married! Love will do wonders, won't it, Charlie?

Brother Paul Harper, who is the present steward on Guam, communicates with this office quite often (and incidentally, he is doing a very nice job as steward). He says that the job is progressing quite smoothly with the usual small ups and downs. Although with the help of such oldtimers as 'Hap" Cromwell, "Slim" Dewing, Ole Nelson and many others, the job is kept quite well in hand. The Pomeroy Company has been very cooperative with this office in trying to iron out many of the difficulties that have arisen on Guam. Smith, Rice & Haviside Company are not doing a great deal of work at the present time, due mostly to the slowness of ship movements, although the future does look a whole lot more promising. Smith, Rice recently purchased two of the Army's floating diesel whirleys to add to their fleet of derrick barges. Brothers Al Auger, Jay Northrup, "Newt" Blodgett and Ben Ostrum are holding down the controls.

Peninsula District

During the past month employment for members of this union has shown a decided increase in this district.

The Guy. F. Atkinson Company is well under way with its project at the San Francisco Airport. They are now operating two shifts in the field and three shifts in the shop. Three 120B electric shovels are now working and a fourth is being set up. This job is being ably managed by project manager Bob Atkinson and Super-intendent "Slim" Connolley. The three shifters are Brothers Elmer Daley, Joe Canto and Wm. Ellis and Brothers James Meehan, Charles Harris and "Shorty" Dorris are foremen, with Brothers Mike Holten, Hal Van Scoy and "Curly" Larsen doing a first-class job as stewards.

On the Bayshore Freeway Mac-co-Morrison-Knudsen still have over one-half million yards of dirt to move and will continue double shift operations until this work is completed. In addition to the dirt moving, this firm has the paving on this project from Broadway, Burlingame, to South San Francisco and will keep a large number of the members of Local 3 husy until the first of next year.

Starts Paving Job

Guy F. Atkinson is just getting started at this time on their paving job on the Bayshore Freeway. Carrico & Gauthier, also Peter Sorenson, have their projects on the overpasses of the Freeway in full operation and are employing ral of our men vork and are performing

Card of Thanks

I wish to express my heartfelt thanks and appreciation to all the members of Local 3, Engineers, also truck drivers, oilers, mechanics and others, for the beautiful floral offerings and kind sympathy extended to me in the loss of my beloved husband. I am deeply grateful to each and every one of you. GRACE N. BERRY

(Mrs. W. N. Berry).

lovable and willing worker (when we can find him) Slim Allen, currently home from Samar and now busily employed by the Pinkie Armstrongs. J. J. Gahegan is not only home from Okinawa but we are happy to announce the arrival of a new pull skinner, J. J. Gahe-gan, Jr. on April 23 and he has already made application in Local 3. The Rex Thomases have a baby girl. Our Best Wishes for a Speedy Recovery Department is booming, too: Owen Starr reporting that he practically lost his eyesight but is progressing as well as can be expected. Gordon Blaine employed by South S. F. Lumber Company, has a broken wrist; Bill Spencer with the same injury is already back at work. Ed Barrington, formerly master mechanic for A. D. Shader Company, and who is now running a garage and auto shop of his own at Carson City, Nevada, suffered a broken appendix but is getting along O.K. He invites any of the engineers of Local 3 coming to Carson City to stop in and have a cold one. Charles Day has a broken arm and leg. Robert Hunter has a broken collar bone and fractured pelvis and will be laid up until sometime in July. Joe Aiken has recovered fully and is working at Guy F. Atkinson, Mills Field. Mark Guilfoyle still is on the sick list. Sherman Sparks, veteran of World War II, spent considerable time on Anguar and it was necessary for him to come back to the hospital at Livermore due to a throat infection which he acquired at Anguar. Nick Thill has finally been released from the hospital and is at home. Ray Smith suffered a broken foot.

Track Removal

Chas. Harney Co. are working still has the best highways. on the track removal and replacement on lower Market St. This is a tough job on the contractor, because he not only has to contend with automobile and street car traffic but must also have the roadbed back in operation each afternoon at 4 o'clock so that the street cars may use the inner tracks during the rush hours. He also still has some rigs working on the Laurel Hill-Cemetery job as well as the usual sand hill leveling and street paving out in the Sunset District. Harney manages to keep all of the brothers steadily employed as well as an additional new hire once in a

while. Standard Building Co. job off Sloat Blvd. is still in progress with all of the cats working. We un-derstand that "Sand Hog" Hatten is becoming an expert at gas tank removal and replacement. We would recommend that Bro. Geo. Jones install wing nuts on the brackets for a faster operation.

Lots of jobs open up for North Bay Region as good weather gives go signal

Business Representative, Local 3

San Rafael-Bud Doyle, a good, loyal member of Local 3, stopped in the office and advised us that he has gone into business for himself. He is known as "The Welder on Wheels," and is located at 220 Earl St., Santa Rosa, phone 4368-W. Any brothers in this area should drop in to see Bud, and drop what peanuts in his path they can before they are all shelled. Good

luck, Bud!

Bro. Paul Fry thinks that he will accept a good contract near Nice. He has Barbettinis rigs in this vithat he has, Paul manages to keep

several members busy. "Pug" Hastings reports in from Lake County that he has several different things lined up in that area.

job.

Bro. W. A. Pierce is in charge of the Piombo job at Anchor Bay, and they should wind this up about the middle of June.

Here is some good news for you "Old Timers." Shirley Korfield, su-perintendent of many outfits, and whom many of you have worked for, says that what he is doing sure beats hell out of working. Shirley has opened up a first class grocery and meat market in Novato and would be very pleased to have his old friends drop in. He said that he might even find something cold out back in the ice box.

Bro. Julius Siri, now with Art Siri, just recently returned from a two months vacation. He traveled by car down through Mexico, up the Atlantic Coast, and into the New England states. He reports having had an enjoyable trip, but says that for his money California

You oldtimers will be glad to learn that Ralph Jones is still at Mirabel for Camgros Gravel. He can dip his line in the water while eating his lunch, and this setup no doubt pleases him greatly.

Kiss Crane at Hisindia near Guerneville should be on the completing end of the bridge job as this goes to press. They should also be winding up the pouring of two bridges at Upper Lake, in Lake County.

Art Siri, the A.G.C. boy from Santa Rosa, has work strung cut all over the place, trying to catch up on the back work and getting ready for the new jobs.

John Spalleta has his new hot plant in operation at Santa Rosa

Grant Construction Co. is still A. G. Raish, who was recently puttering around up Lakeport way awarded a resurfacing job in the with Bro. Johnny Hinote keeping the ends gathered up for them. Petaluma area. He will soon be starting up the Cement Plant on

The Shultz Subdivision at Greenbrae is being paved by A. G. Raish, cinity, and with all of the work with Brother Ernie Gressot in charge.

Dow and Huffstutter are adding a couple of Pulls to their equipment for use in this area.

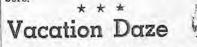
Neil Martin, a recent contractor in this vicinity, is opening up a subdivision at Kay Park in the Tamalpais Valley. F. E. Young will the Napa-Lake County highway job. At the present time they have do the filling and grading, and will sub-let bridges to Kimball, and be bringing in a few rigs. At the there is one rig working on the present time, McCaffrey has a few rigs of his own on the job.

We seem to have our share of air-minded people in the construction game around here. For instance, Lou Jones, who is in on the joint venture with Parish at Linden Lane, uses his plane to com-mute from San Jose. D. L. Stratton planes in from Concord each day, and Giffin keeps his ship at Santa Venetia. We here tell that Mrs. Giffin is a pretty fair pilot, too. A. D. Robinson has a small ship at Healdsburg.

We are sorry to report Bro. Alvin Quaini on the sick list. Al has the sincere wishes of his fellow brothers for a speedy and successful recovery.

Steve Zappetini, who has a shop at 112 Second St., San Rafael, has taken out a card with Local 3, and is equipped to do blacksmithing, welding and repair.

Fred Jensen advises me that he is bidding on a State project in the Eureka area. I hope that he is successful. This firm, starting from nothing, is now working nine members.



That old feeling. Vacation time. Local 3 boys, accustomed to moving around from job to job, are casting a fishy eye at those highway and construction jobs in the hunting and fishing country.

Local 39 boys, who are a bit more stationary in their occupation, are just as vacation-conscious, however. BA's extend wishes for a happy vacation to all, but also the reminder that you let the union office know when you're go-Bro. Bob Pollard, former superin- ing so vacation relief can be arranged in plenty time. Highway jobs in the Sierras, the Highway jobs in the Sierras, the Coast Range, or in the mountain areas north and south of Frisco Bro. Bob Noble is running the hot are going to be very popular with plant. Hopalong Cassidy is running Local 3 members. Bro. Murphy the steam rig, and Ammonds is on the gas rig. They have a season's work ahead of them. How many straining Local of members. Bro. Matphy heard of some such jobs. Bro. Bill Waack reports from Marysville Waack reports from Marysville that Fredrickson & Watson are starting up on their 11-mile Lake Almanor-Westwood job and adds: This is a good summer job for those who like mountain air, fishing and hunting. With better weather at higher altitudes, plenty of mountain jobs are slated to break."

that at the present time.

Erbentraut & Summers have just started erection of a new telephone building at 24th and Capp Sts.

M. & K. Corporation still has one job in progress not having yet completed the 17th St. sewer job. Two crawler riss are still in operation on this job. Swinnerton & Wahlberg has two

large building projects in operation. one on Main St. for the Matson Navigation Company and the other at Bush and Octavia which will eventually be a large apartment house. There will be con-siderable excavation work involved on the latter job. They also have a large addition to the present Standard Oil Building which will mean raising the building a few stories.

Lowrie Paving Company. Fay mprovement Company, Pacific Improvement Company, Pacific Pavements all have their bot plants in operation at present do-ing numerous small street paving jobs about the city.

The activity among the ship repair companies along the waterfront has remained on an even keel since the last report. Verv few rush jobs are ever brought in since the ending of the war so that the employment remains al-most on a constant level.

Negotiations Opened

Negotiations were to be opened on May 12 for a new wage scale and work conditions on the Pacific Coast-Master Shipbuilding agreementment and the Ship Repair

There is a large paving job contemplated on the runways at the San Francisco Airport. The bids for this work will be advertised sometime soon.

The local contractors in this district, including Henry Doelger Flovd Watson, Pete Farish, L. C Smith, California Paving Company, Ole Archibald and Union Paving Company, are all busy on housing projects along the peninsula.

The outlook for employment and prosperity is better for members of Local 3 in this district now than ever before.

About the Brothers

The Engineers continue to travel overseas. . . . In Okinawa Howard Dorritty, Harold Crooks, Joe Bertrand, Nick Nelson (who came home from Anguar and then went back to Okinawa). Truman Yaeger has signed up as master mechanic for one year at Venezuela with C. A. Caminos. Ed Nenn employed by MK as an equipment inspector came home from a 10,000-mile trip Cublican, Mexico and other to points; next assignment is Rio de Janiero in Brazil.

Home from Overseas: From Oki-nawa, Louis K. Smith and Roy Carpenter, superintendent Atkin-son-Jones; from Anguar, John B. Hendrix and Ray Schofield (now in Iowa where his father is seri-Favretto. From Mindanoa, Gene Favretto. From Guam, Donald Gay, Wilfred Clark, Lee Bellows, Ralph Crosher and Wm. Huckaby. Charles Hanke, master mechanic for Pollock Shipbuilding and our

Bros. Bill Reiner and Chas. Sheff, both stewards from Pomeroy's job on Guam, were recent visitors at the office. Can you imagine—Chas. Sheff came all of 3,000 miles back here just in order to get married! Love will do wonders, won't it, Charlie? * * *

Brilliant Future

An inmate of a booby hatch was about to be discharged.

"Now, sir, that you're cured," said the chief pychiatrist, "what are your plans?"

"Well," replied the man, "I used to be a lawyer, so I may go back to practising law. I'm a certified public accountant, and maybe Fll follow that profession. I speak seven languages, so I might go into the State Department. If I find I don't like any of them, I might become an architect or a plane pilot."

Having spoken he got up, placed his left hand on his hip, faced away from that direction, placed the back of his hand against his forehead. Then he extended his fingers and said: "Or maybe I'll become a tea kettle."

and reports quite a bit of activity. tendent on the airport job for Johnson, Drake and Piper, has cleared out to Spalleta.

At the Hein Quarry in Petaluma plant, Hopalong Cassidy is running

Also at Petaluma the Ben C Gerwick plant is working two shifts with Bro. Lee Polland and his son operating the two locomotive cranes, Bros. Bird and Windrom on the Gantrys, Bro. Ryder, Master Mechanic, and Bro. Griffin is doing the welding. Lee Immel was the successful

bidder on the Highway 101 job, west of San Rafael, and Bro. Higey is in charge of resurfacing.

E. E. Lowell was low bidder on the Santa Rosa sewer job, and also has many small jobs in the Vallejo vicinity.

I am informed that Brown-Ely have a new Northwest shovel for their quarry. This should eliminate the told steamers.

Huntington Bros. recently lined up a good reclamation job for the City of Petaluma. Deck Huntington is unloading for George French in the Dixon area.

Parish Bros. are making good progress on the Linden Lane job, and are running ahead of schedule. They have a few piles to drive for McPhail. They will soon be leaving for the big Contra Costa Canal job. Harms will be on his way in the stone that bore the inscription: very near future for the Redding "I expected this, but not just yet." area. Naturally the paving is up to -CHARLES W. LUNDAHL.

* * to

CRESCENT CITY HARBOR

Basalt Rock Co. has started on a million-dollar harbor job at Crescent City. A wharf is to be built for lumber runs to coast cities expected to hit between 2 and 6 million feet a week. Other Redwood Empire news in Eureka report, this issue.

* * *

Much work down the Penlinsula nowadays with big contracts for huge fills and paving work on the SF Airport and a five-mile stretch of the new Bayshore Freeway nearby, Chief contractors are Guy F. Atkinson Co. and Macco-Morrison Knudsen.

* * *

That was a truly human tomb-

A Citizen's Guide to **Reclamation Bureau Tells** Story of Most Important **Business for California** By RICHARD L. BOKE

Regional Director, Bureau of Reclamation in California

Convention has an iron grip on most public descriptions of vast engineering enterprises. They are commonly presented as the eighth, ninth, or tenth wonder of the world, as either larger or only first smaller than the Pyramids, the Empire State, or the Pentagon Building. They are, in truth, remarkable enough as proof of man's technical genius. But by now we know that these engineering skills are on order. We can even divide, subcontract, and put them together again. It is not here that the special challenge lies.

Suffice it to say that the Central Valley Project as presently authorized is a gigantic engineering undertaking involving the storage of very large quantities of irrigation water, the addition of 450,000 kilowatts generating capacity of hydroelectric power for Northern California, the transfer of water, directly and by a series of exchanges from Shasta Dam to points almost 500 miles distant, the control of ravaging floods, the improvement of navigation, the repulsion of salt MORE THAN "AGENCY" water encroachment and the development of much needed municipal and industrial water supplies. The dian of a national land policy with project will bring supplementary water to 500,000 acres of very valuable land and a new and complete supply to an additional 500,000 acres.

COMPREHENSIVE PLAN

But this is the project only as now authorized. Congress has called dependent land owners; and of defor a comprehensive plan for California's interior basin. The Bureau of Reclamation has submitted a program which, if approved by the Congress, will produce 1,700,000 kw. of hydroelectric energy where the presently authorized project produces only 450,000; will bring water to about 3,000,000 acres of new land THE STATE LINEUP compared with the 500,000 of the present project. The resources thus developed and preserved will have a decisive effect upon the future of California. With the wise use of this water and this power the ends gation Districts Association of Caliof a democratic society can be furthered. If they are allowed to reinforce present monopolies, democracy can be thwarted by the very techniques that ought to serve it.

California is a well-settled state and its agriculture is highly developed. Part of the project water stored for irrigation is destined for use upon lands already farmed. These lands, over-developed, pumping much of their water from rapidly dwindling underground supplies, face serious drought with the first extended series of dry years. A major purpose of the project was to bring new water supplies to these highly developed farms. But there is a condition which the Congress first enacted in 1902 and has frequently reenacted since-no land owner shall be entitled to draw Federally-developed water for more than 160 acres. In a community property state such as California this has been construed as entitling a man and wife to water for 320 acres. The condition for the delivery of water to land in excess of 320 acres is an agreement by the landowner to sell the excess portions at appraised prices within ten years after water is delivered. WATER DELIVERY This limitation on delivery of water has become an issue of the first importance. The Kern County Land Company, a single owner under the law, holds some 400,000 acres in California. Russell Giffen, who testified before a Congressional Committee that he operated a family-sized farm of 42,000 acres, has sold his family farm to Anderson-Clayton, the world's largest cotton factors. With the entry of the large distillers into California's wine industry new land baronies have come into being. In all, some 50 percent of all the land to be benefited is held by 5 to 10 percent of the owners. The delivery of publicly developed water to the present and developing pattern of privatelyowned land would deepen, confirm and for many years fix this pattern of ownership by pledging California's limited unused water resources and the Federal Treasury to its maintenance and support.

The Bureau of Reclamation occupied a generally non-controversial position in California public life during much of the early period of Central Valley construction. In this phase the Bureau was viewed largely as an agency of master builders, preeminent in its engineering skill, erecting functional edifices that would grace any landscape. It appealed to the deepest and most constructive impulses of the citizenry.

But the Bureau is more than a construction agency. It is a customore than 100 years of American history behind it. When the time came to apply this land policy, with its frank objective of protecting the benefits of reclamation for working farmers; of promoting healthy rural communities of innying speculative profits, the Bureau moved rapidly into the center of controversy, The large landowners of the valley, with certain exceptions, made it perfectly clear that they did not subscribe and had no intention of submitting to the limitations of Federal law.

The sides have formed rapidly. Demanding either waiver or repeal of acreage limitation were the California Chamber of Commerce, the Farm Bureau Federation, the Irrifornia, and the California Water Project Authority. To the support ground supplies of excess land ownof acreage limitations came the ers. If the excess-land provisions of California Grange, the Veterans of the law are not waived the large Foreign Wars, the American Le- land owners will refuse to execute gion; the American Veterans Committees, the AFL, the CIO, the sev- ply pump water from wells sunk eral Catholic welfare organizations, into their own lands without any together with many individual small farmers.

already taken place. There are un- complying farmer.

doubtedly many more to come. The IRRIGATION DISTRICTS major ones are worth a brief description.

DIRECT ASSAULT

In 1944, an amendment was introduced to the Rivers and Harbors Bill to repeal the excess-land provisions of Reclamation law as they might apply to the Central Valley Project. The amendment passed the House of Representatives but was defeated in the Senate.

FLOOD CONTROL APPROACH The Federal Government has long assumed responsibility for the control of damaging floods. The construction of works for the control of flood waters is a function of the U. S. Corps of Engineers. The identical structure may be equally suitable for flood control and irrigation purposes. From one point of view, flood control and irrigation are merely prior and subsequent phases of the same system of water management. There is one school of thought which holds that where irrigation is incidental to flood control as the object for which a Federal appropriation is made, reclamation law does not apply. There is considerable evidence to the contrary and in the recent joint venture of the Bureau of Reclamation and the Engineers in the planning of the Pine Flat Project, it is settled issue. The Army will construct and the Bureau will administer in accordance with Reclamation law. Notwithstanding the weight of the law and more particularly of recent administrative agreements between the two agencies, the flood control tactic still enjoys some popularity.

Against the application of the excess-land provisions, it has been argued that these provisions are unenforceable as they relate to underground water and will therefore result in an inequitable burden of payment falling upon the small farmer. The reasoning goes like this-a substantial part of the project water will be delivered to underground water basins, there to be pumped to the surface by the individual farmer, Since water thus delivered pays no attention to property lines or the presence or absence of signed contracts, much of this water will replenish the underrepayment contracts and will simpayment therefor. The result will be the levying of the entire irri-Many tactical maneuvers have gation charge against the small and taking of the Bureau of Reclama-

Aside from certain unpleasant

Central Vall

ethical aspects of this position, the argument is not weighty. Irrigation districts under California law have many powers including the right to incorporate holdings into a district without the consent of individual owners as well as the right to make variable assessments against lands within the district. A careful policy in the sale of the limited supply of project water to irrigation districts-a policy desirable on many other grounds-will seriously limit the supply available to those who may propose to appropriate without payment. Finally, the demand for irrigation water is very much greater than the Project supply and the Bureau will certainly prefer to deliver the water supply to those areas where it will serve the public purposes for which it was developed.

The concern that small farmers be not overcharged for their water is one that the Congress and the Bureau share with the advocates of repeal of the excess-land provisions. Congress has expressly provided that charges for water shall be in accord with the farmers' ability to repay and the Bureau naturally will offer water at rates in direct conformity with congressional enactment.

STATES RIGHTS ISSUE

The Central Valley Project as now authorized and as ultimately conceived, lies entirely within the boundaries of California. The State of California has always shown the liveliest interest in the development and construction of the Central Valley Project. For many years the initiative lay with the State. A Water and Power Act for purposes paralleling those of the C.V.P. was submitted by referendum to the people of California in 1922. The Pacific Gas and Electric Company with the aid of a citizens committee of its own creation and half a million dollars defeated the measure. In 1933, a Central Valley Project Act, passed by the California legislature, was forced to referendum by the same public utility. This time it received a popular majority. However, the revenue bonds authorized by the Act were never issued. Instead, there is a long record of application for Federal aid, commencing in 1931, vigorously pursued at the very time the referendum was before the people and successfully culminating in 1935 when the Central Valley Project, as a result of strenuous efforts by the State, became an official undertion.

GOVERNOR'S ACTION In 1939, the Governor of California, with the endorsement of President Roosevelt and Secretary of the Interior Ickes, sought to have the Project turned over to the State of California for operation and maintenance. The Governor's recommendations were embodied in a piece of legislation known as the Pierovich Bill, which, debated under a special rule in the closing days of the Legislature, failed by two votes of the necessary twothirds majority. The Governor attributed its defeat to the "power trust representatives." The Central Valley Project is a Federal undertaking today largely because powerful private groups within California were unwilling to have it otherwise.

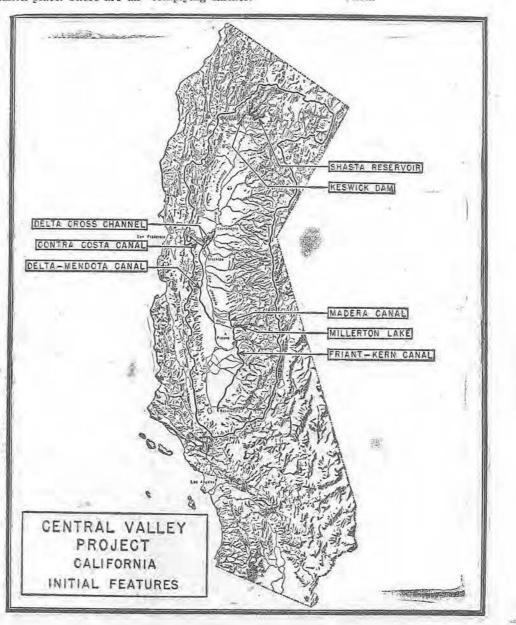
Many of the same groups who, in 1939, successfully opposed State operation are today in the forefront of the move for State control. It seems reasonably clear that State vs. Federal control is a subsidiary issue. The real issue lies with the policies by which and the objectives for which the Project is to be administered.

From one point of view the States Rights argument marks a broadening of the social horizon of those opposed to the provisions of Federal law. The much stricter position has often been taken that the sovereign body should not be the State at all but rather that group of Valley counties where the benefited lands lie, or more particularly the organized Irrigation Districts within those counties. The claims of other groups to an interest in the Project have been regarded as carpetbagging or worse,

OVERLOOK FUNDAMENTALS

This view neglects elementary financial, as well as political, rights. The price at which Central Valley farmers receive their water will be heavily subsidized and the subsidies will be from two sources. The Federal government assumes the cost of that part of the expenditure which might otherwise be justified for flood control and navigation. Since Shasta Dam serves all three purposes-flood control, navigation, and irrigation -the costs of irrigation are substantially reduced. Further, the Federal funds advanced for irrigation do not bear interest and the necessary capital is advanced to the water users without cost for its use. To this Federal subsidy the citizens of the State of New York make a substantially greater contribution than do the citizens of California.

The second major source of subsidy to the water users of the Valley comes from the users of electric power. The rates governing the sale of power, although substantially lower than those of the private utility, are still high enough to contribute nearly \$100,000,000 to the subsidization of the users of irrigation water. The consumers of electric power, although often inarticulate have a clear interest in



the policies of the Project.

The major instrument by which the Bureau of Reclamation applies Federal law is the water contract. This is an agreement entered into between the Secretary of the Interior and an Irrigation District which sets forth the amount of water to be delivered, the price, the obligation of the District to enforce the excess-land provisions of the law and other rights and mutual obligations. Contract negotiations have proceeded at a lively rate throughout the Valley and two contracts have been completed, with others in various stages of negotiations.

These are not the ordinary contracts which the Bureau offers because this is not the ordinary project. The contract offered to the Irrigation Districts contemplates neither the conferring of absolute water rights nor the transfer to the Districts of Shasta and Friant Dams, and the hundreds of miles of major canals, each the equivalent of a fair-sized river.

For this and other reasons (particularly their application of the excess-land law) the contracts have been vigorously attacked by representatives of the Irrigation Districts Association and others. Leaving aside for the moment the interesting question of what individual (Continued on Page Five)

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(Continued from Page 4) Irrigation Districts would propose to do with Shasta Dam if they owned it, it is worth looking briefly at the water management problems involved in a basin-wide operation of this magnitude. SHASTA DAM WATER

The water stored at Shasta Dam is obligated to a large number of separate but intimately related purposes. The release of water from the Dam must be intricately regulated to meet the commitment to the Districts to deliver irrigation water at the appropriate time, maintain power delivery to its power customers, maintain the depth of the Sacramento River for navigation, and furnish the supply of municipal and industrial water which has been contracted for. In addition, the Project must be in a position to store water when flood hazards are present and release it when they are absent. The claimants to the same water and power supply may be in areas as widely separated as Redding in the North and Bakersfield 450 miles to the South, and the task of administration is the very complex one of using and reusing the same storage capacity and the same water supply for the many beneficial purposes and the numerous separate customers of the Project. It is readily apparent these purposes pany. Its opposition has been uncould be more efficiently achieved remitting, resourceful, and wellby a single agency than by a coalition could ever be achieved.

The second objection to the current contract is more plausible. The individual water user does not acquire an absolute right to own water, although it is inconceivable that, after the forty years of use the objectives remain unaltered. A guaranteed by the present contract, review of the major tactical posithe right to continuous beneficial use would be impaired.

PRICE OF WATER

Notwithstanding the substantial subsidy from power users and the Federal government, Central Valley water will not be cheap. If the conventional contract were executed requiring amortization in 50 years, a period incidentally which is much less than the useful life possibly be found for any additionof the Project, the resulting water rates would quite probably exceed the long time capacity of the farmer to pay. A substantially lower rate can be offered under the present procedure. The point is widely understood among the working farmers of the Valley who would pay no great price for a small share in the physical possession of Shasta Dam.

This, then, is the outline of the land and water controversy. But gress. At virtually the same mo- ment was being pressed, the Pacific it is a dream with power to compel. this is only one of two major con- ment, the same company was urg- Gas and Electric Company an- It has deep meaning for millions troversies. The second involves the ing the Federal Power Commission nounced the commencement of a of war workers and veterans. And no less important question of who shall have the benefits of the public power generated at Shasta and Keswick Dams.

Here, too, there is clear and unequivocal Federal policy. Congress has enacted and reenacted a policy of public preference in the sale o public power. According to this policy, municipalities, irrigation districts, cooperatives, and other public bodies shall have a prior right to purchase power. There are many municipalities in California in a position to benefit. Some already own their distribution systems. Other undoubtedly would acquire them.

bottled up at a point where it can in the area. have no conceivable function or use. The Pacific Gas and Electric Company was in error on two mission lines. During the war, it would have been unthinkable to permit the waste of Project power. the Pacific Gas and Electric Com-Consequently, a contract was signed with the private utility disposing of the entire output of Central power even at the rates then pre-Valley power.

California have declared the pre- of glut. ferred beneficiaries. An appropriation has provided for a single transmission line which, at best, can carry only a portion of the energy Electric Company remains the principal beneficiary of this investment of public funds. As matters stand, of the Project itself-power needed very substantial rate reductions. to operate the large pumps by Joaquin Valley-must be secured through facilities of the Pacific Gas the output of the Project. and Electric Company.

POWER CO. OPPOSITION

The principal opponent of public power in California is, of course, the Pacific Gas and Electric Comadapted to the changing situation. Mention has already been made of the role of the Pacific Gas and Electric Company in earlier initiation and referendum measures. There has been a marked change tions may be useful as a guide through the contemporary phases of the struggle.

DOCTRINE OF "GLUT"

During the years prior to 1936, the keystone of the argument against public power was the assertion that the supply of power pany than by sale to municipalities. in Northern and Central California was plentiful, that no market could farmers based on the erroneous al supply, that the delivery of sum that could be secured from power from Boulder Dam would power the less the charge for wamake an already bad situation supplied. As late as 1941, a substanby the Pacific Gas and Electric Company in testimony before an appropriations committee of Con-

The Pacific Gas and Electric lines. Having failed to maintain a Company has a network of trans- counts. Even before the war it was power, the company has retired to perfectly apparent to most observers, as it should have been to pany, that far from a glut there was an impending shortage of vailing. The company's application The Project is still without the for additional power generation means to bring its power to those facilities suggests that it was not and E. prefers a high one. If the whom Congress and the State of irrevocably wedded to the doctrine

In addition, the economic preconceptions of the utility were questionable. One of the well established characteristics of the power generated. The Pacific Gas and market is the great increase in the use of power which accompanies a reduction in the rate at which it is sold. The public distribution of even the large power requirements Shasta power would accomplish

The evidence points unmistakwhich water will be transferred ably to a market for power more from the Sacramento to the San than ample for both the present output of the private utility and PUBLIC POWER FIGHT

The arguments mentioned heretofore had for their object the prevention or impairment of public power generation. About 1936 the tactics changed. In this year and for every year thereafter the company announced itself as reconciled to the public generation of power and, as evidence of its desire to cooperate, offered to purchase the entire output of Project power and, as a further evidence of good in the tactics of the conflict but faith, offered an attractive price for the lot.

Thus begins the second phase. The position of willing customer had much to recommend it. It lent itself to much more flexible use. To begin with it was pointed out that the Federal government would large and important segment of our secure larger revenues by sale to the Pacific Gas and Electric Com-A special appeal was made to supposition that the greater the ter. In this argument it was made worse and that the generation of to appear that the farmer of the additional power by the Central Valley was the natural enemy of is sentimental in this dream. The Valley Project would simply glut a public power despite the fact that great expanses of arable land that market that was already over- power is one of his major costs. once nourished it are now well Before Congress it was argued that settled. The new frontiers are tially similar position was urged publicly-owned transmission lines opened only with the aid of giganwould be an indefensible duplica- tic structures of steel and contion of existing facilities owned by crete, mammoth dams and vast the company. The while this argu- networks of expensive canal. But

rious consumers. Without trans- to grant it permission to develop large scale program for the con- it is a dream to the fulfillment of mission lines the energy is wasted, additional power at new sites with- struction of new transmission lines which the Central Valley Project paralleling the proposed public is pledged.

> monopoly in the generation of a second and so far partially successful position of exclusive ownership of the distribution facilities.

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Alice-in-Wonderland about it. The seller, the Federal government in this case, offers its power at a reasonable price, the buyer, the P. G. Federal government has entered the power field with the ordinary objectives of a private entrepreneur the Company's offer would have been irresistible. A public power program, however, exists for a wholly different purpose-to bring cheap and plentiful power to the people in the area it serves.

The record is not only one of obstacles. It is equally a record of involved. obstacles surmounted. The final chapter has yet to be written but the present inventory is by no means discouraging. Public power is being generated. A portion of it can be transmitted over public power lines now being built. Contracts have been signed with Irrigation Districts providing not only for the sale of water but the enforcement of the excess-land provisions of Reclamation law. Most encouraging of all is the growing public understanding of the issues. For each advance in public understanding has been a period of growth for the project.

The struggle is an old one. Much of American history is written in its terms. It is the struggle to maintain economic opportunity, the struggle against concentrations of power. It is the struggle against the proletarianization of rural society, the struggle to keep alive in one economy that fondest of American dreams-free access to economic opportunity, the right to choose an occupation and progress in the chosen field and finally, and perhaps most important, the right to be one's own master, secure in the possession of a share of the nation's resources.

There is undoubtedly much that

Hangs up record for dirt-moving The situation has much of the in Shasta region

Five

By E. A. HESTER Representative, Local 3

Redding-A record has been broken and a miracle performed under the direction of Brother Russell (Andy) Webster, Supt. for M. N. Ball and Son, on the Shasta Road job, where he has finished moving over 500,000 yards of rock and muck, with about 75 Engineers

Through the whole construction of the project there was not one complaint made by any one of our members. Again I say, a miracle performed. Congratulations are in order for Brother Webster and his entire crew of Engineers. It has been said by all of his men that he is well qualified for the posi-tion that he holds. An orchid for Miss Thelma Stevenson, paymaster, for trying to please everyone.

It seems that Barmon Bros. of Sacramento are taking over in this district. They are now moving. in on their million-yard job, leading out from Shasta Dam to Summit City. We expect to have about 75 engineers on the job soon. They are also about ready to go on their six-mile surfacing and pav-ing job between Shasta and Wiskeytown. They were recently awarded another 21-mile repair, surfacing and blacktop job between Camby and Alturas, Modoc County. They are also involved in a lot of federal road work near Hayfork, Trinity County.

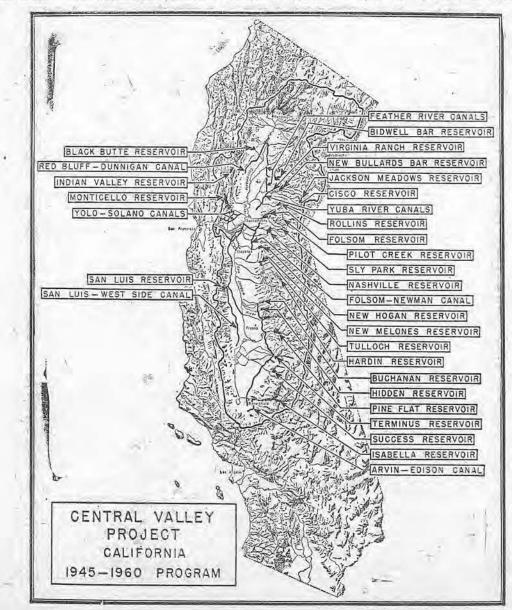
\$200,000 Redding Job

Fairy Hammons and Pete Farish were awarded the Whitmore job at \$200,000. The job is situated about 12 miles east of Redding, on Highway 44. They were also low bidders on about 27 miles of surfacing and blacktop between Doris and Tulelake, Siskiyou County.

Morrison and Knudsen Construction Co. have completed their Fall River Mills dam project, and are now moving their equipment in on their road job at Red Bluff, Tehama County.

James I. Barnes Construction Co. of Santa Monica, California, are now all set for action on the bridge job across the Sacramento River in Redding. Phoenix Construction Co. are increasing their force at Cottonwood. Also E. B. Bishop, Cedarville, Trisdale and Parsons, Wixon and Crow continue to hire men for their P.G. & E. clearing job and pole line between Cottonwood and Eureka. There is about 150 miles left to go.

Bids on the highway and underpass at Hornh



PURPOSE OF ACT

. In theory, the Federal government and the State of California do not differ on this point. One of the stronger statements of public power policy is contained in California's Central Valley Project Act of 1933, which presumably governs the policies of the State and the California Water Project Authority which was created by the Act to give force to those policies.

Neither Federal nor State enactments, however, have proved sufficient to accomplish their purposes. All energy generated by the Project is being sold to the Pacific Gas and Electric Company for resale under such terms as it and the California Railroad Commission deem proper. The circumstances responsible for the present anomalous state of affairs are worth recording.

The situation today can be described simply. A large quantity of hydroelectric energy is generated Shasta and Keswick Dams. Transmission lines are required to distribute that energy to the va-

Siskiyou County, were opened April 30. This is to be a large job. Information is not available as to who was low bidder.

We expect to see a lot of activity in the neighborhood of Hayfork, Trinity County, very soon. A lot of federal road work is com-ing up. Barrett & Hilp are tied up on account of right-of-way. Brother Bill Bacon is placing the pin stock for Eichley at Shasta Dam, with 150-ton derrick. Brother Edward Lynch is looking after the equipment, while Brother Art Garzet pours the oil on.

The Bureau of Reclamation is doing a lot of work on the Keswick and Shasta Dams. All equipment is manned by operating engineers who are receiving the construction scale.

I regret to report that on April 22 our good Brother Dan Leslie met with a fatal accident while working for Trisdale and Parsons, near French Gulch, Calif. His tractor turned over and rolled down a hill. He leaves a wife, Mrs. Pearl Leslie, and two children,

James, 22, and Viola, 19. * * * San Francisco office of Local 3 reports the boys are traveling far and wide these days. Brothers are coming from, going to, or writing from such faraway points as Guam, Okinawa, Alaska, Mexico, Venezuela, Hawaii, the Philippines.

Many persons who pose as fountains of knowledge are intellectually nothing more than little squirts.-SHANNON FIFE.

Big jobs fail to open up in San Jose, but most of boys appear to be busy By M. G. MURPHY

Business-Representative, Local 3

San Jose-Well, brothers, there is little change in this district since my last report. No large jobs have been let and most of the work now going on is small stuff-housing tracts look Branch of the Bureau of (plenty of those), street work, sewers, basements, etc. very little highway work).

Guess we shouldn't complain too much, though, as this so-called "small stuff," together with Permanente and the many gravel plants and material yards have kept most of the local brothers busy so far, (me, too).

Postpone Celebration

The celebration for the comple-tion and opening of the New 101 Highway or Freeway on which N. M. Ball, Fredrickson & Watson, Heple and a great number of Local 3 men have toiled for so long and hard, has been postponed until around the first of June. This new highway will practically isolate San Jose but we will still be on duty at 40 No. Morrison Street and will be glad to see any of the brothers who care to stop in.

Pittsburg-De Moines Steel are making progress on their new fab-ricating plant on Alviso Road. Earl Stuart Company are laying roads and doing what little excavating there is, with Brother Roy Thomp-son as "Super."

Leo Piazza have started their 4th St. Highway Project which is a connecting link to 101. The "Super" is none other than that well known character, Harley Dav- their steel job at Bee Gee when idson. Needless to say, the job is the material supply will permit. As progressing nicely. Mr. Piazza also I've said before, steel really govhas some equipment on the Rich-

their West San Carlos job and has all his equipment in operation from there most likely they will go and the same applies to George to Palo Alto where they have a Renz. . . M. G. M. Company of \$280,000 job, not to mention all Concord have moved into this little equipment quite busy and at times year in construction.

their work on the many housing projects in and around San Jose. Brother Halberg is superintendent of most of this work and Brother "Doc" Merrill and Charley Duncan, the"Pushers.'

A. J. Raisch Company are still also on Richmond-Lowell Sub Division. . . Raymond Concrete Pile have completed their job on the new Roos Bros. Building and Bro. Bellah has moved his "Driver" out. This company also has a job on the new Telephone Building and recently double shifted. Brother J. E. Lang is on the first shift and Brother Ben Phelan on the second. Altogether, I believe there are more than 1100 piles to be driven and that is quite a job in close quarters. . . A. J. Raisch and Earl W. Heple have almost completed their contract for the black top paving on the new Palo Alto-Bayshore Drive-in Theater. This lucky). is the second show house of this type to be built in this district. Popular here—where nights are warmand balmy.

Gilroy-Hollister News

Bay City Engineering Company are still working intermittently on erns many projects under construcnas some equipment on the Rich-mond-Lowell Sub Division and a small project near Campbell and Brother Matus, as always, is doing his utmost to rush them to com-pletion. Union Paving are soon to finish their sumed work on their ferguson pletion. Union Paving are soon to finish their sumed work on their ferguson pletion. Union Paving are soon to finish their sumed work on their new hot plant in operation and are put-their sumed work on their ferguson pletion. Union Paving are soon to finish their sumed work on their new hot plant in operation and are put-their sumed work on their ferguson portion Paving are soon to finish their sumed work on their new hot plant in operation and are put-their sumed work on their ferguson pletion. Union Paving are soon to finish

Predicts 1947 **To Top Record** For Building

Washington, D. C. More money will be spent on

new construction in 1947 than in any previous year in the nation's history, according to Herman B. Byer, Assistant Chief of the Employment and Occupational Out-Labor Statistics. That huge program, the Labor Department official predicted, will require something over 21/2 million workers at the site of new projects during the peak month, probably September.

city on a fair-sized pipeline job and A. J. Raisch Company are still busy on the Kaiser homes project, also on Richmond-Lowell Sub Divi-Α. cessful bidders on a medium-sized job below Hollister and Tres Pinas and have started operations. Broth-er Dave Hanny is the "Pusher." As you know, this company is now very busy on their job between Gilroy and Salinas (on 101) which will eventually make a four-lane highway between San Francisco and San Luis Obispo. I'm quite positive that as soon as more steel is available for bridges and overheads, there will be another couple of good-sized jobs on which the State will ask for bids on this one specific highway. The sooner the better for us and A. Teichert (if they are

Doings at Salinas

Since I mentioned 101 and the four-lane highway, South, I must mention that bids will be opened for another stretch between Salinas and Castroville and between Chular and three miles north 101 and be-tween Salinas and Watsonville the material supply will permit. As Junction. All adding to the improvement of the highway system.

Monterey Happenings

Clerks International To Hold Convention In S.F. on July 14

Lafayette, Ind.

The 20th convention of the Retail Clerks International Association (AFL) will open in San Francisco July 14 with AFL Pres. William Green and Sec-Treas. George Meany among the scheduled speakers.

Sec.-Treas. James A. Suffridge said arrangements were being made to accommodate more than 1,000 delegates. There are 1,500 eligible delegates, according to union records.

No full-dress convention has been held by the union since 1939. Normally conventions are scheduled every four years, but none was held during the war.

are finding it difficult to keep away from acquiring a backlog. . . . F. C. Stolte Company are also busy on their many projects in this locality. . . . M. J. Murphy of Carmel is in the same category. Wherever you look there's something going on and I must mention P.C.A. at Lapis. They too have increased production on their sand plant by installing a new slackline cableway and are still experiencing difficulty in supplying the demand for sand.

Watsonville News

Granite Construction Company have all their equipment out of their yard, so that speaks for itself. . . Larry Karstedt is in the same position. . . . Leon Welding Works of San Juan Road are also keeping their steel-erecting crews busy As I understand it, they are moving to San Jose for a big job soon.

Santa Cruz Developments

Fresno overpass job expected to get going soon By H. T. PETERSEN

Representative, Local 3

Fresno-Highlighting this month's report is an announcement by the State Highway Commission that bids will be called for the \$1,700,000 Monterey Avenue Overpass in the city of Fresno.

This job will eliminate all grade crossings and also will act as a traffic diversion system for north and south bound traffic into and out of various parts of the city. It is hoped that the contract will be awarded early in June and work must be started immediately in order to take advantage of the Fed-

eral funds allocated to the project. At the last city election the voters of Fresno put their stamp of approval on a \$4,500,000.00 storm drain system, also \$2,650,000.00 for construction of new schools. These provide to be storted in the interprojects to be started in the im-mediate future.

Lining Operations

Arizona-Nevada Constructors have started their concrete lining operations on the slow march to-wards Bakersfield. The Company is employing much the same system as the Peter Kiewit Company, but have introduced several innovations for the handling of material which should pay dividends in the amount of footage per day in lining. Bro-ther Chet Mayhew is in charge of the trimming operations and Bro-ther Fred Hogadone has the slip form

During the past month Morrison & Knudsen & Hasler have moved the 9W Monoghan to the second schedule of their contract and will

also start concrete operations on the Kings River Siphon. Peter Kiewit Co. are operating on about the same basis and making fair progress although their lining operations are temporarily suspended.

Bechtel Bros. & McCone Co. are (Continued on Page 12)



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

tions with the Inter-Mountain Branch of the Associated General Contractors for work of our membership in the State of Utah might be described as following the National pattern.

That is, the contractors are willing to bargain, but on their own terms, alone, and are stalling, hoping newly enacted laws might remove their obligation to bargain. In this hope they are apparently doomed to disappointment, as were the employers in the basic industries, and the more enlightened

increase in the cost of living; the Relations Act, enacted at the last rison-Knudsen Co. and has result- membership can help us by turninconveniences our members are under in working on most of the become law. This law prescribes is a session of the state Legislature, oilers, as well as others, going to about our membership. If it interjobs in this state, especially the isolated jobs; the fact that the other trades have had three in-creases (including this year) since 1942 and the Operating Engineers only one; that the Engineers have been very honorable in keeping their creases (including this year) since only one; that the Engineers have been very honorable in keeping their creases are described by our attorneys isolated jobs; the fact that the creases (including this year) since only one; that the Engineers have been very honorable in keeping their creases are described by our attorneys isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including this year) since isolated jobs; the fact that the creases (including the their agreements (a statement in til we have an official ruling from which the contractors concurred); the Utah Labor Relations Board that the national pattern was for we cannot be sure and our mema greater increase and that we bership is advised to attend our were willing to pay the price in regular meetings at which the law

securing our just demands. Other Agreements

and the rulings will be explained.

Dispute With Utah-Idaho

Salt Lake City-Negotia- Committee of the A. G. C. in a called Clegg-Vest Bill, an amend- Airport and the City of Redmond, edly mostly our fault for not hav-masterly manner, pointing out the ment to the present Utah Labor which work is being done by Mor- ing a better news nose but the work

> On May 28, the Bureau of Reclamation is opening bids for the completion of the Salt Lake Aqueduct, which involves the making and laying of 13 miles of five-foot concrete pipe and the incidental work connected with such a project. If this contract is awarded to one firm this project should mean two years work for 30 or more of our members. On June 16, the Bureau will open bids for the completion of the Duchesne Tunnell, a project abandoned be-

ests you, you can be sure that the rest of the membership will be interested.

Stewards, Attention!

Your attention is called to the following Trade Rules adopted at our recent "special called meet-

Rule 1. No member shall work on any job unless one or more members act as steward. The first member on the job shall act as steward until three (3) members employea, when they are Snall meet and elect one of their number as steward. There shall be a steward on each shift and on each unit of the project. Care should be exercised by the members in electing stewards to see that members with experience are elected, that they are of sober and calm judgment and that they can get around the job, if necessary. Rule 2. No member shall be permitted to refuse to act as steward, when elected, and all stewards shall immediately notify the Business Representative in charge of the job of their election. No member shall act as steward unless approved by the Business Representative and the company notified, in writing, of the election of the member or members as steward. It is expected that our membership will religiously live up to these rules as they were made for your benefit and will greatly help your business representatives in policing the work and improving the working conditions of the membership.

ones are beginning to chaff at the delay in completion of the negotiations.

At all times your representatives have shown a conciliatory attitude and to date, with the exception of wages, have worked out the major portion of the agreement in a manner that, we are sure, will be satisfactory to our Construction Co. at Cedar City; fnembership. In the matter of the Permanent Shop Agreement wages we have receded from the original demands of our member- Mixed Concrete Agreement, the ship and have offered two compro- terms of which have been agreed mises in an attempt to reach a settlement. To both of our compromise offers the contractors have turned a deaf ear and have agreement on wages has been stuck uncompromising to their reached covering construction first "take it or leave it, not a bargaining offer" of 12%c an hour increase.

Swanson At Sessions

In order that the contractors might have a thorough understanding of our local's position, Business Manager Victor S. Swanson, accompanied by President Pat Clancy, flew in to assist us in our deliberations with the contractors. At this meeting a compromise of-fer of 17%c an hour increase (with the exception of the Tournepull classpification, the Grease Monkey and a couple of other classifications that have more or less been agreed are entitled to a higher rate) was offered. This offer, to date, has not been accepted by the contractors and at this writing the matter is stalemated.

The matter of the other agreements under which our member-

ship works in this state are more or less stalemated while waiting for the settlement of the construction agreement. These agreements include the Permanent Plant Agreement, mostly affecting our membership employed by the Utah and the Sand, Gravel and Ready to with the exception of wages. These agreements will be simple to consummate as soon as an work.

Engineers Win Election

With a thumping majority of 34 to 11, Operating Engineers Local 3 bested the CIO Mine, Mill and Smelter Workers on April 19, at the plant of the Pacific Bridge Co. at Park City, Utah. This victory makes Operating Engineers Local 3 the sole bargaining agency for all mill and outside employees of this plant, which was erected last year to work over the old dumps near Park City and, we hope, is the first of several similar plants to be erected in this state. Credit for this win in a strong CIO town should go to Brother Casebolt who mainly organized the employees and conducted the campaign. Negotiations for an agreement will start May 11.

Clegg-Vest Bill Law

For a number of years the Teamsters Union in the State of Utah has had an agreement with the Utah-Idaho Concrete Pipe Co. covering this company's "plants and other operations." This company manufactures concrete pipe which is ordinarily sold to con-tractors or builders. Recently the company began to take contracts to make and lay the pipe, which brought it into the construction field and it attempted to interpret its agreement as covering all its "operations" to include construction.

As the company also attempted to interpret its agreement as carrying a lesser wage scale (although no classifications or wage scales covering engineers were included therein) and providing for a 40-hour week instead of the five-day week, this naturally lead to a dispute which, at this writing, is not settled (in fact this dispute almost prevented this article from being prepared). It is hoped that when this article is in print that this matter will have been settled to our satisfaction.

Work Prospects Better

Although our unemployed list has been smaller this winter than it has been for some years, due to more members securing work in permanent shops or leaving the state looking for greener pastures, yet the prospects for new work looked gloomy until recently. Re-cently, the U. S. Army Engineers

cause of the war. This contract should provide a large number of jobs for our membership.

Also in the offing are rumors which are pretty substantial of other large projects in the state, which makes the future prospects for work look more promising. In addition, there will be a large number of jobs open in Southwest Wyoming, a section that we are assisting Local 326 to man the jobs and to police. Prospect for road work doesn't look too promising but we are sure that the present jam on new road construction is going to be broken, especially when an outraged public begins to wonder why it isn't getting any new roads for its gasoline taxes.

Secretary Congratulated

Recently, the well-liked and popular secretary of the Provo office stood up and took the marriage vows with Brother Frank Boylan, one of our popular shovel runners and a member of Local 3. It is a pleasure for us to take this means of wishing the happy couple on behalf of ourselves and the membership a long and a happy married life. We are sure they not only deserve but are going to have both.

It is our wish and desire and also our orders to print in these columns as much local news about our membership as we can secure. pleted at a cost of \$150,000, is one We wish to apologize for not hav-Business Manager Swanson pre- Clegg-Vest Bill Law began to consider several flood ing more of this type of news to Utah and would in several flood offer this month. This is undoubt- much larger city.

New Provo Office

Your attention is drawn to the fact that the Provo office has been moved to Room 6, in the new Labor Temple, 165 W. 1st N., Provo. The telephone number (when the strike is settled) will remain the same, Provo 630. This new Labor Temple, recently comof the most modern buildings in Utah and would be a credit to a

May 16, 1947

ENGINEERS' NEWS

A FREE AMERICA CANNOT EXIST WITHOUT FREE LABOR!

A 1947 APPEAL TO REASON

The first step toward totalitarianism starts with the shackling of labor. It so started in Germany under Hitler . . . in Italy under Mussolini. And when government assumes comprehensive control over labor, the complete regimentation of business must follow. It is merely the other side of the same coin. And this is totalitarianism.

You Must Decide Now

The next few days may decide the destiny of America . . . and with it your future and that of your children. You now have the cold choice between productive prosperity or another dismal depression. The hour of decision is here.

This Vicious Anti-Labor Bill Will Hurt You

The pending Taft-Hartley anti-labor program would destroy free enterprise by destroying labor. To you personally it would deny well-recognized rights, impose hampering restrictions, and lay down strait-jacketing rules. It is un-American and so unfair that, if ever enacted, it would surely increase rather than decrease America. It would recruit more people into the ranks of those opposed to the American way of life than the Communist Party itself could ever hope to deliver. You, as an American, have no use for the hateful doctrines of Communism or any other form of totalitarianism. Only reactionary Fascists would even consider any bill which makes freemen work against their will.

Slave Labor Is Never Productive Labor

The productive force of free labor brought America victory and prosperity. Have some Americans already forgotten the heroic fight for freedom made by labor on both the home and the fighting fronts? Surely, you haven't forgotten! You know well how free American labor outfought and outproduced the slave labor hordes of Hitler and Hirohito! Now, in victory, will labor's reward be the shackles of slavery?

Your Mandate to Congress

The recent "mandate from the people" given our Congress surely was not a mandate to turn back the clock of social progress! The real mandate given grew out of a protest against bureaucracy and continued wartime regimentation. It was a cry for freedom —surely not a plea for the very bureaucracy and regimentation that this proposed anti-labor legislation would revive.

Free Labor Has Made Your America

In America, every one who works for a living is "labor." Fundamentally all our problems are the same . . . under our existing social order, America has achieved all-time records for prosperity. America stands practically alone as a powerful nation of plenty, in a world of tragic poverty. This is not merely an accident of history, or a reflection of the bounty of nature; it is the hardearned product of our way of life with political freedom and

industrial strife. It is designed to destroy labor by powerful reactionary interests and written in a spirit of blind vindictiveness. It is an open invitation to national disaster.

You Don't Want Communism

The enslavement of the working man in America, by prohibiting free bargaining among freemen, would wreck our Nation's position as the defender of democracy and the champion of freedom in the fight to halt further expansion of Communism. It takes free labor to check the menace of Communism, which always thrives amid chaos, disorder and oppression. The proposed antilabor bill would surely bring chaos, disorder and oppression to economic opportunity for all. It is proof that good working conditions and good profits go hand in hand.

We Need Production NOW

There are stupid and vindictive men who are unhesitatingly permitting and abetting the ruin of the free labor system that has made us great . . . and at a time when every one of us knows that our every moment should be utilized, not by internal strife, but by an honest effort to produce more and more goods to meet the desired needs of all people. Surely this is no time for dangerous experiments with totalitarian controls that will ruin the efficiency of our productive plants.

This is the first of a series which will expose point-by-point the dangers of the Taft-Hartley anti-labor program.

American Federation of Labor

WASHINGTON 1, D.C.

Ten

What's doing in the Oakland office

By AI Clem, T. D. Bryson and Glenn Dobyns, Business Representatives, Local 3

has started shining on both sides of the fence things have been looking up considerably for the Brothers in the Oakland area.

For the first time in many a moon our out-of-work list is on the decline, and unless something unforeseen happens, we hope to be able to lower it considerably during the next few months. While there are no large jobs in the offing, grading work for various housing projects and other small jobs keep the brothers quite busy. The bad feature is that most of this work is of short duration, but at least we are glad to be able to report that right now things are improving.

J. R. Armstrong is rounding out the road job in San Pablo, while the J. H. Pomeroy Company at Pittsburg continues to go along about the same as usual with their job at the steel mill.

N. M. Ball & Sons are moving in on the Willow Pass job and getting ready to pour concrete. Harms Bros. are finishing their portion of this job and have taken most of their equipment to the job in Redding.

Parrish Bros. are setting in for an all-summer job on the canal near Martinez and at present are busy getting their cats onto the project.

On one of our recent routine trips we dropped into Ball's yard in Berkeley, and found a pretty barren looking place, with most of the equipment out on jobs. We were talking to Brothers Oscar Fryar and Bill Sorenson and they said they aren't anticipating much activity in the yard in the near future.

Start Highway Job

Keeble & Brown have started their highway job at the Naval Fuel Annex at Point Molate. While the road is less than two miles in length, extending from Blake Bros. Quarry to the Depot, there will be nearly 135,000 yards of dirt to move. Brother Antonio Bruno is superintendent out there-his first work in this territory for some time. However, he is well known, having spent many years on this side of the Bay. We are sure that all those brothers who worked with him will be have glad to know he is back and we join them in welcoming his re-turn. Brother J. G. Burns has been acting as steward and says everything is going along fine. By the way, this Burns fellow is one boy who either loves the local climate or the job of skinning cat. This was proved conclusively in the recent case of the Hay Bailer. It seems that, having an eye for business, Brother Burns acquired half interest in a bailer and set it to work near Fresno. Fired with enthusiasm, he was all hopped up to run it but a combination of dust, hay and hot weather caused this zeal to suffer an untimely death. and made cat skinning in the nice cool bay fog seem more inviting by the minute. So Burns says, "Here, Partner—you run the bailer, I'll stick to cats." Good deal, Brother Burns, and might we add that if you ever get on a rig that needs patching-you should always have at least one roll of bailing wire handy to do the job.

steward job jointly.

Dropped by Noble's yard at the foot of Seventh St. the other day and everyone seemed to be busy down there. Brother Jim Cook is still operating the crane, with Brother Clarence Nelson doing the oiling. We detected a faraway look in Jim's eye, and imagine he was looking into the future toward the time when he will be getting that crane of his own.

Talked to Brother Vern De Ago, master mechanic for McCosker, not long ago. He says that things are pretty slow around the shop right now with Brother Joe Call the only mechanic on the payroll.

Niles Canyon Bridge

The bridge being constructed over the Western Pacific Railroad and the present highway in Niles Canyon is a portion of one of the most interesting road jobs in progress in this area at the present time. The old river channel in the canyon is being converted into a two-lane highway with the center of the road following the middle of the former creek bed. For the bridge approaches, which total seven-tenths of a mile in length. 12,000 cubic yards of the old bank was used for fill along with 50,000 cubic yards of imported borrow. On this job sacked concrete rip-rap is being used for the first time as bank protection. Eighteen hundred cubic yards of this rip-rap tops the fill and seven feet more will be added later. The job is being done by R. G. Clifford and Al Biasotti & Sons, and has furnished work during the past winter for a few of our members. Brother Craig Mort has been operating crane with Brother Joe Campbell on the mixer and Brother George Langford holding down the oiling job.

The Rock, Sand and Gravel Industry is experiencing one of the largest booms in its history. Every plant in the Pleasanton-Livermore area is running at full capacity at the present time. The red rock quarries in the East Oakland-Hayward-Niles area are also running full blast and it seems that right now everyone wants rock.

The University of California has purchased several of the barracks at Camp Parks and the process of cutting them up and moving them to the University grounds is now in progress. Daley Bros. have the contract for this work and of course they are using Local 3 men on all equipment. Brother Sam-ways is superintendent with Brother Graves operating the crane and Company, it is shipped to the tem- we believe he will be Brother Pete Higgins oiling, while porary plant of American Concrete recovered before long.

compressors and generating plant. We will have another crane crew erecting the buildings as soon as they arrive at the campus, which should be within the next ten days.

Raymond Concrete Pile has three drivers in operation on the job at the Standard Oil plant in Richmond. According to Superintendent Carl Johnson, the work is moving right along with 5,600 piles to be driven.

The Oliver de Silva Company recently finished a 100,000 sq. ft. paving job at Pleasant Acres for the C. Dudley De Velbiss Company. They also have a small paving job in operation in Antioch at the present time.

The Ace Tractor and Equipment Company, a Los Angeles concern, land. has moved into the area for the purpose of processing 40 R. D. 7s and 8s, which were recently shipped in from the Pacific. This equipment is to be shipped to various contractors in Northern California as soon as the repair work is completed. There are 10 heavy duty repairmen employed on this work at the present time.

Utilities Project

P. & J. Artukovich, who were successful bidders on the pipeline job for the East Bay Municipal Utilities District, are getting well underway and expect to be in full operation by the first of the month. This project consists of the placing of 32 miles of 68 and 69 inch steel, concrete coated pipe and covers a portion of the pipeline and aqueduct extending from Pardee Dam to Oakland. Made necessary by the rapid increase in population and the resulting building expansion in the East Bay, work on the improvement of this water system is of the most vital importance to the residents of the Oakland area. The Artukovich Company, a Los Angeles concern, have headquar-ters in Concord where they have just finished with the unloading of considerable equipment. Included was a N. W. 80, a N. W. 106, 3 truck cranes, 4 cats, 45 welding machines and 2 ditching machines, the operation of which proved very fascinating to us. These machines, a 705 Austin and a 302 Buckeye, are able to cut a ditch any width from 24 inches up to 10 feet 6 inches, while digging a trench up being confined to the San Fran-to depth of 30 feet, handling any cisco Hospital for many months variations required. One of the with a serious illness, he was re-most interesting features of the cently transferred to the Hasler project is the method of handling the pipe for the job. Fabricated by the Western Pipe and Steel with the care he is getting and Company, it is shipped to the tem- we believe he will be completely

Oakland-Since the sun Harold Darewit are handling the Brother Dixon is operating the Pipe, near pittsburg. Here the concrete coating is applied to the pipe after which it is transported to the job and welded in place. The whole process, a series of well organized steps, is accomplished with the utmost dispatch and efficiency and will do much to facilitate the early completion of the job.

> American Bridge continues to be busy at the Columbia Steel Plant, with 10 engineers on their payroll now.

According to Brother Louie Solari, shop steward, there is considerable activity around the Bay Cities Equipment Company's shop. This organization, which is a comparative newcomer to the East Bay has just finished moving part of its shop facilities here from San Francisco and now has headquarters at 2792 Cypress Street, Oak-

W. A. Bechtel recently moved the pipe coating plant to Concord, where they are now employing three members on work for the Coast Counties Gas Company.

Brother Hans Werner, who was severely injured in a recent dredge accident, is reported doing quite well at this time. Hans was working for the Olympian Dredging Company on the Neptune near Rio Vista and was engaged in changing cables at the time of the accident. He was standing on top of the bucket when the ground gave way under it and he was pinned between the cable and the bucket. As soon as he recovers sufficiently he will have an operation to repair some damaged ribs, and we are all pulling for him for a speedy recovery.

Johnson-Western Company was low bidder on the Stockton Channel job, extending from Pittsburg to Stockton on the San Joaquin River. The contract will be let within the next few days and the dredge Olympia is being readied for the job. This is the only dredge job of any consequence that has been let since last fall, and it is expected that it will furnish employment for several of our dredgermen for a while at least.

The many friends of Brother James Shippy will be glad to know he is feeling much better. After cently transferred to the Hasler

News about the brothers:

Bro. and Mrs. Herbert Weaver are enjoying a long awaited vaca-tion in Huston, Texas, at the pres-ent time. A native of that city, Herb was anxiously awaiting start-ing time when we last saw him. Ing for a home somewhere around His excitement was understand- Oakland. He says he wouldn't live able as he has been away for over anywhere except in the Bay Area, able as he has been away for over anywhere except in the Bay Area, 8 years and during that time has as it has the best doggoned climate Brother Wixson, like every sat skinner, has on many occasions seen none of his family. Then, too, in the world. they were to make the trip by air found it necessary to do a little -a new experience for both. As he ground ripping, and has never par-ticularly enjoyed the process of said, "we've both been hitting the ball pretty hard for 8 years and Brother John Underwood is out gunning for the black cat he is sure uncoupling the scraper and hookthink it's time we had a little fun." must be running back and forth ing the rooter on behind. He often across his path. He thinks the across his path. He thinks the wondered why "they" didn't have whole thing started back last fall detachable teeth to fit on the bit On April 7th, Brother Bill King when he got kicked behind the of the scraper-but the mysterious broke a bone in his foot while working on the C. W. Thompson job at Pleasanton. Though he ex-pects to be back to work in the ear while cranking a cat. He didn't 'they" never came to the fore. Inthink much about it at the time stead of just thinking about it, but declares that things have been beefing a bit and going on with the adding up steadily since then. A near future he says it won't be in old way, Lawrence evolved a plan couple of months ago they reached for making his own rooter. During a climax and he really decided he the past fall and winter he worked that area-swears he bangs himself up every time he works east was hexed when a horse he was on his idea, testing and perfecting riding got a temperamental streak it. Now he has it ready for the and threw him-with considerable market-a boon to the contractor Brother Jack Youngstrom re-injury to the back of his lap, he cently left the employ of Boyd Huntley to return to his home in while building a trough for his and a saving of many hours and lots of dirty hard work for brother Engineers. This attachment, known turkeys his thumb got in the way as the "Wixson Attachable Scariof a hammer and it is now a gaudy fier," is manufactured in single units weighing about 75 pounds years, Jack is nevertheless anxious looking thing, blue, green and to-to return to the islands where he mato red. He insists he is not each, which can be used in any really a superstitious man, but if number, from 1 to 6, as the equipanyone has an old used four leaf ment and ground necessitates. Easclover or beat up rabbit's foot they ily handled, each unit can be at-tached in about 4 minutes by mere-Brother Ray Sidbeck was in the don't need any more, he would other day. For the past three years, appreciate having them forwarded ly slipping it over the bit of the scraper and dropping the gate in place. The S. & W. Tractor and Automotive Service, operated by Brothers Stahl and Shattuck, will to him. Brother Sidbeck, a Sergeant on the Army Air Corps, has been dropping by about once a year, and at first we assumed that this was just an- Engineer-Inventor other of his annual visits. However, Often, when doing an unpleasant have the agency for the Bay Area, he hastened to assure us that this job, most of us have found our-time it was different—he's back to selves wondering, why "they" don't fellows interested might drop in to stay. Stationed at Hamilton Field, do something about it. However, their shop in Hayward and look

We extend our sympathies to the family of Brother Henry Bul-winkle, who met his death on April 11 while working for the Olympian Dredging Company at Rio Vista. * * *

Highway jobs in Nevada begin to move full blast

By H. L. SPENCE Representative, Local 3

Reno-The highway work in the Great State of Nevada has started to hum with activity. Dodge Construction Co. has a Le Tourneau dozer and three new 26-yard Le Tourneau Pulls. They are really high speed and streamlined dirt moving equipment. They have taken them on their Battle Mountain job.

I guess they will be firing up the hot plant to finish their job that was shut down last year on account of bad weather; also their job east of Wells. They will be on it real soon. I do not know too much about their job at Round Mountain for it is in Local 12's jurisdiction, but I understand they are almost finished for some of the rigs are being moved to the Battle Mountain job. With the four jobs, Dodge Construction Company is plenty busy.

Strong Company is still going strong, with two 10-hour shifts. Brother Herman Kohlmeyer is head steward and head heavy duty repairman. Lots of luck to you, Herman.

Road Job Progresses

Hunt & Frandsen's road job to the mine is progressing very well with Brother Elmer Heenan, the pusher, and Brother Grant "Swede" Swasey as steward. W. E. "Bugs" Baker is their blade man and Richard Zane Hunt is their shovel runner. They have moved their five pulls to their Eureka, Nevada, job where Brother Ding Turner is pushing the job. W. W. Clyde has his hot plant

steamed up on his Valmy, Nevada job. Brother George Yukich is steward on the job, also the head barber green spreader man. He has his hands full on this job, believe me. W. W. Clyde's other job at Lamoille, Nevada has two eighthour shifts and a good crew of boys.

Clement Construction Company has started its job near Doyle, California.

J. E. Johnson Rock Company is finishing the job that Tieslau started down near Wellington, Nevada.

Isbell Construction Company has a lot of equipment out on their Austin, Nevada job. They do not have much activity around Reno. They have a patch crew and a few of the dear brothers around the main shop. Their big stripping job at Kimberly is going O.K.

The Macal Improvement Company is handling the grading on the proposed wood pulp mill in Antioch, which is located on Wil-bur Ave. at the site of the old rifle range. With approximately 150.000 yards of dirt to move, two shifts are in operation. Brother Louie Roberts, owner of the company, is running the swing shift, while the day shift is under the able supervision of Brother Floyd Greiner.

We recently found it necessary to hold a meeting with the employees of Martin Bros. in Concord, in regard to a misunder-standing of the working rules and working conditions. Later we held a meeting with the company representatives and, as a result of these meetings, we are glad to report that everything is coming along to the satisfaction of all concerned. Brother Ervin Cox has been placed on the foreman's job

the Caroline Islands, Held a prisoner of war by the Japs for many owns a copra plantation in partnership with his uncle.

he is now on 30 days furlough, we are generally satisfied to grum- over the work of a Brother Engiand Brothers Martin Piscovich and after which he will receive his dis-ible a little, do the job and forget neer, turned inventor!

I stopped in at Brother Pederson's and Brother James P. Cooper's Richfield Service Station. on Highway 40, next door to the Rattlesnake Farm in Colfax, California, and he tells me that the fishing will be good there this year. So if any of the brothers happen to be traveling that way stop in and see the two brothers, for they are full of information and ideas about fishing and camping spots. I see by the Reno paper that Brother Kenneth Carpenter has a permit to enlarge his place of business in Verdi, Nevada, known as Ken's Bar. He has a very nice place. Stop in and see Ken for he enjoys talking to the dirt stiffs. Brother Tom Davis was in the Reno office to say "hello." We are very happy to see him up and around. Although he is still a very weak man, he is improving slowly from his accident. It will be some time before he will be able to return to work as a cat operator for he is still under the doctor's care. Keep up the good work of improving, Tom.

* * *

The big PG&E tunnel job east of Jackson is going three shifts under two contractors at one end, and the other two contractors are getting under way at the other portal. Details in the Stockton report. $\star \star \star$

Pacific Coast Aggregates, Inc., sales revenue for the March quarter was \$2,331,681, compared with \$1,252,062 for last year. Profits for these two periods jumped from 4 cents to 16 cents per share.

108 CLUB

COCKTAIL LOUNGE and RESTAURANT

Also A La Carte

Restaurant open 6 a.m. to 2 a.m.

108 GRAND AVE. OAKLAND



for Local 3 men By WILLIAM C. WAACK

Representative, Local 3

Marysville - Fredrickson and Watson have again started their Almanor-Westwood job. The camp and shops are set up on the east side of Lake Almanor. There are 11 miles on this job and once again, for the fisherman or deer hunter "this is it." Brother Larry Walker is on the shovel, Bill Holloway is master mechanic.

Aside from the shovel, there are only two cats on the job but Archie Harsh, the super, tells me the cats and jeeps are on their way in. This job at present is five days, nine hours.

Clarence Baker is on the slowbell, most of the equipment being in the yard. A few rigs, however, are still on agricultural work and land leveling. The genial "Swede" Larsen has spent a lot of "Baker's biscuits" on a new "Queen Mary," an oversized scraper that worked. What monicker he'll tack on the low-bed is still the question.

Jimmie Dorris, the shop man for Tractor and Equipment Service, also California Land Levelers, is invariably "head down and back up" on most anything from a lawn mower to the Cletracs that this outfit handles. Brother Kerlee, formerly master mechanic of this outfit, started out with a "Seven" last fall and is rapidly increasing his spread. Most of Kerlee's oper-ations are in the hills at present, but land leveling and hauling are also something he knows about.

Brother Elmer E. Smith, who shifted last summer for Larry Roper, is another of the gang that

ENGINEERS' NEWS

took on some rigs for himself. At present he is doing some land leveling in District 13. Good luck, Elmer.

Johnson-Western have added a skid driver and a cat to their spread on the Butte City Bridge. Raymond's equipment is doing the pile driving. Nothing has been done on the Bidwell Bar job as yet. At least no equipment or material is on the job site.

Earl Parker's gear has gone down to Clovis. There still are 25 rigs scattered around this neck of the woods. Most of this is on farm work. Brothers Ed Bell and George Williams are handling most of this equipment with Brother Joe Brown in charge of the approaches and dirt moving on the Butte City Bridge.

Bridge Job July 15

Lord and Bishop don't intend to start the Colusa bridge job until about July 15.

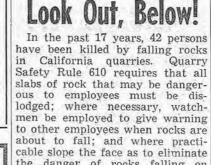
Excavators have knocked off two shifts on the draglines on the south end of their levee at Gridley. On the north end, however, the three shifts are carrying on 'as usual.

Charlie Lloyd has the day shift on the south end while Herman Cecil has the cat spread on the north end. George Root shifts on swing and Ken Cline on graveyard. With the Mississippi wagons there are about 45 units of equipment on this job. This is a sixday job.

Natomas Negotiations

Negotiations are still under way at Natomas Dredging Co. The negotiating committee has met often on this contract. The last meeting held, at the time this was written, was on April 30. The company has made some concessions but not enough for the committee to recommend an acceptance. Manager Swanson and Secretary Mathews have spearheaded the negotiations on this deal. The committee is hoping that before negotiations start with, Yuba Consolidated, a satisfactory settlement can be made with Natomas. A meeting will be called of Yuba employers for the selection of their negotiating committee, but not before the Natomas deal is clear. Natomas, we are satisfied, is negotiating for

the industry. We, at Yuba Consolidated, are interested in the basic hourly wage increase at Natomas, therefore the delay in preparing for our negotiations. The increases and bene-fits when granted are paid retro-active to May 10, the expiration date of our contract with the company. When the meeting is called, which will be soon, the committee will go into negotiations imme-diately thereafter. * * *







BURAN EQUIPMENT CO.

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Industrial—Contractors and Mining Equipment the danger of rocks falling on workers. The 42 deaths occurred as fol-lows: Working on quarry floor, without watchman, 14; with watch-NATIONAL IRON & METAL CO. Main Office: 1415 7th Street-TW. 4026 man, 3; loading holes or drilling, SAM KALMAN OAKLAND, CALIF. without watchman, 8; with watchman, 3; scaling or barring, with-out life belt and line, 9; with belt and line, 3; life line improperly CHARLES ESPING Webster Automotive Service used, 2. Permanente Cement Co. uses a Permanente Cement Co. uses a dragline scaling to loosen boulders. From August, 1942, to December 31, 1946, this firm had not had a single lost time accident, with 383,-200 man-hours. Thus, one man could work 118 years without an MOTOR TUNE-UP - MOTOR REBUILDING THE OAKLAND Shop: TWinoaks 6702 Res.: LAkehurst 3-2465 2305 Webster Street 3-2465 OAKLAND 12, CALIF. GUARANTEED CLUTCH REPLACEMENT BASEBALL CLUB HERBERT G. JOHNSON accident. in B * * * BRICK AND FRAME HOUSE MOVING RAISING - SHORING Easy, Hot Cables! EXTENDS BEST 5819 EL DORADO AVENUE, EL CERRITO, CALIFORNIA A safe type of tongs for lifting heavy cables has been developed down at Portland Cement Co. quar-Telephone BErkeley 1022 Telephone LAndscape 5-1442 ries near Colton. It consists of a shovel handle fitted with two hooks WISHES INDEPENDENT IRON WORKS, Inc. with the openings in opposite directions and sufficiently spaced to go over the cable. A half turn brings the two prongs or hooks un-der the cable, giving the operator a firm grip on the cable, but al-lowing him to remain at a safe distance and prevent hodius car 8th & Pine Streets FABRICATED STRUCTURAL STEEL - STEEL BUILDINGS-SERVICE distance and prevent bodily con-tact. The hooks are taped to pre-vent damage to the cable and to STATIONS-SHEET METAL PRODUCTS-TANKS STEEL JOBBERS provide insulation. Moving heavy cables presents considerable danger to workmen OAKLAND TEmplebar 0160 through bodily contact.

Spring construction boom puts practically all men to work in Stockton area

By ED. DORAN and RENNY BURROUGHS

Business Representatives, Local 3

Stockton-Happy days are here again. Most everyone is working, and it becomes tougher to get men to go out on the jobs. So times are definitely getting better.

We have here in the Stockton office some two hundred and thirty names on the out of work list, this list is going to be eliminated on May 17, 1947, if you still want your name on the list will you mail a card to 805 E. Weber, Stockton, or phone 2-6847 and your name will be reinstated in the order that you

Sign Land Levelers

are now registered.

Twelve

In the past 60 days we have been successful in signing 14 Land Leveling Contractors to our Land Leveling Agreement. Twelve new contracting organizations have signed our Construction Agreement, as well as three ready mix concrete outfits located at Patterson, Escalon and Modesto.

Morrison & Knudsen Co. have finished assembling the 9W Special Bucyrus Monigan northwest of Tracy. Brothers Van Landingham, John Miller and Bob Wooden are the operators, and there are two oilers on each shift. Brother Bill Edgen is foreman over erection. This rig is starting in a 65-foot, cut, 106 feet wide on top. This is the beginning of M & K Canal job.

The George Murray Co. of Stockton are doing the cat work for M & K. Brother Ivan Murray is superintendent on the job.

M. J. Ruddy are doing the cat work on the Everist Canal job west of Patterson. Brother Mike Eneboe s Shifter on the job.

Start Tunnel ob

The P. G. & E. Tunnel job east of

ing on two headings with three shifts. Brother Fred Arp is gen-eral superintendent for the Utah Construction Co. and since his head walker has gone this should turn into a better place to work. Tun-nel work is tough enough without having to work for a boss that stinks.

The Walsh job on the tunnel has turned out to be a good outfit. There has been no one quit since they started and every member has a good word for the bosses. This job is headed by Les "Haywire" Huntington, who obviously is a real tunnel stiff and knows his stuff. He has also surrounded himself with bosses who are members of Local No. 3 and want to go along 100 percent with us. Brother Bill Lyons is master mechanic.

On Tom Connolly's tunnel Martin Johnson is superintendent, who is also a tunnel stiff from the old school and an easy man to get along with. Brother Al Smith is operating the compressor. This job will not get under way for some time yet.

are excavating for the Power House and Dams. Ben Dow is su-perintendent. Brother Bill Pierce is foreman, Oscar "Buck" Hanna is shifting on the road for Piombo. Morrison & Knudsen have been

low bidder on the power house and dams. Rumor is that it amounts to \$15,000,000. More information

kins and Dick Arthur are the contractors as well as Winton's own rigs which are operated by Local No. 3 members.

Breen Co. of Sacramento has been working a NW shovel on a slide for the past three weeks and from the looks of things Brother Vic Bonner will put in the summer there as he hasn't moved the rig and is still digging in the same spot.

Freeway Proposed

Much interest and speculation is aroused by the prospect of a new freeway for Stockton bypassing the main section of town on the east. This main 99 Highway will speed through traffic past the many traffic hazards of the old route, through four subways and then on to Fredrickson and Watson's new four-lane highway job heading for Lodi. There is almost 2½ million dollars of work involved with much excavation. The contract will be let early in June.

All three major hot plants in Stockton are going full blast. Mc-Gaw has the Fairview Terrace and Thornton road job to pave. M. J. B. is to pave the Holt road job and the Basalt Rock plant at French Camp. Teichert is to supply 350 tons daily to the Navy besides com-pleting their Charter Way job. Biasotti has Swain Oaks Manor to pave and the Edison High School yard and will purchase their as-

phalt material. Three bridge joos are in progress in this area with a fourth cne to ill not get under way for some open. Lord & Bishop are driving pile on the San Joaquin River Piombo Bros. of San Francisco bridge at Mossdale. E. J. Warner is filling in the approaches to the Calaveras River bridge north of Waterloo; Lord & Bishop have already driven some pile for hum. Miller & Edminston are just be-ginning their Mokelumne River job with Claude Wood moving in on the preliminary excavation. The prime contractor will move in his compared by the process of the ready driven some pile for him. Miller & Edminston are just be-The P. G. & E. Tunnel job east of Jackson has begun with M & K and the Utah Construction Co. go- along on the road job which is 47 \$300,000 job at Ripon on the Stan- Charles Windsor, Ralph Whiting.

miles in length. Johnson & Wentz, islaus River bridge that should be- Fresho overpass

Our major industrial developments are spreading Stockton out excavating on the south side of pretty fast. Case Co. is putting in Siphon No. 1 and are setting forms new farm equipment plant on for concrete. the Harris Manufacturing Co. site off of Cherokee Lane and Interna- will soon be completed and they tional Harvester are just about are making good progress on the lined up in Moore Equipment's old Fresno Highway job south of plant. The Engineers have asked town. both plants to negotiate. The H. Earl Parker Company's job is Stockton Construction Co. is plac- now working two shifts on the Dry ing the steel for the new Linde Creek Reservoir and are making Air Products plant on W. Charter fair progress. Brother Alt is rod-Way and the Downer Corp. have ding the job. just finished the sewer lines for Pacific Can Co. on the Rough and progress on the approach road and Ready Island Road. Wininger & south abutment excavation for Selby have started leveling their Pine Flat Dam. State and Govern-lot for the new Nestle's Nescafe ment officials will hold a ceremony factory at Ripon. General Mills at on the site to designate the official Lodi is going up fast with J. D. start of construction on this project. O'Brien's crane, ably operated by Geo. Crews, just back from Guain, completing setting the steel in the main warehouse. A gin pole has been erected by Bay City Engineers to place vats in the upper stories.

The papas in the ranks of the Engineers are sure betting. Rudy Lozano from M. J. B. hot plant, Clayton McNutt from General Mills and Floyd Lee from Al Rider's spread are all buying cigars and Brother Jess Willingham is already showing off his lovely new daughter.

Burnell Wichman and Harry Operating Engineers at Cosden Carver made a real May 1 trout refinery, Big Spring, Tex., have fishing trip. They left at 12:01 on gained wage increases, raising rates May 1 and returned the fourth of to from \$1.13 for laborers to \$1.80 May. No news as to their carch, for stillmen. Shell Pipe Line membut knowing these brothers we het, bers at Hobbs, N.M., were also they had fun anyway. they had fun anyway.

The following brothers have mail in the Stockton office. Please let us know what to do with it. James A. Barnes, Leo R. Burke, John A. Clark, Jack Crum or Grace Crum,

(Continued from Page 8)

Gunner Company's job in Merced

Piombo Bros. are making good

McCosley from the Bay Area submitted a low bid of \$253,000 on the Firebaugh Bridge. This firm expects to start work by the 15th of this month.

During the current month we have cleared over 400 men to various jobs and at the present time nearly all members are working.

Steward's meetings are held the 2nd Tuesday of each month, the regular meeting the 4th Thursday of every month, which will be May 22nd. The office is open every Thursday evening from 7 to 9 p.m. * * *

There will by a special meeting held in the Labor Temple Saturday night, May 24, 1947, for all members of Local No. 3. Please try to attend. Your officers and Union Manager will be there.

All Business Agents of Local No. 3 are cordially invited.

Daily report of awards for construction

April 10, 1947 April 10, 1947 STOCKTON, Calif., contract awarded to MacDonald, Young & Nelson, \$139,717, by Public Works Officer, for construction of Naral Reserve Armory. SALT LAKE CITY. Utah, contract award-ed to V. C. Mendenhall, \$146,915, by State Rd. Comm. for 12,298 mi. const. graded roadway, betw. Boulter Summit & St. John, Tooele & Juab Cos.

Tooele & Juck Cos. April 11, 1947 SACRAMENTO, Calif., contract awarded to A. Teichert & Son Inc., \$56,315, by County Clerk, for grade, drain & surf. Arden Park, Vista. SACRAMENTO, Calif., contract awarded to Harry J. Oser & Peter Sorensen, \$412,-331, by California Div. of Hwys., for const. 3 bridge & substrucs. for 2 rr overheads on Bayshore Freeway in City of So. S. F. SAN FRANCISCO, Calif., contract tawarded to Works, for const. Caselli Ave. & Douglas St., sewer betw. Eagle and 18th Sts.

& Douglas St., sewer betw. Eagle and 18th Sts. SAN FRANCISCO. Calif., contract awarded to R. Flatland, \$93,882, by Dept. of Public Works, for resurf. Third St., from Custer Ave. te Bayshore. STOCKTON, Calif., contract awarded to Stockton Const. Co., \$16,613, by City Clerk, for const. sanilary sewer in Men-docino Ave., betw. Pershing Ave. & Ken-sington Way & in Kensington betw. Men-docino Ave. & Alpine. STOCKTON, Calif., contract awarded to

STOCKTON.

SAN FRANCISCO, Calif., contract awarded to Independent Const. Co. Ltd., \$2,587, by S. F. Dist. Corps of Engrs., lor grading & surf. Grizzly Peak Blvd. Tilden Park, Alameda Co.

SALT LAKE CITY, Utah, contract award-ed to Ford & Ferguson, \$110,118, by State Road Comm, for 17.605 mi, gravel surf, road S. R. No. 83 betw. Corinne & Lampo, Box Elder Co., Utah. Box Elder Co., Utah. Hunsder Sand & Grand

Hunsaker Sand & Gravel	\$113,835
Wheelright Const. Co.	115.076
V. C. Mendenhall Co.	117.049
Parson & Fife Const. Co.	
W. W. Clyde & Co.	121.628
Olof Nelson Const. Co.	123,883
Reynolds Const. Co.	132,674
	135,483
	7, 1947

HAYWARD, Calif., contract awarded to M. Perry, \$3,829, by Secretary O. C. Fink, for const. sanitary sewers on No. 3d betw. Crescent Ave. & S. boundary of tract 740. for const. scnitary sewers on No. 3d betw. Crescent Ave. & S. boundary of tract 740. **SACRAMENTO**, Calif. (Allocation of Funds) Funds allocated by Calif. Hwy. Comm. to the following const. projects, all of which will be advertised for bids and contracts awarded by July 1, 1947: Rt. No. 68, U. S. 101 Alt. So. San Fran-cisco, So. Pac. Overpass, 5741,500. Rt. No. 69, East Shore Hwy. in Oak., S. city limits to 6th & Oak Sis., grad. & structures \$1,850,000. Rt. No. 25, near Nevada City, Grad, & surf., \$67,000. Rt. No. 56, near Fort Bragg, Superstruc. on Noyo Crk. Bridge, \$491,500. Rt. No. 55, near Santa Cruz-San Mateo Co. line, Waddell Cr. to Finney Crk., grade, surf. & structures, \$600,000. Rt. No. 4, U. S. 99 through Fresno, Mon-terey St. separation, \$1,550,000. Rt. No. 4, U. S. 99 N, of Bakersfield, Grade, pave & struc., \$1,440,000. Rt. No. 34, & 65 through city of Jackson, Grade, surf. & structures, \$460,000. Rt. No. 34, & 65 through city of Jackson, Grade, surf. & struct, \$460,000. Rt. No. 34, & 65 through city of Jackson, Grade, surf. & struct, \$460,000. Rt. No. 34, & 65 through city of Jackson, Grade, surf. & struct, \$460,000. Rt. No. 11, Sacramento Co., Substrucs. of bridge over 3 Mile Sloudh, \$225,000.

to A. J. Peters & Son, \$05,002, BJ Board Directors, for const. water mains, includ. valves & fittings, for Sharp Park area.

YOUNTVILLE, Calif., contract awarded by State Div. of Achitecture, for work at Convalescent Brks & Veterans Home, to Moore & Roberts, \$895,112 (Tot).

April 22, 1947

April 22, 1947 REDWOOD CITY, Calif., contract award-ed to Peter Sorensen, \$8,382, by City Clerk, for const. off-street parking areas in Calif. Square, Redwood City. SACRAMENTO, Calif., contract awarded to M. J. B. Const. Co., \$93,715, by Calif. Div. of Hwys., for 4.4 mi. plantmix surf. on untr, rock base, betw. Middle River & Holt.

rey St., Vallejo. April 25, 1947 SACRAMENTO, Calif., contract awarded to Lawrence Const. Co., Ltd., \$305,646, by St. Div. of Arch., for const. addition to Public Wks. Bldg. SACRAMENTO, Calif., contract awarded to M. & K. Corp., \$82,550, for const. of 2 officers grits. at Sacramento Signal Depot. REDDING, Calif., contract awarded to Fairey-Hammond, Inc., \$199,857, by Co. Clerk, for 5.87 mi, grade & plantinik surf. betw. Millville & 5.87 mi, E. on Hwy. 14-C. SAN CARLOS, Calif., contract awarded to M. Weber, \$11,999, by City Clerk, for grading & surf. Chestnut & Woodland Sts. SACRAMENTO, Calif., contract awarded to A. B. Siri, \$31,625, by Calif. Div. of Hwys., for const. reinf. conc. bridge & approaches across Kelsey Creek at Cobb. OAKLAND, Calif., contract awarded to O. C. Jones & Sons, \$8,038, for asph. conc. surf. portions of Harrison St. & Grand Ave., by City Clerk. MERCED. Calif., contract awarded to Ito Lawrence Const. Co., Ltd., \$305,646, by St. Div. of Arch., for const. addition to Public Wks. Bldg.
 SACRAMENTO, Calif., contract awarded to M. & K. Corp., \$82,550, for const. of 2 officers grits. at Sacramento Signal Depot.
 REDDING, Calif., contract awarded to Fairey-Hammond, Inc., \$199,857, by Co.
 Clerk, for 5.87 mi. grade & plantinx surf.
 SACRAMENTO, Calif., contract awarded to M. Weber, \$11,999, by City Clerk, for Grading & surf. Chestnut & Woodland Sts.
 SACRAMENTO, Calif., contract awarded to A. B. Sini, \$31,625, by Calif. Div. of Hwys., for const. reinf. conc. bridge & approaches across Kelsey Creek at Cobb. OAKLAND, Calif., contract awarded to O. C. Jones & Sons, \$8,098, for asph. conc. surf. portions of Harrison St. & Grand Ave., by City Clerk.
 MERCED, Calif., contract awarded to James I. Barnes Const. Co., \$725,739, by Sacramento Dist. Cps. Engrs., for convert-ing bidgs. to officers apits. & const. reinf. conc. bridge & authemas I. Barnes Const. Co., \$725,739, by Sacramento Dist. Cps. Engrs., for convert-ing bidgs. to officers apits. & const. prev-officers quarters & util. at Castle Field, Merced.
 SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$323,739, by Sacramento Dist. Cps. Engrs., for convert-ing bidgs. to officers apits. & const. preve-officers quarters & util. at Castle Field, Merced.
 SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$323,739, by Sacramento Dist. Cps. Engrs., for convert-ing bidgs. to officers apits. & const. preve-officers quarters & util. at Castle Field, Merced.
 SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$323,739, by Sacramento Dist. Cps. Engrs., for convert-ing bidgs. to officers apits. & const. preve-officers quarters & util. at Castle Field, Merced.
 SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$324,1-807, by Calif.

officers quarters of unit of Merced. SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$341.-807, by Calif. Div. of Hwys., for const. stl. bridge across Stanislaus River, 8 mi. NW of Modesto. SAN FRANCISCO, Calif., contract awarded to Malott & Peterson, \$5,498, by Park Comm., for 41,000 sq. ft. apply surf. course tennis courts, etc., Mission Park. Course tennis courts, etc., Mission Park.

(Compiled by P. E. Vandewark) April 10, 1947 STOCKTON, Calif., contract awarded to MacDonald, Young & Nelson, \$139,717, by Public Works Officer, for construction of Naval Reserve Armoy. SAN FRANCISCO, Calif., contract oward at the Rd. Comm. for 12.298 mi. const. graded Rd. Comm. for 12.298 mi. const. graded Tooele & Juab Cos. April 11, 1947 Stock 11, 1947 San FRANCISCO, Calif., contract for the form of 3 steel barges to 70 T draging Rd. Comm. for 12.298 mi. const. graded April 11, 1947 San FRANCISCO, Calif., contract for the form of 3 steel barges to 70 T draging Rd. Comm. for 12.298 mi. to state St. John, Tooele & Juab Cos. April 11, 1947 May 1. 1947, edsterly Galand, May 1. 1947 SACRAMENTO, Calif., contract awarded to H. L. Parker, \$150/acre, \$33,750, by Sacramento Dist. Cps. Engrs. for clearing 225 acres overflow areas on Feather River. SACRAMENTO, Calif., contract awarded to Hutchinson Co., \$17,014, by Sacramento Dist Engrs., for bank protection at 4 sites on Bradford Island, San Joaquin River. SAN FRANCISCO, Calif., contract awarded to Granite Const. Co., \$10,718, by Dist. Engr., for 0.1 mi. grade & bitum. surf. tr, from 11/4 mi. W. of Merced Co. line, Santa Clara Co. May 2, 1947

April 21, 1947 SHARP PARK, Calif., contract awarded o A. J. Peters & Son, \$89,632, by Board of Jacobia Contract awarded

Moore & Roberts, \$895,112 (10t). SACRAMENTO. Calif., contract awarded to Fredrickson & Watson Const. Co., \$81,-964, by Calif. Div. of Hwys., for 1.1 mi. grade, plantmix surt. & apply seal coat, betw. 0.3 mi. west & 0.8 mi. east of Plumas-Lassen Co. line. SACRAMENTO, Calif., contract awarded to Lord & Bishop, \$136,165, by Calif. Div. of Hwys., for repair, bridge across Sacra-mento River at Colusa. April 22, 1947

April 25, 1947

alif., contract awarded to Louis Biastotti & Son, \$8,500, by Board of Education of Stockton Unified School Dist. for rough grading of part of the site at Edison High School.

STOCKTON, Calif., contracts awarded to C. E. Kennedy, \$79,514, by City Clerk for const. 75'x165' reinf. conc. plunge, 2'-11', Oak Park Plunge.

STOCKTON, Calif., contract awarded to S. M. McGaw, \$61,882, by R. E. Graham for 5 miles plantnix surf. on Thornton Road, betw. Terminous Rd. & Eight Mile Boad, in San Jacquin Co.

RicHMOND. Calif., contract awarded to F. J. O'Shaugnessy, \$7,400, by Board of Educ. for const. two blocks 36" conc. storm drain across Castro School property in El Cerrito.

in El Cerrito. SACRAMENTO, Calif., contract awarded to A. Madonna, \$50,890, by Calif. Div. of Hwys. for 3.2 mi. gr., furn, & Pl. imp. bor-row, aply bit. surf. tr. & slot & pen. tr. shldrs, Aso Flacco-Nipomo Rd, betw. SP RR & 3.2 mi. E., SLO Co., Cal. SACRAMENTO, Calif., contract awarded to Sacramento Dist. Corps of Engis. for const. drainage ditch on lower Hastings Tract along Cache Slough, Lindsey Slough & Wright Cut.

Tract along Cac & Wright Cut.

April 15, 1947 SACRAMENTO, Calif., contract awarded to Duncanson-Harrelson Co., \$226,434, by Calif. Div. of Hwys. for const, steel plate girder wing bridge with RC approach spans across Pacheco Slough, near Avon. CRESCENT CITY, Calif., contract award-ed to Basalt Rock Co., \$841,500, by S. F. Dist, Corps of Engs. for const. 1,000 it, rubble break-water from end of existing break-water towards Round Rock, Fish-boar Harbor. April 15, 1947

boar Harbor. SACRAMENTO, Calif., contract awarded to McGillivray Const. Co., \$84,128, by Calif. Div. of Hwys., for 9.2 mi. repr. plantmix surf. & seal ct. btw. 1.25 mi. N. of Solano Co. line & Woodland & betw. 3.75 mi. N. of Woodland & 1 mi. S. of Knights Landing, Yolo Co. SAN FRANCISCO, Calif., contract owarded to Eaton & Smith, \$67,500, by Dept. Pub. Wks. for const. RC Evans Ave., Bridge.

Ave., Bridge. SACRAMENTO, Colif., contract awarded to Lee J. Immel, \$74,603, by Colif. Div. of Hwys. for 2.2 mi. A. C. resurt. & const.

Rt. No. 34, & 65 through city or presson. Grade, surf. & struct., \$460,000. Rt. No. 11, Scaramento Co., Substrucs. of bridge over 3 Mile Slough, \$225,000; misc. bridge repair & const., \$683,400; misc. traffic signals, etc., \$271,200. HAYWARD. Calif., contract awarded to M. Perry, \$3,829, by Secret., O. C. Fing, for const. sanitary sewers on No. 3d betw. Crescent Ave. & S. boundary of tract 740. SACRAMENTO, Calif., (Port Dist. voied) Sacramento & Yolo Co. vaters approved formation of a Port Dist. Appointment of five comm. by the two cos. & the city of Sacramento, and bond election for \$3,formation of a Port Dist, Appointment of five comm. by the two cos. 6 the city of Sacramento, and bond election for \$3,-000,000, to commence work will be the next step in the program. April 18, 1947

next step in the program. April 16, 1947 SAN FRANCISCO, Calif., contracts awarded as follows by Park Comm., George Paulsen, \$2,825 scmiwypetaoinssh Golden Gate Park: (1) Sharp Park Mun. Goli Course, to George Paulsen, \$2,825; (2) S. E. Zoological Gardens, to M. J. Treacy, \$2,500. BATTLE MOUNTAIN, Nevada, contract awarded to Wickes Engr., \$2,994, Sch. No. 1 & \$3,795, Sch. No. 2 by Civil Aeronau-tics Admin. for const. of 16x32' sectional steel framewatch house, two 51' beacon tower, field lighting vault, etc. RENO. Nevada, contract to Earl E. Games, \$219 (Item 1) & \$480 (Item 2) by

& Holt.
SACRAMENTO, Calif., contract awarded to M. J. Ruddy & Son, \$84,373, by Calif.
Div. of Hwys., for 5.3 mi. pl. untr. rock base over exist. pare't & plantmix surf. betw. Planada & 5.3 mi. E. of Planada.
PALO ALTO, Calif. contract awarded to Vern D Freeman, \$97,230, by Dept of Public Wks., for grading and surf. on Melville Ave.
Annil 23, 1947 April 23, 1947

April 23, 1947 HAYWARD, Calif., contracts awarded to Oak. Sewer Const. Co., \$6,957 (1); & to Enos & Postes Sewer Service, 1900-101 St. Oak., \$7,367 (2) by Oro Loma sanitary Dist., for const. of vitified sewers in (1) Hillcrest Knolls & (2) Meek Estate Or-chards, Oro Loma Sanitary Dist. PALO ALTO, Calif., contract awarded to L. W. Jenson, \$184,900, by Dept. of Public Wks., for const. of reinforced conc. sewer culverts, drainage ditch, headwall, catch-basins, connections etc., on Louis Rd.

culverts, drainage ditch, headwall, catch-basins, connections etc., on Louis Rd. SACRAMENTO. Calif., contracts award-ed as follows, by Calif. Div. ot Hwys.; (1) San Joaquin Co., to A. A. Edmondson & A. L. Miller, \$159,071, for struc. steel and RC bridge across Mokelumne River, 5 mi. NW Lodi. (2) Madera Co., to Dan Caputo, \$78,799, for struc. steel bridge & 0.2 mi. approaches, across Fine Gold Crk., 34 mi. NE Madera. ANTIOCH, Calif., contract awarded to Parish Bros., \$1,072,147, by Bureau of Reclamation, for const. earthwork canal lining & strucs., Contra Costa Canal & Clayton & Ignacio Canals, Central Valley Proj.

Proj. REDDING. Calif., contract awarded to Harms Bros., \$314,273, by Bur. of Red., for earthwk, strucs., & suri. Shasta Dam Io Summit City Hwy & Shasta Dam Iei abut. park., area, Central Valley Proj., 10-14

Summit City Hwy & Shasta Dam left abut, park, area, Central Valley Proj., 10-14 mi. N. Redding. SACRAMENTO, Calif., contract awarded to A. G. Raisch Co., \$85-911, by Calif. Div. of Hwys., for 4 mi. asph. conc. resurf & cr. run base & seal ct. shidrs., betw. 3 mi. N. of Petaluma & 1 mi. S. of Petaluma. SAN FRANCISCO, Calif., contract awarded to Keeble & Brown, \$57,110, by Pub. Roads Admin. for 0.571 mi. access road to Naval Fuel Annex, Richmond. April 24, 1947 MARE ISLAND, Calif., contract awarded to Healy-Tibbitts Const. Co., \$12,950, by

Course tennis course, etc., Mission Park. SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$4,275, by Park Comm., McLaren Lodge, for 4,500 1-ft. re-place 2" water pipe in irrigation system at Buena Vista Park.

at Buena Vista Park. April 29, 1947 SAN FRANCISCO, Calif., Contract awarded to Morrison-Knudsen Co., Inc., by Pac. Gas & Electric Co., for const. of 132,708 H. P. Electra powerhouse & related strucs. at N. Fork, Mokelumne River, 8 mi. E. of Jackson. PALO ALTO, Calif., awards recommend-ed to Fred J. Early, Jr., Co., (Item 1 \$193,-297), (Item III \$8,997), to Healy-Tibbits Const. Co., (Item II \$11,900), and to A. S. Duira (Item IV \$1,200), by Dept. of Public Wks., for enlarging sewage plant. SAN FRANCISCO, Calif., contract awarded to Patrick R. Kelly, \$2,816, by Pub. Util, Comm., for const. sewers at S. F. Airport. CRESS VALUEY. Calif. contract sward

Pub. Uni, Commin, S. F. Airport, GRASS VALLEY, Calif., contract award-ed to Chas, T. Brown, \$519,741, by Board of Directors, for const. Scotts Flat Dam & appurtenances, located 4½ mi. E. of Ne-

of Directors, for const. Scotts Plat Dam & appurtenances, located 4½ mi. E. of Ne-vada City, Calif. FRESNO. Calif., contract awarded to Johnson-Webster Co., 5283,000 (approx.) by the So. Calif. Edison Co., for inst. hydro-turbine in Unit 4, Big Creek Power Plant, and olterations in bldg. incl. piping & electrical connections. Buril 30, 1947

April 30, 1947

A electrical connections. April 30, 1947 SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$7,299, by City Clerk, for AC pare on 36th St. betw. 12th Ave. & City Limits. SANTA ROSA, Calif., contract awarded to E. E. Lowell, \$125,295, by City Clerk, for const. of trunk line sewers in S. Rosa. OAKLAND, Calif., contract awarded to Heafey-Moore Co., \$22,971, by City Clerk, for asphaltic conc. surf. on Keller Ave.,

May

betw. 4 mi. NE. of Napa & Calistoga. May 6, 1947 REDWOOD CITY, Calif., contract award-ed to Edwin J. Tobin, \$39,924, by Bd. of Supervisors, for const. vitr. sewers & tr. plant. Emerald Lake Hghts. BERKELEY. Calif., contract awarded to J. Henry Harris, \$5,784, by City Engr., icr removing portion of Munigipal Pier. SACRAMENTO. Calif., contract awarded to Triangle Const. Co., \$11,912, by Co. Clerk, for repairing bridge on Marysville Blvd., 700 ft. N. of intersection with Del Paso Blvd. in No. Scaramento. SAN FRANCISCO, Calif., contract awarded to Stolte, Inc., \$14,173, by S. F. Dist. Cps. of Engrs., for deck repairs Fruit-vale Ave. Bridge, swing span and ap-proaches, Oakland-Alameda.

Dist. Cps. of Engrs., for deck repairs Fruit-vale Ave. Bridge, swing span and ap-proaches, Oakland-Alameda, SAN FRANCISCO, Calif., contract awarded to Erbentraut & Summers, \$33-000, by S. F. Dist. Cps. of Engrs., for con-version of 3 ward bldgs, to family apts., located at Leiterman Hospital, Presidio, San Francisco. San Francisco.

May 7, 1947

San Francisco. May 7, 1947 STOCKTON, Calif., contract awarded io Downer Co., Inc., \$26,386, by Stockton Unified School Dist., for const. of sanitary sewer at Roosevelt & Elmwood Schools. STOCKTON, Calif., contract awarded io Dam Nomellini, \$205,613, by Stockton Uni-lied School Dist., for conc. work & cer-tain parts of Elmwood Elem. School Bidg, WATSONVILLE. Calif., contract award-ed to Granite Const., \$5,898 (subject to Calif. Div. of Hwys. approval) by City Clerk, for plantmix suri, etc., on Ford St., betw. Kinburn & Rodriquez Sts. WATSONVILLE, Calif., contract award-ed to Granite Const., Co., \$38,224. (sub-ject to Calif. Div. of Hwys. approval) by City Clerk, for plantmix suri. etc., on Bridge St. betw. Market St. & E. City Imits. BEDWOOD CITY Calif. contract guarde

limits

Ilmits. REDWOOD CITY, Calif., contract award-ed to Gabriel Const. Co., \$7,443, by City Clerk, for const. VCP sewer in Valota Rd., Redwood Ave. to Woodside Rd. March 2 1047

FRESNO, Calif., contract awarded to DeLuca & Son, \$652,692, by City Clerk, for const. sewage treatment plants and appurtenances.