



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 7—No. 5

SAN FRANCISCO, CALIF.



MAY 15, 1949

Lobbies Sabotage Power Needs

Local 3 Members Urged to Vote on Two Ballot Issues

May 11, 1949.

Dear Sirs and Brothers:

I would like to call your attention to the amendment and the proposition which appear on the ballot, in addition to the candidates' names.

Both of these were brought before the membership as recommendations by the Executive Board and the approximately 600 members who were present at the last regular meeting, which was held on Saturday, May 7th, voted that these be placed on the ballot.

At the time our present by-laws were adopted, our membership was considerably less than at present and the Executive Board was set at eleven (11) members, which was then sufficient. However, with the growth of our membership the Board should be enlarged and for the best interest of all it is recommended that the Executive Board be increased to 13 members. This appears as an amendment on the ballot, for your consideration and action.

The other, presented as a proposition on the ballot, deals with the Engineers News. It is intended that the paper give as much news as possible concerning jobs and work opportunities. The total expense involved for the printing and editing of the paper is very low; it amounts to 3½ cents per copy, which includes the mailing costs.

It is my opinion that the Engineers News should be continued as the official newspaper of Local No. 3, carrying as much news as possible pertaining to our particular line of work.

I hope that all members will take an interest in the organization and will cast their vote, mailing the ballot in immediately.

With best wishes and kindest regards, I am

Sincerely and fraternally,
VICTOR S. SWANSON,
Local Union Manager.

No Bay Bridge Yet

In answer to the many brothers who have inquired about work on the new Bay Bridge, let it be said this matter is still in the hands of the politicians and real estate men and it will be some time before it is decided whether to build a twin or a southern low-level crossing. However, surveys are now being made for a new tube to Alameda, to relieve the jammed-up Posey tube.

Eastshore, Bayshore

Big through highway developments down both sides of the Bay are in progress. The maze of under, over, and cross jobs through East Oakland is taking shape gradually and will greatly relieve an intolerable traffic congestion. New contracts are ready for final stretches of Bayshore, across the Bay.

Job Deaths and Injuries Continue

There is added warning, in this month's business agents' reports, of the need for constant attention to the matter of caution against job accidents. A number of members have been injured, and at least one death from job injuries is reported, that of Brother W. E. Brunt in a logging accident near Lakeport.

Injuries range from a hurt finger to a hurt head. They're all painful, a source of inconvenience, and expensive. So, let's be careful, brothers. Form the habit. It pays!

Vehicles accounted for 12 deaths in the state during February, two from overturned tractors. Falls killed seven. Hoisting apparatus killed three. A welder died after inhaling carbon tet fumes which he was using to prevent explosion while welding inside a diesel tank.

Utah Looks Forward To Colorado Water

President Truman has signed the upper Colorado River Basin Compact, which gives Utah 23 percent of the water, or 2 million feet, or an increase of 75 percent in present irrigation water, which would bring water to 600,000 acres of new land and to 400,000 acres now partly supplied. The project, if approved, will consist of nine major dams and many miles of tunnels, aqueducts, and canals, as well as extensive power facilities. Utah is pushing it strongly.

Other Utah projects underway or planned: Standard Oil refinery, pipeline, \$25 million; Utah Power steam plant, \$5 million; Univ. of Utah, \$3½ million; Kennecott Copper, \$16 million electrolytic refinery.

All Night Dances

Among the Centennial celebrations is the Fair Oaks Centennial on May 20-22, on which a number of the brothers are helping to make it a success. Your union card at Hell Dorado will bring you a couple free beers, they say. Among the events are two all-night dances.

New Projects Bring Seasonal Job Rise

Work conditions throughout Local 3's jurisdiction are generally favorable at this writing. Some districts report out-of-work lists still heavy, with projects slow to get underway, while others are busy as bees and anticipate shortages in some classifications.

San Francisco is busy, but Oakland is not yet at peak. Fresno is still slow, but at the other end of the valley, Redding, work is fairly good. The Redwoods are waiting for the rain to stop. Nevada is thawed out and busy on roads. San Jose is fairly busy, as are Sacramento and Marysville. Utah is getting underway on a number of projects and is in fair shape.

Plan Big Gas Lines

World's largest gas line, from Texas, will terminate at Milpitas, near San Jose, a \$160 million, PG&E job. Bechtel has started work. Reports are that a natural gas line will be built from Alberta, Canada, into Northern California, to give an outlet for the big gas supply found up there.

Hawaii Not Paradise

Brother J. W. Waiwailole writes from Honolulu that his domain cannot longer be called the Paradise of the Pacific. Work and living conditions are poor, and a longshoremen's strike tops it off.

Foreign Jobs Slow

Reports indicate that jobs in overseas locations are not as plentiful as formerly. Many members are now returning to the states and checking in at local offices.

Open Bay Bottleneck

Big highway improvement has started on No. 40, from Carquinez bridge to beyond Fairfield, which will open up a bad traffic bottleneck, as well as put Engineers to work.

Pine Dam Is OK'd

Pine Flat Dam in Kings Canyon has gotten a \$7½ million allocation, and work should be bid on this fall.



- O. E. NELSON
April 1st, 1949.
- MARK GUILFOYLE
April 19th, 1949.
- N. M. ARNSTON
April 22nd, 1949.
- JOSEPH J. WHITMIRE
April 22nd, 1949.
- ED FERRARIS
April 23rd, 1949.
- ANTHONY CAMINETTI
April 25th, 1949.
- JOHN W. CASSADY
May 3rd, 1949.
- W. E. BRUNT
May 5th, 1949.
- HAROLD CARLSON
May 10th, 1949.

Defense, Industry and Jobs Are Crippled by Water Power Lack

Continued delay in getting a widespread water power program into operation in the U.S., especially in the West, this month drew increasing criticism from labor, business, and civic groups, directed against those elements of big business and their Charlie McCarthys in Congress that are sabotaging such a program.

With tremendous sums being spent for defense at the present time, it can be assumed that these weapons will be practically useless unless an adequate power program is developed along with them, it is pointed out.

Here in the West, we face continued restriction of industrial development, as well as adequate power for defense, by the blocking of strong water programs in the Columbia River region and the California Central Valleys.

CRIPPLES DEFENSE

The growing criticism from labor, industry, and western civic groups was summarized pointedly by a recent statement of J. Howard McGrath, chairman of the Democratic National Committee, who declared that without the power generated at Tennessee Valley, Grand Coulee, and Bonneville "we would not have had the electric power needed to produce aluminum, build ships, develop atomic energy, and construct the atomic bomb," although these three projects before the war had been "called white elephants by the critics of public power."

He declared that the aluminum industry today is forced to reduce one billion pounds of production, almost a 50 percent cut, because of lack of cheap power.

HURT LIVING STANDARDS

To get adequate defense power today, he said, we could obtain it only by cutting down the power to cities, homes, farms, and factories, which would be a blow at business profits, at employment, and at the entire standard of living.

"We are in a serious power shortage right now," he said, pointing to serious shortages in the Pacific Northwest, in upstate New York, in Cleveland, Arkansas and

California, and saying that in the latter "they had daylight time all winter, consumers took 10 to 20 per cent power cuts, factories ran only four days, and sometimes irrigation pumps had to be cut off for lack of power."

We want enough electricity for homes, for expanding production, for more jobs and a better standard of living, he said.

OIL GENERATORS EXPENSIVE

"At present about 70 per cent of our electric power comes from coal or oil-fed generators. That is expensive and uses diminishing resources. The answer is more water power. Seventy-seven million kilowatts of prospective water power now runs into the oceans. Most of this could be turned into electricity through dams which also provide irrigation, control floods, and expand navigation. The time to start them is NOW.

"Already the Congress is moving in this field, restoring Republican appropriation cuts, and vetoing crippling amendments such as the GOP 80th Congress passed.

"But powerful lobbies are arrayed against these programs. They seek to hide the fact that cheap electric power is important to every section of the nation—not merely to the area in which new dams are built.

PRIVATE FIRMS FAIL

"They will seek to hide the fact that private power companies have not kept up with America's need for cheap electric power.

"When the Republicans and the power lobby open up with their old cries of socialism and communism, remember that if we are short of electric power we are short of military power and economic power.

"Without adequate electric power we are inviting aggression abroad and depression at home."

Honor Apprentices at Graduation



In his first west coast appearance, Secretary of Labor Maurice Tobin (above) warmly praised California's program for training apprentices, speaking at a mass graduation of 850 apprentices in Oakland Civic Auditorium. Tobin was welcomed by Pres. Jack Shelley of the State Federation of Labor.



Speakers from labor, management, and the state and federal governments outlined current training needs. Telling management's part in the big East Bay apprentice program of 4000 trainees in 55 crafts, was George C. Looz (above), manager of Stolte, Inc., well-known contractors.

OFFICIAL NOTICE TO MEMBERS

ELECTION BALLOTS TO BE MAILED—If a member does not receive a ballot within a week, the San Francisco office should be notified as this indicates that the correct address is not on file!
TECHNICAL ENGINEERS, LOCAL No. 3-E MEETING: The next meeting of Local No. 3-E, Technical Engineers, will be held Friday, 8 p.m., May 27th at the Union Offices, 474 Valencia street, San Francisco, California.

Northern California Power and Water

Northern California is just emerging from the worst power shortage in its history. During its height in 1947-48 agricultural production was curtailed due to reduced power for irrigation pumping, factories shut down entirely or curtailed their operations and payrolls, and hundreds of commercial establishments reduced their hours and staffs. Only drastic resort to industrial power rationing and daylight saving time averted a major economic debacle.

Today, despite one of the nation's largest private power expansion programs by the company serving this region, there is serious doubt in the minds of many competent observers that that program is either broad enough to meet the area's needs or enlightened enough to do so at a cost to consumers that will permit normal and natural industrial and commercial growth.

At the height of last year's brown-out engineers tossed out two propositions for partial solutions to this region's water and power shortage that should be re-explored for possible inclusion in Federal legislation needed to create a Columbia River Authority which President Truman is now favoring. They are:

1. Linking of Northern California power transmission lines with Bonneville or other proposed Columbia Basin hydro plants.
2. A Shasta-Columbia canal to bring a portion of the water in the Nation's second largest river into Central California for power and agricultural production. (At the height of California's drouth, the Columbia was at flood stage.)

And to assure the Nation and this region a full return on the millions being expended for flood and irrigation projects in the Sacramento and San Joaquin Valleys, a Central Valley Authority in Northern California's own back yard would be in the public interest. We hope President Truman won't forget Northern California's needs. Through such an authority this region and the Bay Area may expect to resume the industrial expansion that all but ceased with the advent of the brown-out a year ago.

Democrats Back Aged, Blind Aid

The Young Democrats of California, Inc., announced last week the organization has gone on record as bluntly opposing the current attack upon Article XXV of the Constitution, formerly known as Proposition 4, which created the state's increased old age and blind pensions.

According to Edward Friedland and Rolland Truman, Northern and Southern California organizational division chairmen, respectively, the statewide group is urging all its members and friends to help defeat the "repealer" attempt.

In its formal resolution, the Young Democrats firmly resolved that:

"The executive committees of the Young Democrats of California, Inc., acting jointly as Northern and Southern California Committees, do call upon the Senior Democratic State Central Committees . . . to oppose and defeat the current political promotion to repeal Constitutional Article XXV. . . ."

The group asked also that the aid of "each and every Democratic County Central Committee, and each club and organization of Democrats throughout our state" should be forthcoming to win the battle.

In addition, the Democrats' resolution resolved:

"That we request such opposition be stated in resolutions passed at the next regular meeting of the various Democratic organizations, and that said resolutions speak against this manner of attack on Democratic processes as represented in the right of a law passed by the majority to function."

The new second Mokelumne Aqueduct, an 81-mile, 5 1/2-foot line giving the Eastbay 50 million more gallons per day, was completed on April 27.

Bro. Tommy Moore of Oakland is giving out recipes for octopus meat; he caught a six-foot one on his last trip.

Senate Approves Probes On Economic Affairs

Washington—The Senate authorized its banking committee to conduct a study of the "spread" between prices farmers receive for their products and what consumers have to pay at the retail level.

The Senate approved a resolution giving the committee \$50,000 to investigate economic stabilization, banking and credit legislation and the problems of small business Senator Burnet R. Maybank of South Carolina, committee chairman, intends to use part of the money for his price "spread" inquiry.

The Senate also voted to allow \$30,000, if the House agreed and paid half, for the Joint Economic Committee to study investments, unemployment, low-income families and monetary policies.

Number of Factory Jobs Up 50% Over '39 Level

Washington. — The number of production workers in United States factories rose from 7,800,000 in pre-war 1939 to 11,900,000 in 1947, an increase of about 50 percent, the Census Bureau reported. Total wages of these workers increased from \$9,000,000,000 to \$30,000,000,000 in the same time, a rise of 235 per cent.

The bureau summarized data obtained in the 1947 census of manufacturers. It said reports from 241,000 manufacturing companies showed the value added to materials by the manufacturing process amounted to \$74,000,000,000 in 1947 more than triple the comparable figure of \$24,000,000,000 in 1939.

Bro. L. E. Billebault, reporting back at Marysville after a 4-month tour of Southeast U. S., says he never saw such poor pay and conditions in his life. Will now stay home.

"The average woman has a vocabulary of only eighteen hundred words." It is a small stock, but think of the turnover.

**Reno—
Engineers All Over Nevada on Big Highway Program**

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

Dodge Construction Co., Inc., is nearing the finish line on their highway job at Lovelock, Nevada. However, they have 51 miles of oiling to do in Smokey Valley, from Round Mountain, Nevada, to the junction of Highway 50 near Austin, Nevada. They have the foundation of the U. S. Gypsum plant at Gerlach, Nevada.

Isbell Construction Co. is well along with their highway job on Highway 50, between Boone Springs and White Horse Pass.

Isbell has finished their highway job in Sparks, Nevada, however, they are doing lots of patch work and small jobs in and around Reno, Nevada.

Isbell helped Andy Drumm out with finishing up on the East Second street bridge job by putting out hot stuff for the approaches to the bridge. Brother Alvin Shay really did the finishing touch by giving the job a real smooth rolling job.

Isbell Construction Co. is off to a fine start on their stripping job at Kimberly, Nevada.

Jim Sumsion is putting gravel on his highway job in Ruby Valley, South of Wells, Nevada.

Gibbons and Reed has practically finished their highway job on the Pequop Summit, near Oasis, Nev., but they have some oiling to do on the highway job at Wendover, Nev.

Westbrook and Pope will be starting on their highway job in Newark Valley, near Strawberry, Nevada, in the near future.

RENO STREET WORK

John B. Powers is doing some street work in Reno. Brother C. M. (Tobby) Connors and Brother Marshall Connors really keep that Bay City shovel humming. They are a fine crew on a shovel.

Brothers Vince Schalk and Jimmy Lane hold their own on the Link Belt and Powers shop men—they are the best in Reno—such brothers as W. H. Murphy, R. J. Fields, and J. M. Harcourt. They really keep things rolling. Brother Jay Baker is back in Reno now and does his part with the ditching machine, motor patrol and cat.

George Miller has a new plant for mixing a cold mix for streets, driveways and patch work. Brother Clyde York is the commander on this new plant.

I saw a new operation on George Miller's job today—Brother Alton Amer was loading a carryall from the side with a skip loader. It works good that way—you don't need a push cat. You can pick up a half of a load with the scraper then top it off with the skip loader. The rest of George Miller's outfit is going good, everyone is working and everything going fine, even Griffall is back bossing again. Between him and Ted Tiagon things will really happen around the outfit. Oh, boy!

SUN VALLEY GRANIT

Earl Games' outfit is in fine shape and they are hauling decomposed granite from Sun Valley, that is Sun Valley, Nevada, not Idaho, for the new streets in Reno, Nevada. The other two rigs are digging basements and what have

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Report of last meeting

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

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

A synopsis of the Executive Board Minutes of April 13 and of May 4 read, and acts and recommendations of the Board were, by motion, approved as read.

A letter was received from the California State Federation of Labor regarding Bills before Congress. Received and filed.

Cards of thanks were received from Mrs. Mark Guilfoyle and daughter, and Gladys Cassidy. Received and filed.

The following brothers were reported ill: W. Abernathy, Arthur Azevedo, Hans Bolt, Horace M. Bower, Dwayne Bryden, Joel Childers, M. E. Christenson, L. J. Cornelius, Grover F. Cox, J. G. Crawford, Chas. F. Duffy, David C. Downs, Theo. R. Earl, Emmett Falconer, George Germain, Elmo Gill, W. R. Graham, Maurice Grimm, J. W. Harcourt, F. E. Harmon, J. A. Hilliard, Henry Hollenberger, Woodrow Holmes, S. J. Key, Edward F. Kirk, Fred W. Leake, Wm. B. McCoy, L. W. McMurray, Ray L. Malcom, James C. Melton, Rossie R. Mick, Carl F. Mort, Chester Mower, Donald Myers, O. W. Nelson, Fred I. Newcomb, O. A. Nordin, Clarence O'Dell, Joe Panoski, Albert Paulazzo, Basil L. Payne, Samuel Piercy, M. L. Purser, Gustave A. Schmidt, Geo. Henry Seawright, James Shore, N. F. Spear, Jess C. Stauff, F. E. Strang, Albert C. Taylor, Barney O. Turner, W. S. Vardanega, Harrison A. Wilson and Chas. H. Woodworth.

The following brothers were reported deceased: Elmo Gill, O. E. Nelson, Mark Guilfoyle, N. M. Arnston, Ed Ferraris, Joseph J. Whitmire, Anthony Caminetti, John W. Cassidy, W. E. Brunt.

ELECTION OF OFFICERS

The following brothers were selected to act as tellers for the election of the Election Committee: Brothers Forrester, McCabe, Mattingly.

Eight brothers were nominated for the election committee. Ballots were passed and the first five were elected by secret ballot to conduct the election of officers: Brothers E. L. Garrett, 439 votes; Chas. Dees, 423 votes; Russell Swanson, 419 votes; Al Boardman, 416 votes; J. D. Matteson, 398 votes; George Simon, 67 votes; Wm. Mayfield, 52 votes; Joe Conway, 43 votes; James Winsky, 5 votes.

Nominations of qualified officers and members of the Executive Board were made.

Resolution regarding increasing the members on the Executive Board and a resolution regarding continuation of the Engineers News, read. Both resolution were adopted as read.

Report of the General Secretary-Treasurer was read by Pres. Clancy. The Trustees' Report was read and accepted as read.

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

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

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

Marysville—

NORTH VALLEY CATS COME HOME; ROCK & GOLD OPERATIONS START

By BILL WAACK and LES COLLETT,
Business Representatives, Local 3

There is good news on the cat situation in Marysville and the northern valley. Earl Parker, after accumulating a crop of gray hairs and dollars in the land of smog and orange juice, is starting to move his cats back home. The first three rigs were routed via Bishop to the Mt. Rose job where belley-pans will be put on and that job started. The shop is back on full

six days and with work started on the 10 sites of the Meridian-Colusa setup, things are starting to look just O.K. All the rigs excepting the pulls will be back by May 31st. At the present there are six cats and two draglines on the Colusa job and quite a number of rigs are going back to Putah Creek. Darrough and Sons are at Lincoln, on the Earhart Ranch, with all of their cat equipment. One of the draglines went down the coast to an artichoke ranch, where, at this

time, it reposes peacefully in a mud hole.

On the gold dredge set up—Merced Dredge has shut down their boat south of Snelling. Tuolumne dredge, back of LaGrange, is also down.

Negotiations are on with Natomas, Yuba Consolidated and Capital. Further news on the progress of these contracts will be available in the next issue of the news.

Bechtel Corporation is almost finished with their Colgate powerhouse and are down to one shift now and should be out by the time this reaches print for they intend to have the juice turned on by June first.

McEwen road job is going along steadily and should be finished by June also.

Rice Bros. have a portable crusher above Oregon House stockpiling for Yuba County Road Dept. They also are the successful bidders on the resurfacing and shoulder job north of Oroville, state road No. 24, in the amount of \$58,000.00. Their rock and gravel plant in town is busy, too.

Butte Creek Rock Co. of Chico, are really getting organized and the plant is in better shape than at anytime in the past. They have purchased a N.W. and are overhauling it now. Brother Slim Cleland will really be a happy shovel runner—no fooling.

We were successful in signing an agreement with William Sake of Paradise and welcome him and his operators into the local and wish him success.

Richter Bros of Oroville, are doing pretty well and keep a fairly steady crew on the payroll.

A bucket shop is a place where the customers bet on the raise or fall of stocks or commodities.

(Continued on Page 12)

San Jose—

WORLD'S LARGEST GAS LINE TO TERMINATE IN S. CLARA COUNTY

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

By late 1950 the world's largest gas line, running in from Texas, will end at Milpitas. Natural gas reserves in California are being rapidly used up and in order to combat this situation, the P. G. & E. has bought natural gas from Texas. The project which the P. G. & E. Company has undertaken with the El Paso Natural Gas Company of Texas will cost in the neighborhood of \$160,000,000.

Bechtel Corporation has already started work on this huge project but so far on a small scale. They will not start their ditchline or major part of their equipment moving until there has been a substantial right-of-way cleared ahead of them. No doubt this will not be before early in June. At present they are working in the neighborhood of Panoche, San Benito County, and believe me brothers this is rugged country.

Piombo and Pete Farrish of San Francisco have a contract for the right-of-way, clearing, etc., and at present have about eight miles of it under control. Bill Pierce, one of our well-known brothers, is the superintendent. The Trimble family is also well represented on this job (3 brothers working), and we understand they are negotiating for a lease on a small hotel (for the duration of the job) in the neighborhood of the job. At this writing the following well-known brothers are also employed on this project: H. Cable, foreman; Roy Trimble, Boots Trimble, Bill Trimble, J. S. Cable, Orron Wilson, Dutch Dowler, cat operators; H. J. Woodums, mechanic; George Dwyer, oiler; G. E. Bothwell, back hoe operator.

The Pacific Pipe is also working in this neighborhood, preparing to lay the tap or feeder line for the Moss Landing Plant. They have just about completed the wrapping of the pipe at San Juan. To date, there has been no excavating or clearing but we expect them to call for operators shortly to man the equipment for this job. We will be able to give you more information on this project in the next issue.

P. G. & E.—MOSS LANDING

This project is one we must not forget to mention. One can notice many changes in this spot if he cares to visit the site frequently. There are so many crane booms, drivers, derricks and steel columns protruding in the atmosphere that it reminds you of a hair brush from a distance. Many different contracts have been let on this project and many prominent and well-known contractors have a piece of this great project. Just to name a few: Bethlehem Pacific on the steel erection; Chicago Bridge on the tanks; Ben C. Gerwich on the coffer dam; Talcott Lumber on the concrete, and Granite Construction on the excavation.

Bethlehem Pacific is the latest arrival on the job, having grabbed off a 2200-ton erecting job and brought in two cranes and some well-known operators such as Phil Falkinson, operator; V. Dawson, oiler; N. G. Moyer, operator, and Leroy Hartsaw, oiler. Oh yes, we must not forget to mention Macco across the way on the North Jetty. He is still there. Some of the brothers are in hopes of drawing their old age pensions after they finish this job.

SANTA CRUZ

N. M. Ball is making real headway on his highway job since the good weather set in and it is about 65% complete. The most recent information that we have received is that this "speedway" should be ready for the "hot rods" some time in September. At present the company has a crew of old-timers—about 28 of 3's men in all. Some of the brothers are Ted Gray, Les Pettit, and Harley Davidson, as

forman, and Brother Bambauer (who recently lost two digits). He is chief of the Hot Plant. Keeble is still putting on the finishing touches on his and Heple's contract but we expect and hope it will terminate soon. The company (as most of you are aware) have had a terrible time getting a blade-

man. Especially on Saturdays, WHEN THEY DON'T CALL THIS OFFICE. Please note!

SAN ARDO OIL FIELDS AND SOUTH

Harrison & Spirling from Bakersfield still have about five pieces of equipment operating in the San Ardo Oil Fields. At present we are having a little difficulty with this company. Vincenz Bros. of Salinas is also operating in these fields and have about eight or nine pieces of equipment under continuous operation for the many different companies interested in these fields. It is nice to know that this land is good for something besides cattle grazing—and army training grounds.

R. J. Robles & Sons of King City have signed a new agreement with Local 3 and there is every indication that this firm intends to work with us from now on. Good luck and here's hoping they continue to be successful. The same goes for Roy Adams Co. of Salinas, who also signed our agreement recently. Let's show these new contractors that it pays dividends by becoming members of "The Royal Family".

SAN JOSE AND SURROUNDING DISTRICT

Plumbing Contractor A. J. Peters seems to have his hands full with his new jobs. There is the Cottage Grove sewer job, approximately \$64,000; the Palo Alto job, \$75,000, and his Agnew State Hospital job, approximately \$200,000. Brother Joe Schwartz is the superintendent of all the equipment used on these projects, and the company employs about 20 engineers.

Ed Tobin of Oakland and San Francisco also has been busy in and around this district. You are apt to run across them anywhere you see a ditch. . . . L. C. Jensen of the East Bay, also a plumbing contractor, has a nice contract with the San Jose Development Co., adjacent to the Kaiser Tract.

Burch and Bebeck of the Los Angeles area have started work on their \$308,000 sewer project (unit 2) for this city and they have removed several of the brothers from our out-of-work list. This project should take about seven or eight months to complete. . . . The Associated Mechanical Engineers were the low bidders on Unit 3, storm sewers, etc., for the City of San Jose for \$108,000. This job starts off Coyote Creek and terminates near Keys Street. You can readily see that there is quite a little sewer work in this district.

McGillivray Construction Company of Sacramento, who has the resurfacing job on 101 Highway south of Coyote, have temporarily suspended operations of their hot plant due to a mechanical failure and other difficulties. They expect to get going again shortly, however.

Carl N. Swenson is making very good progress on his \$2,000,000 Willow Glen school, also his \$200,000 job on Agnew Hospital. Herbert Mayson of Long Beach also has a contract on the Agnew State Hospital of approximately \$2,000,000 and is going along nicely. We have a great number of small jobs in operation here—several new subdivisions, a couple of junior high schools, and many other jobs too numerous to mention in the space allotted for this article.

COYOTE DAM 2

Brothers, it looks like there is going to be three dams constructed in this territory. The proposed Lexington Dam, the Austrian Dam (Bud Heple is now doing the clearing for the reservoir), and a new Coyote dam, known as Coyote 2. A bond election on this dam will be called on June 14th. If you are a registered voter of Santa Clara

Peninsula—

Airport, Highways, Pipelines Keep Engineers Busy

By CHET ELLIOTT

Business Representative, Local 3

Employment for members of Local No. 3 has steadily increased during the past month and our out-of-work list is gradually diminishing.

The Morrison-Knudson Co. at the San Francisco Airport is operating at full capacity, and many engineers employed on this project will be kept busy as operations will continue through the year.

McGuire & Hester have started work on their Crystal Springs pipeline job. While on this job your representative contacted Brothers Lyler, Rowan, Breever and others. This sanitary sewer line will serve the County Relief Home and the city of Hillsborough.

REAL ESTATE JOBS

At Woodside, J. O. Archibald and Woodhouse & Douglass are busy on subdivision and real estate development projects.

The new Whipple Road quarry under the management of L. C. Smith will be ready to operate in about ten days. Construction of this new plant under the supervision of Brother Walker has kept many Local 3 members busy for several months.

Sondgroth Bros. and McFadden & Sons have started a grading and paving job at Menlo Park.

At Princeton, the M. G. M. Construction Co. has several trenching machines, cats, etc., at work on the Half Moon Bay Water Distribution System. Brother Morgan is in charge of this work, with Brothers Clark, O'Brien, Coffman, Stratton, Gonzales and several others assisting as operators on equipment.

A. Tiechert & Sons have just begun operations on the Coast Highway. R. P. Brock is the superintendent on this project. There are several cats on this work at the present time, and the management plans on moving in five or six jeeps in a few days.

The local contractors in this area, including Sperry & McCue, John Furrer, Frank Smith, Fisk & Firenze, Bragots Bros., Peter Sorenson, and many others, are busy on subdivision and real estate development projects which employ many engineers.

County, don't neglect to vote for this project as it means more work for us.

NEWS OF THE BROTHERS

Brother Nicholas Estok, we thank you for the penny postcard informing us that you went to work. We also wish to thank Brother Vernon Lee for the same courtesy and consideration. (A penny postcard to notify us when you go to work saves your organization expense in telephone calls—and time).

Brother George Westberg, one of the old-timers, dropped in to say "hello" and pass the time of day. He had the nerve to say that we worked together at one time. When he said we worked together, he was only 50% correct. We worked together all right, but I DID ALL THE WORK.

Brother N. A. Smith of Santa Cruz met with a serious accident while working on a Northwest shovel. As a result of the accident, Brother Smith lost a foot.

We are happy to report that Mrs. Frank Erhart is recuperating after a serious operation.

Brother Harrold and Mrs. Black just announced the arrival of a "charming little model", Daniel Jay. Understand he is fully equipped: free squealing, automatic feeding, seldom requires oil, sparkling blue lamps, and travels nicely—wet or dry.

Brother Ted Shade, who was injured on the Los Padres Dam last winter, will soon be released from the doctor's care. . . . Brother Harry Baumbauer got two of his digits amputated recently when he had them in the wrong place at the wrong time. We're glad the accident did not prove more serious.

Stockton—

MOUNTAIN HIGHWAYS & BRIDGES READIED FOR SUMMER SEASON

By ED DORAN and FRANK LAWRENCE,
Business Representatives, Local 3

Thirty-two separate construction projects in an area of 12,000 square miles, including all of nine counties and parts of three others, are now being worked on by District "X" of the California Highway Department with headquarters in Stockton.

District Engineer Charles E. Waite, in charge of District "X," reports that his office has 1,354 miles of state highway system under its supervision. This is 9.8 per cent of the total of 13,970 miles in the entire state.

Included in the highways under the supervision of the Stockton office are the recreational roads in the high Sierra, two-lane highways serving numerous cities and town in the rural areas, and four-lane express highways between and through large urban areas.

District "X" includes all of Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Solano, Stanislaus and Tuolumne counties, and portions of El Dorado and Sacramento counties. Projects now under way under the supervision of the Stockton office are as follows:

Alpine County: State sign route 88 between westerly boundary and Picket Junction. Five miles to be graded and surfaced. Plans are nearly completed and construction is to start this summer. \$250,000 is budgeted for construction.

Amador County: State sign route 88, between Cook's Station and 0.4 mile east of Ham's Station. 3.6 miles of grading and surfacing at an estimated cost of \$144,000. Work is being done by Westbrook and Pope of Sacramento and this work is estimated to be finished by August 1949.

State sign route 49, south of Jackson, 0.6 mile of grading and surfacing at a cost of \$20,000.

San Joaquin County: U. S. 99 from south of Stockton to north of Stockton. 6.3 miles being graded and bridges and separation structures being built at cost of \$1,528,000 by Lord and Bishop and M. J. B. Construction Co. Work to be completed in June 1949.

U. S. 99 from south of Stockton to north of Stockton. 7.2 miles to be graded and surfaced with Portland Cement concrete at a cost of \$1,139,000 by United Concrete Pipe Co. of Stockton and Baldwin Park, Calif. Work to be completed early in 1950.

State sign route 120 from Brennan Road to the Stanislaus County line. 5.2 miles to be surfaced at a cost of \$96,000 by the Granite Construction Co. Work to be completed by September 1949.

State sign route 33 from U. S. 50 to the Stanislaus County line. 8.3 miles to be surfaced at a cost of \$127,000 by M. J. Ruddy & Son. Work to be completed by this summer.

NEW BRIDGES

State sign route 4, Old River and Middle River bridges are being redecked at a cost of \$46,000 by Lew Jones Construction Co. of San Jose.

U. S. 50, Mossdale bridge being built at a cost of \$438,000 by Judson Pacific and Murphy Corp. Work to be completed by July of this year.

State sign route 12, Potato Slough bridge to be redecked by R. G. Clifford of South San Francisco at a cost of \$45,000.

U. S. 99, between Calaveras River and Lodi. Reconstruct cross-over. Plans are nearly complete and bids to be advertised for in the near future. Estimated to cost \$55,000.

State sign route 4, between Old River and Middle River. 4.3 miles of resurfacing. Plans are complete but advertising for bids is being held up pending completion of bridge repairs. An estimated \$120,000 for construction.

State sign route 4 on Charter Way between El Dorado Street and French Camp Turnpike. One-fourth mile to be paved full width. Plans are completed and to be advertised in near future. Estimated cost of \$63,000.

Stanislaus County: State sign route 33 north and south of Patterson. Realign sharp curves.

Plans nearly completed. \$30,000 budgeted for construction.

U. S. 99 between Turlock and Keyes. A four-lane highway to be constructed, 4.6 miles in length. Plans completed and right of way being acquired. Construction budget of \$595,000.

Tuolumne County: State sign route 49, Stevens Bar bridge being built at a cost of \$190,000 by Elmer Warner of Stockton.

State sign routes 49 and 108 between Montezuma Road and Jamestown, 2.1 miles to be graded and surfaced. \$160,000 budgeted for construction.

The low bid of \$86,618.09 submitted by Harvey E. Connor of Redwood City for improvement of the Manteca city water works and the bid of \$30,761.55 by A. P. Bennett Construction Co. of Palo Alto for storm sewer installations were both approved by the Manteca City Council.

Funeral services were held April 21 for Brother Edward Ferraris, 54, employee of the Calaveras Cement Co. Brother Ferraris, a native of Placerville, had spent the major portion of his life in the Angels Camp area. Services were held at the Bigelow Chapel, followed by committal in the Altaville Catholic Cemetery.

The Lancaster Penal Institution, located in the southern part of California, is scheduled to move to a new site near Tracy sometime next year.

BIG VOCATIONAL SCHOOL

The State budget calls for an appropriation of more than \$10,000,000 for the construction of a vocational school on a sight eight miles east of Tracy and north of San Joaquin City. The site covers more than 700 acres, on which proposed facilities will house approximately 1,200 young inmates.

The San Joaquin County Board of Supervisors sent telegrams to all members of the Senate Appropriations Committee in Washington, D. C., urging appropriations for Farmington Dam. The telegram said: "The San Joaquin County Board of Supervisors has, by resolution, favored construction of the Farmington Dam and urges Senate approval of the \$2,000,000 appropriation for the dam as set up in President Truman's budget."

Stockton City Manager Jerry Keithly made a special trip to Washington to appear before the Senate Appropriations Committee on behalf of the proposed Farmington Dam. He represented Stockton, Linden, Farmington and San Joaquin County at the hearings.

The reports have all been favorable for the appropriations to be included in this year's budget.

Beerman and Jones, Sonora, were awarded construction of the Stewart Street bridge over Sonora Creek. The bid was \$5,749. The project will involve widening of the present bridge and reconstruction of parts of it, building new piers, and widening of the approaches.

Brother Ivan Carden is the proud daddy of a baby girl, born April 20. She weighed 5 lbs 5 oz. Brother Carden says that they will name her Elaine Marie.

IRO Reports Arrival In U. S. of 20,000th DP

New York.—Blonde, five-year-old Janina Vaitkevicius, who arrived here aboard the Army transport General Harry Taylor with her parents, two brothers and 875 other displaced persons, is the 20,000th displaced person to reach this country under the Displaced Persons Act of 1948, it was revealed by the International Refugee Organization.

No need to worry about inflation. It's just a drop in the bucket.

Sacramento—

SHIP CHANNEL STARTS IN JUNE;
FOLSOM DAM JOB IS UNDER WAY

E. P. (ED) PARK, Business Representative, Local 3

As we go to press this month good news has just come through on the Folsom Dam and the Deep Water Channel. The Senate has made recommendation that the appropriations be restored to the amount originally requested by President Truman—\$2,000,000 for the Channel and \$3,500,000 for Folsom Dam.

It has been announced that actual work on the construction of the Deep Water Channel will start around the latter part of June. By the time this article is in print \$1,700,000 of the Port District Bonds will have been sold. First to be constructed will be the giant grain elevators, highways, and a belt line railroad to the channel and elevators. It is expected that a dredge contract for the construction of the barge canal from the Sacramento river to Lake Washington will be let in the near future. This first unit is estimated to run around \$450,000.

DAM GETS GOING

The George F. Casey Co. of Berkeley was the low bidder at \$49,300 for the core drilling at Folsom Dam. Work should be started on this by press time. Peter L. Ferry & Son have their job on the Folsom Dam under way again with Brother Bill Covington doing the shifting. Brother B. W. Fuchs is the heavy duty mechanic, with Brothers S. P. Pirtle, Oran Cobb, Ernie Nelson, Bill Brown, John Miller, Charles Chisam and James Schell making up the balance of the crew to date. Additional contracts are scheduled to be let after the first of July.

The M. M. Brown job at Diamond Springs is back in full swing again with Brother Bus Lake on the job as foreman to do the finishing.

Tyson and Watters have finished their job on the Plymouth fair grounds and have moved their equipment to Cedar City. Brother Jack Edwards has gone along to keep that job rolling.

PUTAH LEVEE JOB

The H. Earl Parker levee job on Putah Creek is still limping along with two blades and one roller working at present. However, more equipment is expected in before the end of the month; as soon as a release can be made from their job down south. A good deal of dirt remains to be moved on this project and it will be a good job when they get underway again.

Frederickson Bros. are coming along with their job over Putah Creek out of Davis. There are three engineers on this job to date?

The Judson Pacific Murphy bridge job at Three Mile Slough is now in the finishing stages with only one engineer left on the job.

Brother Ed Faria, cat-owner, is doing the dirt work on the Peterson contract at the city park swimming pool at Rio Vista. All work is going along o. k. on this job.

Brothers Howard Stockton and Bob Durfey are working around the Herringer yard in Rio Vista.

At this writing Brighton Sand and Gravel are about half finished with the street work on the University Campus at Davis. We have a blade, cat and can, and a roller on the job. M. R. Carpenter is doing the ditching.

BY-PASS RESUMES

The Folsom by-pass job being done by the George Pollock Co. is now back in full swing again. The following brothers are on this job: Charles Swan, Earl Sproul, Al Walker, Bob Massey, Richard Witzel, Lee Roberts, Tom Eaton, Paul Burt, Gerald Aldridge, Ernie Flint, Howard Counts, K. Q. Smith and Ernest Wonsler.

Brother Ted Cox, who so ably ramrodded this job last year and started it again this year, is now on his own. Brother Art Root has taken over the spread and estimates about two months' work to complete the job.

May we take this opportunity to extend to Brother Cox our sincere best wishes for a most profitable future in the contracting business.

The Lentz Construction Co. continues with various small jobs in and about Sacramento, furnishing

several members steady jobs.

A. Teichert & Co. have no large job in this vicinity at present. They are doing several small jobs and considerable sewer work. This company was low bidder on street improvement work in Arden Park Vista in the amount of \$75,594.95. Bids were opened May 3 and work should start on this soon.

Jack Breen is doing several small jobs in the vicinity of Placerville and also some maintenance work on the county roads at Georgetown. Brother Vince Morris is running the blade and Brothers Hamrick & McDonnell make up the shovel crew. Brother Vic Bonner is in charge of operations.

The Westbrook and Pope road job at Comptonville is well underway with two shifts running on the cats. Brothers Pat Patterson, Ray Austin and Don Westbrook are doing the shifting.

MOSQUITO RIDGE

N. M. Ball has just about completed their job on Mosquito Ridge and will soon be moving their equipment to their levee job out of Colusa.

The Clyde Woods job is running along smoothly in the Mosquito Ridge section with six of our engineers working there.

The Bates & Rodgers job on the 12th Street underpass continues to roll along in good shape.

The same can be said for the Atkinson underpass job at Roseville. Approximately the same crews are still on both of these jobs.

Brother Dick Blackmore is moving right along with his equipment on the Elverta road job of P. J. Moore and Harms Bros. The following brothers are on the job for Dick: Al Norton, Fred Rueb, Albert Barker, Ben Zimmer, Larry Broadbent, Mike Pritchard, Wm. Coldiron and Marvin Walther.

Joe Chevreux has several of the boys working on his job at Forest Hill in conjunction with the building of the American River Pine Lumber Mill. All is going well at his rock, sand and gravel plant out of Auburn, also.

The Bear River Rock, Sand and Gravel plant at Colfax is just getting started for this season and are using five of our members at present.

Brothers Donahue & Ice keeping their trenching machine working in the North Sacramento area.

YOLO RESURFACING

McGillivray Construction Co. is, at this writing, just getting underway with their 16 miles of resurfacing in Yolo county. To date they have only a shovel crew on the job with Brother Josh Robinson operating and Brother Jack Hutchinson oiling for him.

M. J. Ruddy was the low bidder in the amount of \$45,787.50 on a contract for grading and paving of streets in the city of Grass Valley.

Barns Bros. were the low bidders in the amount of \$69,040.50 for cross-overs to be widened and concrete curbs and barrier posts to be constructed in Solano and Yolo counties between 7 miles east of Ulstis Creek and .5 miles west of the Yolo causeway. Bids were opened May 4.

In another bid opened May 4th O'Conner Bros. from Red Bluff were low. This contract covers construction of two reinforced concrete box culverts and about .7 mile of roadway to be graded and surfaced and is located about four miles west of Capay in Yolo county. The low bid was \$45,284.90.

Bids are now being advertised and are to be opened May 19 for 3.435 miles of road construction in the Brockway-Tahoe National Forest.

AUBURN FREEWAY

United Concrete Pipe, Ralph A. Bell and Westbrook & Pope were the low bidders on the Auburn Freeway job submitting a figure

of \$1,107,646.00. At this writing the job has not been awarded but is expected to be shortly and work should be started by the time this reaches print. Lancaster & Dahl have a contract for clearing the right-of-way and will start work immediately with one cat.

Ground was broken for the new Eagle Theatre by Lentz Construction Co. just previous to this writing. Ceremonies are scheduled to be held soon with Governor Warren officiating.

PERSONAL MENTION

Brother Les Wright is ready to go back to work after a foot injury received while working on the Tyson & Watters job at Cedarville.

Brother Carl Beyers was up from Los Angeles for a few weeks doctoring a back injury received on the job down there.

Brother M. W. McAnally has taken a job as master mechanic for the Salinas Construction Co. The job is located out of Mexico City and he has taken his family along with him for an approximate two years' vacation.

Our congratulations go to Bro. John Couch and his wife upon the arrival of a 5 lb., 4 oz. boy on April 26. He was named John Stanley.

A letter was received in this office from Brother A. A. Green, who is with Bechtell in Arabia. He seems well satisfied with his job over there.

We also received a card from Bro. Raymond Kimzey, who is with M & K in Afghanistan.

Brother Phil Stanford received burns on the hand and arm while working on the Leo Lentz job and was laid up for a short time.

Another on the injured list is Brother C. W. Millhouse. He hurt his back on the Parker job and will be laid up for some time.

Brother B. W. Sims is working for the Le Tourneau Co. as a demonstrator of their equipment.

Brother Ben Webster was a visitor in the Sacramento office recently.

Brother Al Brown is back on the injured list. He was hurt while trying to avoid an automobile with his jeep.

Brother Slim Ransdel, former H. D. mechanic for Westbrook & Pope, has gone to San Bernardino for Fredrickson & Kassler.

We are sorry to hear that Bro. George Moritz, a long time employee of Manuel Asta, had suffered a heart attack. He has been laid up for some time.

Brother Joseph Bassi is one of the owners of the Pony Express Steak House on Highway 50, 10 miles east of Shingle Springs. Give him a try for some good food when you are up that way.

Brother H. B. Gambell was ill with pneumonia and in the hospital for about three months. We are happy to report that he has now recovered and able to be on the job again.

Anyone wishing tractor work done can be sure of a good job by calling Brother Hugh Sutton at Sacramento 9-3977 or 4-6875.

Brother Cliff Washburn, who was injured on the Rough & Ready job, is now operating the Washburn Trailer Sales on the Davis highway, across from the Club Charles.

Bob Hunt is another of the brothers who is giving it a try on his own. He is doing paving work in and around North Sacramento. Good luck to you, Bob.

Brother Smokey Sutherland is the owner of Smokey's Auto & Trailer Court, 2 1/2 miles east of Auburn on Highway 40. Cabins and trailer space are available and special consideration will be given member brothers.

We are sorry to hear of the illness of the son of Brother S. P. Pirtle and wish for his speedy recovery.

MEMBERS AID CENTENNIAL

Don't forget the Fair Oaks Centennial on May 20, 21 and 22. A number of the brothers are working very hard to make it a success. Brothers Bob Massey, Clyde Kemp, Amos Smith, Sully Elledge, George Payne and Wilbert Butcher are a few of the members of Local No. 3 on the committee. They have informed us that any member of Local No. 3 showing his card at the Hell Dorado is entitled to a couple of free beers. Brother Clyde Kemp will be in charge of the rodeo and promises a good show.

San Francisco—

SAN FRANCISCO JOBS IN FULL SWING; EXPECT SOME SHORTAGES

By PAT CLANCY, P. E. VANDEWARK and HARRY METZ Business Representatives, Local 3

Prevailing conditions of work are now very good, with the out-of-work list steadily decreasing and more new jobs being awarded. Within certain classifications a shortage will soon exist, such as catskinners and heavy duty repairmen.

M & K Corp. job on the sewer treating plant at North Beach is now in full swing with a large number of the brothers busy on the job. Eaton & Smith is doing the excavation work on the job for M & K. A large amount of piledriving is also involved, on which Raymond has one rig busy now. M & K corp. tunnel job now has two headings under way with three full shifts on each end busy. Also a spread of cats are busy on the Lake Merced side filling across the lake, preparatory to the piledriving work to carry the weight of the storm sewers.

MARKET ST. FAST

Eaton & Smith has one shovel, two cats, busy on the Youth Center for Monson Bros. They have made excellent progress on their Market Street track removal and repaving job, in spite of all the criticism from the daily press. In fact, it looks as though they will finish the job way ahead of schedule.

Dinwiddie Const. Co. is getting set for their big job on the Park Merced project. They will have 11 steel material hoist towers, each 13 stories high of which eight are already erected. The project already begins to have the appearance of an oil field and derricks. Each of the buildings has its own emergency power plant because PG&E has been unable as yet to supply the project with electricity, therefore making a few more jobs for the brother engineers. Pacific Coast Aggregates have set up a concrete plant on the job to furnish all of the cement. Judson-Pacific-Murphy is handling all of the reinforcing steel.

MacDonald Young and Nelson job for Stoneson Bros. project on 19th Ave. is in full swing. Their large apartment house buildings are rapidly rising in the air. Several rigs are busy on this job handling dirt, building materials and concrete.

Standard Building Co. has all of their cats at work on the old S.P. right of way near the end of Monterey Blvd. making more ground available for additional housing. Bob Terry is foreman on the job.

OIL, HOSPITAL BUILDINGS

Swinerton and Walberg has two large building jobs in progress at present. The Standard Oil Building Annex on which American Bridge Co. has practically completed the steel erection, and the concrete work will start on all the building very soon. The company's other job is the Mt. Zion Hospital on Post Street. Bethlehem Pacific is doing the steel erection on this job.

Devencenzi & Haskins has a street widening job on Anza Street on which they have moved a lot of dirt already. Both of their shovels were on the job for a while.

Clinton Construction Co. has just about finished their job at Mission Rock with a few pile left to be driven.

Lowrie Paving Co. has a large number of the brothers busy on several jobs including the track removal job on Washington and Columbus Avenue.

Duncanson & Harrelson's job on the new Islais Creek bridge is under heavy construction, the excavation work is now in progress for the underwater footings as well as the sheet piling work.

Fay Improvement Co. is removing the tracks on 18th Street with two rigs on the job.

Chas. Harney has several small jobs in progress including track removal and street paving, thereby keeping both his hot plant and concrete plant under steady operation.

Most of the repair jobs are busy at the present time processing surplus equipment. Yards such as Hyman Michaels, Ken Royce, Courtland Engineering, Petersen Engineering and Boyce and Tinkler

Some of the other events are: queen contest, whiskerino contest, two all-night dances and parades.

manage to keep a large force of our heavy duty brothers busy.

BIG BAYSHORE JOB

Harney & Atkinson were awarded the Bayshore Freeway job which will run from Silver Avenue to 25th Street. This will be a huge project and Atkinson, who is going to run the job, says they expect to start in 30 days.

PERSONAL TOUCH

Received a letter from Brother Jack C. Tripp, Box 719, Marquette, Michigan. Jack says that he has been in that "neck of the woods" so long that he has lost touch with some of his friends and brothers out here on the coast. Thought probably he could contact them through our paper and asked that we mention his name and address in this issue! Hope this serves the purpose, Jack, and that some of the boys will write to you.

Recently received a letter from Roy Carpenter, who is working for M. & K. in Afghanistan. He says he is getting along fine and that Paul Tespa has moved in with him. Paul is also a member of Local 3 so with the two fellow members living together, it should help toward making their stay a little easier. Good luck, brothers!

It's good to see Brothers Bill McGuire and Harry Hansen safely home again after a year's hospitality (?) with Atkinson in Greece.

Our seasoned traveler, Andy Conway is home again . . . this time from South America where he had worked for Foley Brothers a couple of months. Some of the conditions on the job, plus a few other things, didn't set so well with Andy so he packed up and hightailed it for home!

Clifford Ragland is back in the States again after completing a year's contract for BPM. . . . Another arrival, Robert McColgan, stopped in and registered out-of-work. Bob was working for Raymond in South America, he tells us that a few more of our brothers will be returning soon as the job he was on is nearing completion. . . . Dan Normandie is also home on a completed contract, he has been working overseas for the past 14 months on a Civil Service basis.

FEW OVERSEAS JOBS

As you can see from this report most of our members are returning from foreign jobs. Many of the brothers have made inquiries regarding these jobs but if you have been thinking of going overseas, there is not much hope at the present time. Very few contractors have been doing any hiring and there is not much of that work in sight. Also, in regard to the inquiries as to work and conditions in Alaska, we have been advised that there should be a lot of work later in the summer but at the present time conditions are rough, and unless a man has a particular job to go to for a contractor, he should not go on his own!

Brother C. W. Hazard enclosed a little note with his dues, wants the members to know that he has been working as a real estate salesman for the San Mateo Investment Company for the last 16 months. He'll be happy to assist any of the members who may be interested in renting, or buying property.

Charlie Deitch, proud parent of a 6 lb. 3 oz. baby girl, which arrived April 16th. . . . Congratulations, Charlie!

Once again we'd like to remind you that our supply of blood in the blood bank has just about run out. If there is any question as to where to go, in order to donate blood to our account, please contact the San Francisco Office. Thanks!

* * *

One would never think that this country was founded to avoid excessive taxation.

Untold wealth is the amount you didn't report on your income tax return.

San Rafael—

FAIRFIELD BAY-BOTTLENECK IS OPENING UP; UKIAH BOOM ON

By H. O. FOSS and GLENN L. DOBYNS, Business Representatives, Local 3

The City of Ukiah seems to be "booming" these days with Moore & Roberts as General Contractor on the State Home project at Talmage with Brother Williams from Hopland on the dozer and Brothers Jack Woodson and Ernest Freitas on the trenching machine.

The Nevada Construction Company are starting work on the Talmage-Hopland Highway where Britt Pugh, well known superintendent, is heading the layout. The preliminary work on this job was held up due to the loss of a N.W. Back-hoe enroute from Reno by truck which broke loose and headed south some 800 feet down the canyon.

The Utah Construction Company where Fred Laird is project manager is in full swing with all the boys doing a record job as usual. It is expected the major part of the road work will be completed by the middle of August, and the remainder being the gravel spread for the road bed.

Work has started on the Chittenden & Chittenden job between Lower Lake & Middletown for the realignment and resurfacing with Brothers Frank Coughland, John Adams, William Lambert and Jack Wingate doing the skinning.

The Clements Construction Company have started their Laytonville project and also their hot plant which is located about 10 miles north of Willits. Poselk is the superintendent on this spread with Bros. Glenn Dennet, M. F. Sears and Harold Lane running the equipment.

CARQUINEZ-FAIRFIELD

The Parish Brothers Highway 40 project starting at the Carquinez Bridge and extending two miles north of Fairfield is going full blast along the entire section, with all the brothers happy again now that they are back in the old saddle. All the old crew with Brother Bill Southworth has just about completed organizing his concrete crew and is about ready to start the wheels grinding — he says he has "the best crew in the state," including Brothers Wright, Kalso, Coontz, Petersen and the old mud slinger — Gene Romero on the paver. Going along further on the pike, we found Brother Art Burch in a maze of jeeps and cats, throwing dirt in all directions. Art is a very competent engineer and is well liked by his men and of course, by the company as he is doing a very good job. Art is ably assisted by Brothers Art Bruhn and Art, Junior. We hear that Art, Junior, is taking the ship for the sea of matrimony and our best wishes to him and his bride-to-be.

In driving further along the Pike, we found the old 18th Amendment, Brother Herman Volstead, in charge of the sub-grade and imported-borrow section of the job. Herman still holds the world's record for consuming the "Beechnut" per day. Brother George Freeland is on the North West shovel and Brothers Curtis Smith and Lew Alexander on the blades.

NUT-BUSTERS KING
Around the shop, we found the "king of nut-busters", Brother Paul Lukasko, as indestructible and congenial as ever ably assisted by Brothers Gene Wagner, Stanley Wood, Robert Bowers, Merrill Weakley and Al Coker, all first-class men and a credit to any organization.

We also found Brother Monty Boldue perched atop a hill at Lake Curry just building road to "beat hell." He will complete this job in a few days and says he will be glad to get back to civilization again.

Brother Farnquist has just about completed his crushing operation at Winters and will soon be moving back to the quarry at Benicia — "Home, Sweet, Home."

Parish Brothers' job at Black Point under the leadership of Bill Madson is progressing very nicely. This company now employs 67 brother engineers and are putting more to work as the new equipment arrives. There is approximately one year's work ahead for the brothers — that should keep

them all smiling. Somewhere in this maze of work can be found Brother Mike Saporetti, the general superintendent for this spread.

The Ruoff Milling Company of Lagunitas is back in full swing for the season with all their old hands. Siri, Inc., of Santa Rosa have 31 engineers working on their jobs which are scattered from San Rafael to the Oregon line.

ANTIOCH P. G. & E.

Ben C. Gerwick, Inc., are making all the concrete piles at their Petaluma yard that will be used on the P. G. & E. plant at Antioch with a full crew working.

The Slinsen Construction Company of Napa have just purchased a new P. & H. shovel. The boys are breaking it in very easily. They have two large jobs in Napa on the Napa river, also a few street jobs in the city of Napa. The heavy duty mechanic is Brother Ray Andrade with Brothers Joe Quaini, Ken Head, Ed McDonald and R. E. Romelsbacher.

Fredrichson Brothers on the "Napa Wye" will be ready one day this week to pour concrete where they have about two miles with W. J. Rowland as superintendent and Fred Butler and Archie Edmonds as grade foreman. The concrete foreman is H. W. Keeler and Brothers Lloyd Dixon and A. J. Ingverson are the blade operators and Brothers H. L. Young and Don Wengler on the cats. Brother R. Patrick is operating the shovel with Brothers Gus Wallin and R. J. Woody as the oilers and Brother W. A. Miles is the heavy duty mechanic.

The concrete crew are getting ready to operate on the N. M. Ball & Sons project at Vacaville.

The W. M. Shives Company of Los Angeles doing the sewer job at Novato is going right along with Brother Roy Gorton on the loader and Brother Ernest Cain on the trencher with Brother Clyde Robinson as oiler.

NOVATO PROJECTS

Novato is coming right along and keeping pace with the rest of the State in that they have their sewer project progressing right along, the new school is running along smoothly with Buzzini as sub and within the past few days they have voted for a million and a half in bonds for the dam project which will add greatly to this little town.

Stolte-Harrellson of Santa Rosa are cleaning up on their freeway project in the city of Santa Rosa and it is expected this will be open to traffic about the middle of May. Brothers Tom Hanna, John Claridy and Johnny Brodnansky are helping complete this project.

Brother Ken Harrison has recently returned to work at the Hutchinson quarry, Greenbrae, after an automobile accident which put him "out of circulation" for the past six weeks.

Brothers Guy Slack and Jack Olds of Mill Valley are showing the "sidewalk superintendents" on the Eaton & Smith — Mission-Market-Van Ness project in San Francisco how it is done, according to the Saturday morning sessions in the San Rafael office.

The Johnson Rock Company of Stockton have recently started their Navarro River bridge project after being shut down for the winter, however, this is only a finishing up crew and it is expected this work will be completed in about three weeks.

CAN'T DO IT, BROTHER

What's this we hear about Bro. Laws, the operator for Haas of Petaluma telling everyone he has heard the story "two can live as cheaply as one"? Is it so, Louis?

Guy F. Atkinson job at Calpella is getting up steam again for the finish coat of black top on the highway and a little cleaning up in the cuts. Brother Ernie Gressot

Fish Thrown Back Will Live

Those under-sized fish, if properly released, will live to provide angling thrills another day, reminds the California Division of Fish and Game.

Small fish, if not hooked severely in a vital spot, will generally survive if handled carefully when the hook is removed, reads an official appeal to the state's sportsmen.

If the fish doesn't fit in with your plans for a bag of 15 trout, five black bass, or limits of other game fish, follow this advice from the conservation agency:

1. Don't snap a fish off the hook;
2. Hold fish with dry hands to minimize pressure;
3. Use care in removing the hook, but return the fish to water as soon as possible;
4. Place the fish in relatively quiet water where he can rest;
5. Cut the leader with hook in place if the fish has swallowed it or become hooked in the gills.

is back as foreman, with Fred Huntington in charge of the hot plant but keeping a safe distance away from it—guess he figures one broken neck is enough. Brother Chuck Randall is back again as usual—"nut busting."

Brother Lloyd Hinton of Willits has a new Seven and doing logging around the Sherwood area.

Brother Harry Leighton of the Western Crane Service was a recent visitor in the office, just looking over the area for the renting of Lorain Truck Cranes, cats or blades. He can be reached at 1230 Sixth St., Berkeley, Landscape 3-4760.

Brother Bill Straughn who recently terminated with Brown & Ely is taking off for Charley Hoyer to work on the Klamath Falls reclamation project on a North West 95 with expectation of staying there about eight months.

Brother "Pug" Hastings, one of the old time members, has recently taken a withdrawal card. "Pug" went into Lake County several years ago with a few rigs and in spite of non-union competition and because of the quality of his work, "Pug" has "gone to town" on all work in Lake County and now has reached the point where it is necessary for him to devote his entire time to supervision, rather than operating. Our best wishes to this brother.

We are always sorry when we announce the passing of a brother, but in this issue we have lost two brothers. Brother Cassidy passed away at the Veterans Home in Yountville and Brother W. E. Brunt was fatally injured in a logging accident near Lakeport—our sympathy to their families.

Bids are to be opened May 11th for the grading and surfacing with plant-mixed surfacing for about four and a half miles between Cloverdale and Healdsburg in Sonoma County; as will the bid opening on the same day for the small grading and surfacing mile and a half east of Maple Creek in Mendocino County.

Robert McCarthy, popular San Francisco contractor was recently awarded the \$85,000 contract for the reconstructing of the Mission San Rafael Archangel, San Rafael.

Hunting Brothers are on the finishing of their Red Hill job with Brother Jim Humphreys bringing the shovel up to the Ukiah project for an all summer job. These brothers, all members, keep nibbling away and are always busy.

In closing I would like to call the member's attention to the fact that when you are registered on the out-of-work list of more than one office, and called on a job, a penny post card to the office in which you still appear on the out-of-work list, would greatly facilitate office work and help your business representative a great deal.

Also, members coming in to another district with equipment should check in, or notify, the district office in which he is working. This helps more than many of you realize.

Dad—"You mustn't pull the cat's tail."
Sonny — "I'm only holding it. The cat is pulling."

Fresno—

WORK SLOW TO PICK UP IN THE SOUTH VALLEY; PINE DAM OK'D

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

Work generally is picking up because of many small jobs in the area and consequently the out of work list has been reduced considerably in the past month. However, work generally is not as good as was anticipated and the outlook now is that the large jobs coming up for bids will not be rolling until July or August.

The joint appropriation committee of the House and Senate have approved a seven and one-half million dollar allocation to the Pine Flat Dam Project and through our conversation with Colonel Gorkinsky, district engineer of Sacramento, we will be safe in predicting this project will be advertised for bids some time after the fiscal

**Honolulu—
Sorry, But Hawaii Is Not Paradise Of the Pacific**

By J. W. WAIWAIOLÉ
Bus. Rep., Hawaiian Branch

This writer believes that Hawaii cannot be called the Paradise of the Pacific from hereon because of pending conditions applicable to community and labor.

At this writing, people of the Islands have been notified by the press and over the air waves that there will be a waterfront strike effective from 12:00 midnight. We will again be subjected to hardships as encountered a year ago. The over-all picture now for work here will, of course, be very limited and, likewise, the Engineers may have to seek employment elsewhere.

A contract has been awarded the Hawaiian Dredging Company to build an extension to the present Waiiau Power Plant, and, although this contractor is somewhat anti-union, it is also very gratifying to us to know that the actual construction work on steel has been sub-let to a contractor that is known to be very favorable to unions; namely, the John A. Sutherland Company.

WATCH MAINLAND

Some of the members of this branch, who have just lately returned from the forward areas, are taking note of the many projects that are beginning on the Mainland and the forward areas because of the fact that no hiring of men has been done here locally. They are even anticipating work in colder climates. We have just heard that two of our boys are with M.-K.—Ceylon-India job. These brothers are Ernest Chee and Lemon Wharton.

If everything goes well with appropriations by the Legislature in their present session, it may be stated as factual that our present Honolulu Harbor will have a new "face lifting" by an additional pier for vessels in the present Pier 2 area.

Many of our boys have left the Islands for the Mainland on their own with hopes of seeking employment there. Our organizational program for military installations under the Metal Trades Council has been accepted by the powers that be in the Navy Yard and all indications show that we will be able to benefit from this program.

House Boom Ends

Kansas City, Mo.—This city's "boom market" for houses has been ended. This was disclosed by Jack D. Merriam, mortgage banker, in a talk to the Kansas City Real Estate Board. "There is not nearly the demand for houses that there was, especially at the prices which new units are being built to rent for," he said, adding that buyers are "shopping around" and sales are down as much as 25 per cent.

year. Two small jobs have recently been let in Kings Canyon, the Granite Construction Co. submitted low bid for a bridge and weir just below the dam site, and Casey Company from the East Bay will do the large core test drilling on the dam site. Both these jobs should start within the next month.

Morrison-Knudsen have resumed work on the completion of their Pine Flat Dam bypass road job. They have called back several of the men who were working for them when they closed down last fall.

ROCK CREEK PROJECT

The Heinz Construction Co. at Northfork are getting ready to start on their P.R.A. job on Rock Creek. The Forest Service is advertising bids for clearing on two additional sections of this project and it is anticipated that the grading on at least one section will be let this summer. P.R.A. and the State jointly are advertising the bids on the first section of the Shaver Lake and Huntington Lake highway; bids to be opened on the 18th. Bids will also be called for the Cedar Grove-Zumwalt Meadows job right after the beginning of the fiscal year.

California State Highway Department have invitations out for bids on two jobs in this district: (first) 7.8 miles of paving on the Tipton job, bids to be opened May 25th; (second) resurfacing job between Merced River bridge and Snelling, bid opening the same date.

A. Teichert Co.'s job on the Owens Creek job is progressing nicely and we expect the spread will be enlarged considerably in the near future.

Guy F. Atkinson's have about a month on paving operation on the Taugus ranch job and then will move their spread to Atwater to complete paving there. In the meantime they will start grading on the Berenda Bypass job.

GENERAL GRANT PARK

Approximately 5.8 miles of highway 180 on way to General Grant Park will be offered for bids by the Highway Department in July. This job should attract some of the hard rock boys.

Gene Richards Paving Co. submitted low bid for a stretch of highway just north of Kettleman City in Kings County and will be moving down there shortly.

Ted Baun Co. is still working on the resurfacing of Clovis Avenue and have knocked over another highway job at Porterville and will start this week.

Progress on the Ashbach & Steenberg contract of the Friant-Kern Canal has been slowed up due to the shrinkage in the adobe sections in excavating. It is now necessary for the company to flood the bottom of the canal in order to bring up the moisture content before lining operations can be resumed.

Peter Kiewit Sons Co. are still making good progress on their contract, however, the company has sublet the crushing of the gravel to an outfit from San Bernardino, who seem to have some peculiar ideas as to how we work in Northern California. It may be necessary to employ the use of a picket on this job very soon and that will slow up the progress of the Kiewit Co. job on the canal.

Bechtel Company on San Joaquin River project still maintain about the same crew and expect to receive the same signal in June for Dam construction.

We still have quite a few members out of work but hope to report a negative work list next month.

Next meeting in Fresno will be held May 26th, 1949.

What's doing in the Oakland office

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

With the welcome arrival of warmer weather, we have been able to clear the hall and reduce our bulging out-of-work list to some extent. Most of the jobs, however, are of short duration, and we do not hold forth much promise for a sudden upsurge of work in this area. At least, normal spring operations are now under way, and many of the fellows who have been sweating out one of our worst winters are now getting in a few much needed licks.

During the past month, several of the scrap yards have reduced the number of Engineers on their payrolls. This was unexpected, and, we hope, nothing more than a temporary lull due to a drop in the scrap market. An all-over picture of industrial plants throughout the area shows a consistent slump in hiring. In the case of the rock, sand and gravel industry, however, we look for an increase in activities as the season advances. Subdivision work, which proved a boon here last summer, does not appear to be picking up so fast this year, but we are expecting a little more of this work, too, during the coming months.

EASTSHORE FREEWAY

Work on the freeway in East Oakland is progressing satisfactorily. This has proved to be a very interesting job for the uninitiated, and the sidewalk superintendents are no doubt relieved to see the seeming maze of unrelated roadways, bridges and bypasses finally emerging as a unit. Fredrickson & Watson were low bidders on an additional portion of this work covering the section between 50th and 98th Avenues. The work will cover grading and paving and two structures, one double overhead at Heegenberger Road and a single overhead at 98th Avenue. They plan on starting this work as soon as the contract is awarded. Their contract near 23rd Avenue is coming along very well under the supervision of Brother Grant Brown.

Johnson, Drake and Piper have several members working on the High Street section of this job, and temporary work is providing occasional employment for a few others.

Lee Immel is employing approximately 25 members on three jobs in East Oakland and Hayward. In one operation they are laying black top on MacArthur Boulevard between San Leandro and Castro Valley Junction. On Lewellyn Drive, in Hayward, they are engaged in widening and building a new truck route through the city. The third job, also in Hayward, runs from Castro Street, at the east city limits, to Jackson Street, and out Jackson Street to the south city limits. These operations are under the supervision of Brothers Ray Ferdig, Jerry Crawford and A. R. McCaffrey, and it is expected there will be enough work to keep most of the crew busy till well into the summer.

Clements and Co.'s hot plant in Centerville is operating full time, furnishing plant mix for various road jobs in the area. At present their largest contract consists of furnishing approximately 19,000 tons of mix for their State contract, which covers various sections of Hesperian Boulevard between Alvarado and San Leandro.

Brother Reno Cairo, contractor from out Pleasanton way, is keeping his equipment busy on various small jobs. He has had considerable work in and around Richmond, and recently finished an operation for Humiston and Rosendahl in the Standard Oil plant.

Brother Carl Prince, who had been working on the shovel for Gallagher and Burke for some time, finally had to leave . . . the complaint—itchy feet. At last report they were getting much better. Seems an occasional shot of traveling construction will fix 'em every time. In the meantime, Brother George Franks has taken over his job at the old Heafey Moore quarry.

The Castro Valley Rock Co. has

the Mt. Diablo Mine property near Clayton.

ANTIOCH STEAM PLANT

During the past month work was suspended for a few days on Bechtel's job at the PG&E steam plant in Antioch. Although Local 3 did not have a grievance with the company, some of the brothers lost time and we are glad to report that the job is now back to normal operations. The grading on this project is nearly completed, and inasmuch as this is a building job, from here out the hiring of Engineers will continue to be slow.

Mike Malfitano, who was successful bidder on the Kirker Pass job, has started moving equipment in and tells us that Brother Earl Baker will be running the spread.

Work on Fluor's job at Oleum is coming along quite well, both on maintenance and construction. Brother C. V. Hazelwood, who had been out there for some time, recently was promoted to foreman on the maintenance crew.

MOKELUMNE AQUEDUCT

On April 27, the \$21,700,000 second Mokelumne Aqueduct was placed in active service as the first water poured into the East Bay's water system from Pardee Reservoir, 94 miles away. The construction of the aqueduct was necessitated by the rapid growth of the area, which saw daily consumption of water grow from 45 million gallons in 1940 to 107 million gallons at the end of the war, during which time the population increased from 525,000 to well over 900,000. Construction was started in 1946 and the line was designed to deliver 50 million gallons per day by gravity. The flow can be increased to 115 million gallons as required by the addition of two pumping plants. The combined capacity of both aqueducts is over 210 million gallons, more than double the present average consumption. Despite continually rising prices throughout the construction, the entire job was completed within the original cost estimate.

The ultimate need for the second aqueduct was foreseen by the original planners of the Mokelumne system and a 100-foot right of way between the East Bay and Pardee Reservoir was acquired to permit construction of a parallel pipeline. Similarly, all outlets and tunnels

which could not later be enlarged economically were built to a maximum capacity at the time of the construction of the original project, which was completed in 1929. The present project, therefore, involved the construction of 81 miles of new pipeline as compared to a total length of 94 miles.

With the exception of one short section, the new line is approximately five and one-half feet in diameter and is constructed of welded steel pipe and steel cylinder reinforced concrete pipe. The new aqueduct is buried in the ground for its entire length except the ten and one-half mile crossing of the soft delta lands west of Stockton. In this area, the pipe is carried above ground on specially designed pile-supported steel bents and cradles. All steel pipe has been lined with one-half inch of cement mortar to prevent corrosion and reduce friction losses. Outside surfaces are also mortar coated where buried in the ground, and aluminum painted in the section where the aqueduct is carried above the surface.

Completion of this important project assures the residents of the East Bay of an abundant water supply to meet present requirements and provides adequately for the continued growth and development of the area for many years to come.

Shipyards in the East Bay are practically at a standstill. Moore's and Todd's keep a few members working part time, while Pacific Coast Engineering Co. has a small crew working fairly steady.

Moore's west yard was sold to a company known as the Oakland Warehousing and Drydock Co. We have been informed that they are going to do general ship repair, but to date they haven't started any activity.

Dredging in San Francisco Bay and rivers in northern California seems to have just about folded up. Outside of a few small jobs, there doesn't seem to be any dredging coming up in the near future. The Napa River job is about the only thing that is on the program to start anytime soon. Indications are that it will start sometime in June. Some of the dredging companies are sending crews out to make soundings preparatory to placing bids on the job.

NEWS ABOUT THE BROTHERS

Brother Lou Eck picked up a transfer last week in preparation for a move to Oregon. He is going up with Charles Hover, who has the contract for re-channeling of Lost River, about 30 miles out of Klamath Falls.

Brother Alfred Hansen, who was firing on Duncanson & Harrelson's ill-fated derrick barge when it burned recently, considers himself lucky to have come out of the fire with nothing worse than a light fry on his head. It seems that when the fire started Hansen thought that the operator, Brother Roger Thomas, was still in the control room and attempted to get to him. The heat was so intense, however, that he was driven back, while Roger, who had left a few minutes before the fire broke out, was further down the line and knew nothing of his supposed plight. Hansen's burns, while painful, were fortunately not serious. We feel he deserves commendation for his attempt to reach a brother member whom he thought was in distress.

We regret to report the passing of Brother Joseph J. Whitmire, who was stricken on Friday, April 22, and died suddenly. He leaves his wife, Pauline, to whom we extend our deepest sympathy.

We received several letters of interest during the past month. Among them was one from Harry Speck, who is on the M. K. job at Grand Coulee, Washington. Says he would have written sooner, but

he has been cruising around. We can believe that, all right.

Brother Gene Yates broke down and sent in a few lines, too. He's back on Okinawa. Did make a trip to Formosa, however, but got enough—soon.

On the local scene, we received letters from Brothers Bob Gwynn and Nick Backovich, both from Arroyo del Valle Sanitarium at Livermore. Bob sounds very good, says he weighs 198 and has something that looks just like a beer belly. If he continues to improve the doctor is going to let him go home pretty soon, and he swears he will stand up in a corner for six months—he's that tired of being in bed.

Nick, who recently had some surgery done, wants to thank all the brothers who gave him blood. The operation couldn't have been done without the transfusion and he says that thanks to the fine coporation of the boys, he was able to get the whole thing done without any waiting.

And speaking of transfusions, we recently received a letter from the wife of Brother Claud Pitt, in which she says: "I want to take this time to thank all members that made it possible for me to replace the blood I needed after the birth of our son, born January 29, as I had to have three transfusions. I also hope that other members' wives may receive the same courtesy that I did from the union. So keep up the good work of giving to your blood bank, boys, because one never knows who is going to have to ask for help."

severely burned about the legs on April 15 when gasoline from a welding torch caught fire, is still confined to Merritt Hospital. However, the burns, some of which were third degree, are healing so well it is possible that skin grafting which at first appeared to be necessary may now be avoided.

AROUND OAKLAND OFFICE

Brother Jerry Cochrane, back from a vacation trip to Missouri—the first in seven years. . . . Tommy K. Moore, giving forth with recipes for octopus meat—got a six-foot one on his last fishing trip. . . . Brother Joe Britt up and around again with the aid of a walking cast—still having trouble with that foot injury of last year. . . . Brother Tom Aydelotte, ready for work again after an operation on his hand.

We wish to take this opportunity to congratulate Brother George H. Cocotos, who early this month received his naturalization papers. An unassuming man, Brother Cocotos has been living in the East Bay for several years, yet many who have worked with him and known him well were entirely unaware of his interesting background and history.

An Italian marquis by birth, his title was acquired through inheritance, Pope Leo X having conferred it upon his family during the Middle Ages. At one time he was Greek Consul in Italy, but during Mussolini's dictatorship he was ordered out of the country. At the time of his entry into the United States there was considerable difficulty in getting his nationality straightened out, for although his mother and father were Greeks, he was born on an Italian ship just off the coast of Italy and was therefore declared an Italian citizen.

His first trip to this country was made in 1938 upon the Queen Mary, and after making arrangements to stay he went into ship brokerage. In connection with the sale of a ship, he came to the West Coast in 1941 and at that time became associated with Hurley Marine. He then took the position of plant engineer for that company, and remained until the plant was closed down after the termination of the war. At present he is employed as plant engineer for the Todd Shipyard in Alameda.

He was sponsored in his oath by Jack Hurley, Jr. and Albert Kwasky, also of Hurley Marine; and of his naturalization, Brother Cocotos says: "It was the happiest day of my life—I wouldn't go back to Europe for a million dollars."

Ban Beryllium In Light Tubes

Washington.—Bowling to a public opinion only recently alerted to the physical dangers of beryllium phosphor in fluorescent lights, the major light manufacturers have agreed to stop using the chemical in their light tubes, it was announced May 5.

The U. S. Public Health Service made public an agreement by the manufacturers that they will stop using beryllium phosphor after June 30 of this year. But the backlog of tubes now in use and stockpiled for sale mean the danger from the chemical will last for some time, the PHS warned.

Danger from tubes using the chemical comes only when they are broken. Cuts from glass containing the substance have been found slow to heal and likely to swell. In addition, dust from inside broken tubes are harmful to the lungs. The government agency said tubes should be disposed of where the cut and dust danger is at a minimum.

Although the public knew little or nothing about the danger from fluorescent tubes, the PHS said the industry and medical men have been working for several years on the problem. Chief producers of the tubes, who kept their danger quiet, are Westinghouse, General Electric and Sylvania Corp.

Round-up of the News from Salt Lake

By Renny Burroughs, Business Representative, Local 3

The last month has brought Utah to one of its greatest goals in developing its natural resources. President Truman signed a bill making effective the upper Colorado River Basin Compact. This grants to Utah twenty-three per cent of the upper Colorado basin allocation. Amounting to 1,500,000 to 2,000,000 acre feet, this would increase the present irrigation water supply by 75 per cent. This would permit the irrigation of 600,000 acres of new land and furnish additional water for 400,000 acres that are only partially irrigated at present. The water would be diverted by vast construction projects from the Colorado River Basin to the Bonneville Basin where land is more fertile and the growing season longer.

IMPORTANT ISSUE

Of tremendous importance to us would be the 70 per cent increase in local food production that would develop from this additional farming and the addition of much taxable property to the rolls of the state tax lists. Our population would grow about 100,000 on this additional farmland and the whole agricultural economy of the state would improve. The combination of irrigation and electrical power generating dams would give this state far more power for industrial expansion, also. Some fear is expressed that were the CVA program on the Columbia River too excessively developed, cheap power from that project might be available in this area, to the detriment of power production from our dams to the extent that their power facilities would not be developed. This would place the entire cost of our dams on the agricultural water they impound, thereby making construction costs prohibitive.

The yet highly-tentative program of development calls for the construction of nine dams: Red Canyon (Flaming Gorge), Rattlesnake, and Split Mountain dams on the Green River, in Utah; Echo Park on the Green River, Cross Mountain on the Yampa River, and Curecanti, Black Canyon, and Bridgeport dams on the Gunnison in Colorado; and Glen Canyon dam in Arizona. Twelve irrigation projects also are to be developed. Utah has two of them, the Central Utah and the Gooseberry projects. The latter is almost too expensive to consider at this time, but will be developed from the Mammoth Dam on Gooseberry Creek tributary to the Price River, to irrigate 13,000 acres of land near Mt. Pleasant and Fairview.

MORE LAND, POWER

The Central Utah project, which will probably be put forward first for Congressional authorization and construction, will irrigate 450,000 acres of land and provide roughly 1,200,000 kilowatt hours of electricity for countless industrial developments. This project would divert water from as far east as Little Brush Creek through a 300-mile system of man-made tunnels, canals, conduits, penstocks, power plants and reservoirs, reaching as far as Kanosh in the southwest. Plenty of work for us Engineers in this project. Featured will be three dams, 205 miles of aqueduct, 126 miles of tunnel, 20 miles of conduit, and 97 miles of canal, as well as much reservoir expansion and power plant construction. It's all paper dreams at present but this state needs water badly and foresighted engineers will some day be working on the above projects just because Truman signed this bill and our state must push it.

The State of Utah is certainly air-minded. Every town of size has its airport that is being developed. Money is hard to get but a sincere interest in this type of transportation is making the program go anyhow. Federal money is available and many communities are furnishing matching funds. The Civil Aeronautics Administration is offering financial help to improve 65 airports in the state this year and next, for which \$5,255,000 in federal funds is estimated to be available. This covers creating 27 new airports and improving 38 existing fields. This program is based on sponsors of airports being able to raise \$3,490,000 in matching funds. In this area the only two

include a catalytic cracking plant and additional handling facilities. These developments will enable them to produce 100 octane gas as well as large amounts of diesel fuels demanded of a railway center like Salt Lake. Work on this project is expected to begin after July 1st.

Utah Power and Light have given us no definite confirmation that their \$5,000,000 steam plant on the Jordan River at Salt Lake would start construction this fall. However, there are plenty of rumors to that effect.

NEW SALT PLANT

Under the direction of T. H. Petersen, Indenco Engineering Co. of Oakland, Calif., is building a new five-story Salt Lake plant 16 miles west of Salt Lake on Highway 40. Wells Cargo has been doing the work on clearing and excavating. Capacity of the plant when completed will be 125,000 tons of salt annually.

Up on Wasatch Boulevard, United Concrete is laying pipe again. A full crew of Engineers, plus two Local 3 members on California Limas brought in from California, are all going strong. Brothers Art Lloyd, Bob Lloyd, "Dutch" Steele, Harold Franks, C. F. Gee, Glen Ralston, "Weary" Slater, "Pete" Petrovitch, David Warnick and Marvin Carlisle, ably pushed by Brother Herman Duncan, make up the spread. Brother Al Ramirez is down at the yard at Pleasant Grove for the time being. This seven and a half mile section is scheduled for completion December 15, 1949.

Two large subdivisions are under way in this area. Valley Development is putting in 51 homes at about 1825 South Street and Bountiful Lumber Co. is opening a 103-home tract at Crestwood. Building permits for April 1949 in Salt Lake City increased over April 1948. The 1949 figure is \$2,413,169, as against \$1,241,936 in 1948. March also was a better month than last year in Salt Lake.

Excavation work is proceeding rapidly on the new Medical Building at 506 East South Temple as is the work on the Davis-Neilsen apartment house at First East and First South. Footings are completed on the main section of Ellis Barker's job on the State Hospital for Children's Crippling Diseases on old Fort Douglas property and on the Olsen Construction Co. job on the Shriners' Intermountain Hospital for Crippled Children at the head of Alta Street. Excavation work will start shortly on the L. D. S. Hospital for Primary Children. The Holy Cross Hospital plans an addition to house the nurses' school on the northwest corner of their hospital block totaling \$1,000,000.

UNIVERSITY OF UTAH

Up at the University of Utah a \$3,775,000 building program has been approved to cover construction of housing units for 300 men and 275 women in addition to remodeling of the John R. Park Building and enlargement of the Student Union Building.

Salt Lake County has a \$7,000,000 school building program under way, with \$3,000,000 more slated to be spent when it can be raised. Midvale is building a \$610,000 elementary school. Sandy is set to duplicate this. Lark is to have a new grade school. Granite School District is building a \$1,000,000, 1,200-unit junior high at 3100 South and 2nd East. Lincoln Elementary School is to have a three-room addition. Valley Junior High School and Brockbank Junior High at Taylorsville and Magna will be ready for occupancy next September. At Murray the \$110,000 shop and woodworking building will be completed this month.

Out at Roosevelt on the border of Duchesne and Uintah counties, the \$624,418 Joint High School is being held up by money, but is likely to start at any minute.

The State "Pen" out at "Point of the Mountain" is badly in need of some of the \$5,000,000 emergency relief fund the State Board of Examiners is figuring on spending for State building. It will take almost \$2,000,000 to complete this

structure after Jensen Brothers finish the work they have under way at present.

Kennecott Copper is pushing Utah Construction and Utah is pushing American Bridge, out on the \$16,000,000 electrolytic refinery for blister copper at Garfield. The generals and the subs are all under pressure on this job as it shakes loose from the bad weather and gets into the summer rush. We now have Engineers working for Utah Construction Co., American Bridge Co., Andrews-Knapp, and Dell Kunkel, all on this job—76 Engineers in all.

LARK TUNNEL JOB

On the Lark tunnel job, under Ben Arp, the Engineers have 35 members working on the main tunnel, the incline job, the British shaft and the G line. Both of these jobs are running smoothly with one of the finest crews it has been our pleasure to work with.

The Utah shop, with 30 mechanics, helpers and yard men, also runs like a watch. A fine bunch of members, they keep Utah equipment from several states in top condition.

Out on the Garfield slag pile, L. D. Banks, Utah superintendent, keeps knocking out real tonnage with Utah's crusher plant on their railway ballast contract. Brothers Combe and Gill keep the old Page drag just a swinging.

Up at Evanston, M-K has holed through on the Aspen tunnel and are paving like mad. This job should be completed by snow-fall. M-K is moving a crew into Uintah out of Ogden to do a three months' job on the railroad. During the last month their railroad crews have been busy from Wasatch to Redmond. Out at Tooele, M-K is putting in heavier rails all through the ammunition area on what promises to be an all-summer job. There is over 200 miles of railroad in the area.

At American Smelting and Refining Co. at Garfield, McGraw Co. has a cat and crane on location. Subbing from them, Dick and Jack Perkins have a paver and batch plant pouring foundation walls. Over in the back of the plant Superintendent Pittman of Chicago Bridge and Iron is rapidly completing two water tanks that will provide water storage once their present reservoir is abandoned to make way for additional building.

Around this Salt Lake area, Gibbons and Reed still are pouring curbs and gutters in the southeast and getting their plant down by the Utah Oil Refinery ready to take the equipment from the old Parley's Canyon yard as they consolidate their local plants. They also are swinging into considerable out-of-state work. Enoch Smith's crews lead Wheeler and Tempest only slightly in being the hardest to find. All these members really keep their equipment on the move.

HIGHWAY WORK SLOW

W. W. Gardner is running his hot plant full blast with Brother Bill Fogle putting out some mighty nice "hot stuff." Next door Utah Sand had a terrific march on material but ready-mix was a little slow.

Highway work is still very limited in this northern half of the state. Johnson & Germer, Abbott-Waldron, have a tough job at Trenton. Swamps and a bridge job make it rough. L. T. Johnson has a good job southwest of Logan which is about 75 per cent complete. Strong at Bountiful is still putting in drains and realigning the railroad along the right of way. L. A. Young is putting crusher run on his job at Altonah, which looks swell but nearly done. Parsons and Fyfe are rapidly completing their Brigham City road job out back of the airport. Doug Fyfe took equipment up to start their job at Montpelier, Idaho.

Whitney's bridge, a mess of steel and concrete in the middle of Colethorp's job at Currant Creek on No. 40 promises to be expensive for somebody since it collapsed several weeks ago. Colethorp is through with his crusher on the Vernal airport job and is just about ready to button up in this state if

it weren't for the trouble on No. 40.

Dean Mendenhall had his powder crew out blasting on Soldier Ridge to show the first sign of activity on that job this year.

It is rumored that Olof Nelson got an airport job at Preston, Idaho. We know he's figuring heavy on the Logan Canyon-Bear Lake road job. Carl Nelson has shipped out to Idaho where one of his projects is crushing 20,000 yards of rock for Simplot. Carl recently purchased a Medel L. J. Mack tractor for his transport. Roy Adams, shop foreman, and Ed Spackman, mechanic, went east and drove it out. A fine trip, they saw many interesting incidents and were glad to get back to Utah.

Clarence Waterfall of Ogden is a good contractor and has a fine crew, one that our local is proud to claim. Good luck on your season's work this year, Clarence.

Between Kamas and Mirror Lake, R. M. Jensen is starting his spread of three cats and a dragline on road work there.

KENNECOTT COPPER

Out at Kennecott Copper, even the canyon walls are whispering over the Trainmen's good fortune in securing a favorable decision from the fact-finding mediation board. The battle is just engaged, however, since the company has yet to grant the \$2.71 increase recommended by the board and it is suspected that job evaluation may still be a factor in negotiations from the company point of view.

PERSONALS

We ran into Brother W. D. Fritz, oldtime shovel runner, on a Salt Lake City rig the other day. We were proud to meet him since he is one of the several oldtimers who have helped to make the Engineers in this state.

Al Morton, currently on a rig for M-K on the Aspen tunnel, helped us out during a slow period when his 15B and trucks weren't doing too much, by taking that out-of-town job.

Joe Spickler has still got the wanderlust and we hope to place this shovel runner one of these days where he can work right along a highway so that the traffic keeps him happy.

MEETING

An important statewide meeting will be held shortly. Please come to give your opinion on our 1949 negotiations and any other matters that may come before the meeting.

Call your business representatives if you have a problem:

Office phone—3-3706.

Home phones—

Renny Burroughs—3-6987.

Louis Solari—9-6209.

In closing we want to recommend that any of the brothers who like bass be around when the reservoir up at Garfield on the McGraw job is drained. Bass 18 inches long have been seen in the pond, it is claimed, and the pond is full of 'em in assorted sizes. Bring your barley sacks, brothers!

★ ★ ★

Census Figures Show Lag in Spring Jobs

Washington.—The spring upturn in employment awaited by optimistic government economists did not materialize in April, on the strength of figures released May 4 by the Census Bureau. The bureau collects its data by door-to-door interviews.

Most of the slight pickup in employment in April over March, the bureau said, was due to the opening of jobs on farms. It found that non-farm jobs dropped by 255,000 in the month, and put the number of employed workers at 57.8 million. The overall pickup in employment between March and April was only 172,000, compared to a one million increase in the same period of 1948.

Discounting a great many potential workers under the heading of "not in the labor force," the census listed 3.1 million unemployed in April this year, in contrast to a jobless total of 2.2 million a year before.

Daily report of awards for construction

(Compiled by P. E. Vandewark)

APRIL 8, 1949

FRESNO—Contract awarded to Kovick Bros. Const. Co., P. O. Box 1323, Fresno, \$4834 for const. sews. in Flora Gardens, und. R.I. 216-D.

APRIL 11, 1949

SACRAMENTO—Contract was awarded to Lentz Const. Co., 2416 Sutterville Road, Sacramento, for \$2271 for const. pave. in alley bet. crossing and Broadway & 22 and 23 streets.

SACRAMENTO—Contract was awarded to Lentz Const. Co., 2416 Sutterville Rd., Sacramento, \$2409 for surface two tennis courts.

SACRAMENTO—Contract was awarded to A. Teichert & Sons, Inc., 1846-37th St., Sacramento, \$34,378 for const. connect. sewers from American River crossing to city sewer lines, in Sanit. Dist. 2.

APRIL 12, 1949

SACRAMENTO—Contract was awarded to A. Teichert & Son, Inc., 1846-37th St., Sacramento, \$235,328 for const. Owens Dam near Merced, under Spec. No. 1360.

APRIL 13, 1949

SOLEDAD—Contract awarded to Edwards, Foulk & Dana, 580 Ave. Del Ora, Redwood City, \$1812 for install wtr. pipe & access. in Walker Sub.

SANTA ROSA—Contract was awarded to Coddling Homes, 1430 Sonoma Avenue, Santa Rosa, \$8350 for erect. all-metal hangar for use as Exhibit Building at Sonoma County Fair Grounds.

SOLEDAD—Contract awarded to F. R. Archibald, 718 Douglas Avenue, Oakland, \$12,870 for const. sanitary sewers under Cash cont.

APRIL 14, 1949

SACRAMENTO—Contract was awarded as follows:

San Joaquin County (X-SJ-66B) To Granite Const. Co., Box 900, Watsonville, \$89,435 for 5.2 mi. pl. untr. rk. base over exist. pave. & pltmx. surf., betw. Brennan Road & easterly, San Joaquin County line.

Butte County (III-But-21-B) To Granite Const. Co., Box 900, Watsonville, \$82,564, for 4.1 mi. surf. with untr. rk. surf., apply "B" bdl. sealcoat to Central portion & pene. treat. to shoulders, betw. East city limits of Oroville & Feather River bridge.

LOS GATOS—Contract awarded to Leo F. Piazza Paving Co., 175 So. Montgomery St., San Jose, \$144,990 for const. the 1949 paving program.

WILLOWS—Contract awarded to J. Masters Co. & E. P. Kirk, 6699 East Tulare St., Fresno, \$136,645 for const. sew. treat. plant.

SAN FRANCISCO—Contract awarded to Sunset P. & D., 49 Geary St., San Francisco, \$6489 for clean & paint the Stockton St. tunnel.

REDDING—Contract awarded to R. Taylor Willis, 865 Sonoma Avenue, Santa Rosa, \$11,917 for const. 24x70' prefab. met. bldg. on court house grounds, Shasta Co.

APRIL 15, 1949

SACRAMENTO—Contract was awarded to T. Teichert & Son, Inc.,

1846-37th St., Sacramento, \$363,386 for 5.0 mi. grade & plantmix surf. on imported base material bet. Half Moon Bay & Montara Creek, SAN MATEO CO.

CRESCENT CITY—Contract awarded to Macco Corp., 14409 So. Paramount Blvd., Paramount, & Morrison-Knudsen Co., Inc., 441 W. 5th St., Los Angeles, \$3,245,375 for const. rubble breakwater, Crescent City in DEL NORTE CO., under Ser. No. Eng. 04-203-49-12.

SACRAMENTO—Contract was awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$58,224, instead of Granite Const. Co., \$62,564, (as stated 4-14) for 4.1 mi. surf. with untr. rock surf., apply "B" double sealcoat to Central portion & pene. tr. to shoulders; betw. E. city limits of Oroville & Feather River bridge, BUTTE CO. (III-But-B)

LARKSPUR—Contracts were awarded to John Rocca, 415 4th St., San Rafael, \$102,595 (sanit. sewers & pump. plant) & to V. Maggiora, 7 Harrison Avenue, Sausalito, \$15,550 (outfall) for const. outfall & trunk sewer & pumping plant.

APRIL 18, 1949

SACRAMENTO—Contracts awarded to the following as follows:

Shasta Co. (II-Sha-3-A)—to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$742,432 for 5.8 mi. grade & pltmix. surf. on cem. tr. base; const. R.C. slab brdg. acr. Spring Creek; & const. two bridges across A.C.I.D. canal, betw. Anderson & Clear Creek (ref. 3-30)

Siskiyou Co. (II-Sis-3-A)—to Harms Bros. & Fred Fredenberg 5261 Stockton Blvd., Sacramento, \$349,749 for 4.4 mi. grade & const. gr. separation struc. betw. Spring Hill & Weed.

STOCKTON—Contract awarded to United Concrete Pipe Corp., P. O. Box 736, Stockton, \$41,548 for reconstr. Thornton Road bet. Woodbridge Road and Peltier Rd., SAN JOAQUIN CO.

SACRAMENTO—Contract was awarded to Affel R. Johnson, 381 Turk St., San Francisco, \$1237 for installing sewers in 14th Ave. (58th St. to E. line-Lot 4, City Acres 1)

MIDVALE, UTAH—Contract awarded to Tolboe & Wooten Const. Co., Provo, Utah, \$40,773 for const. 1,000,000-gal. reinf. conc. reservoir for Midvale City Waterworks Dep.

EUREKA—Contract was awarded to Tom Hull, 930 Carson St., Eureka \$18,616 for const. R. C. slab brdg. acr. Freshwater Creek on Road to Howard Heights, 7 mi. S. E. of Eureka.

IMOLA—Contract awarded to Pacific Coast Builders, 2530 - 18th St., San Francisco, for const. Admin. Bldg., Napa State Hospital (general).

SAN FRANCISCO—Contract awarded to Charles L. Harney, 575 Berry St., San Francisco, \$23,814 for asph. conc. pav., etc., on Orizava St., between Sargent and Shields.

SAN FRANCISCO—Contract was awarded to Fay Improvement Co., Phelan Bldg., San Francisco, \$1493 for asph. conc. pave., etc. on Palou Ave., betw. Industrial & Shelby Sts.

SAN FRANCISCO—Contract awarded to Rosenberg Bros., Grading Co., 12 Oak Grove Ave., San Francisco, \$1981 for const. bitr. sewers in Dolores St., bet. Army and 27th St.

PETALUMA—Contract awarded to Midstate Const. Co., 427 Bryant St., San Francisco, \$144,333 for const. exhibit bldg., 4th Dist. Agric. Asso.

APRIL 19, 1949

SUSANVILLE—Contract was awarded to George E. Miller, Box 1728, Reno, Nev., \$22,138 for grade drain & roadmix. surf. on North St., betw. Grand Avenue & Piute Creek Bridge; Westerlow, betw. North & Chestnut Sts., & Alexander Ave., betw. Susan River bridge & No. Railroad Ave.

CARSON CITY, Nev.—Contract was awarded to Dodge Const., Inc., Fallon, Nev., \$450,611 for 10.089 mi. grade, drain pltmix. surf. and const. reing. conc. bridge on portion of State Hwy. Sys., Henderson to Boulder City, CLARK COUNTY (F-006-1-1.)

OAKLAND—Contract awarded

to Lew Jones Const. Co., 150 No. 28th Ave., San Jose, \$43,028 for const. rigid frame reinf. conc. bridge across Mocho Canal, N. of Pleasanton, ALAMEDA CO.

CASTRO VALLEY—Contract awarded to O. C. Jones & Sons, 1520 - 4th St., Berkeley, \$23,535 for const. two conc. box culverts on No. 4th & No. 5th Sts., near Laurel Ave.

EUREKA—Contract awarded as follows:

(1) Const., reinf. conc. slab bridge acr. Bundle Prairie Creek, Mattole Valley to Reed & Tuttle, Redwood Valley, 371 mi. SW of Alderpoint, Alderpt. Zenia Road; to Reed & Tuttle, Redwood Valley, \$26,530.

SAN FRANCISCO—Contract awarded to Petersen Engr. Co., 4126-26th St., San Francisco, \$15,100 for const., turnback loop for No. 21 trolley coach line at Calif., 8th Ave., Clement & 6th Ave., under Cont. 333.

RIO VISTA—Contract awarded to C. Norman Peterson, 2832-9th St., Berkeley, \$52,250 for const. memorial swimming pool.

APRIL 20, 1949

ALAMEDA—Contract awarded to Gallagher & Burk, 344 High St., Oakland, \$5,790 for resurf. Otis Dr. betw. Park St. & Broadway.

MARTINEZ—Contract awarded to E. A. Pollard, 297 Cascade Dr., Fairfax, \$5190 for const. 54-ft. roadway, combination timber & reinf. conc. bridge on creos. timber bents, across Marsh Creek on Co. Road 44 (Concord Ave.), 4 mi. So. of Brentwood, in CONTRA COSTA CO., 7 remove exist. bridge.

SACRAMENTO—Contract was awarded to Westbrook & Pope, 2331 Fair Oaks Blvd., Sacramento, \$31,952 for 26.3 mi. apply bituminous surf. treatment to shoulders bet. 4 mi. So. of Williams & 0.3 mi. So. of Willows, COLUSA AND GLENN COUNTIES, (III-Col-Gle-7-B, Wms., C.A.)

SACRAMENTO—Contract was awarded to McGillivray Const. Co., P. O. Box 874, Sacramento, \$122,780 for 16.1 mi. (portions) place imported base & imported base shoulders & apply bitum. surface treatment to upper 3 inches, bet. Winters & Rte. 7, YOLO COUNTY, (III-Yol-90-A,B.)

SAN FRANCISCO—Contract awarded to Fay Improvement Co., Phelan Bldg., S. F., \$57,202 for rem. st. car tracks on 18th St., bet. Castro & Market, & resurf. rdwy., Market betw. 18th & Clayton.

OAKLAND—Contract awarded to Lew Jones Const. Co., 150 N. 28th Ave., San Jose, \$43,028 (as stated 4-19) for const. rigid frame reinf. conc. bridge across Mocho Canal, North of Pleasanton, ALAMEDA COUNTY.

EUREKA—Contract awarded to Chicago Bridge & Iron Co., 22 Battery St., San Francisco, \$15,755 for const. 75,000 gal. steel water tank at Harris & K Sts.

REDWOOD CITY—Contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$106,326 for const. Crystal Springs outfall sewer project.

SANTA ROSA—Contract was awarded to Arthur B. Siri, 1357 Cleveland Ave., Santa Rosa, \$4748 for const. C. I. mains in Brentwood Terrace.

SAN RAFAEL—Contract was awarded to Pacific Pipeline & Engrs., Ltd., P. O. Box 446, Fresno, \$15,950 for lay. 4400 ft. 18" cem. lined pipe, to be welded, outside of Ross on rts-of-way in hill country.

SANTA ROSA—Contract was awarded to Robert M. Rapp Co., 705 Bennett Ave., Santa Rosa, \$2249 for const. RR. crossing of N. W. Pac. RR., at Beaver St., bet. Spencer and Pac. Ave., & drainage & pav. work, etc.

SANTA ROSA—Contract was awarded to Arthur B. Siri, 1357 Cleveland Ave., Santa Rosa, \$1334 for install. 6"x4" C.I. mains at 4 locations in Santa Rosa.

APRIL 21, 1949

HAYWARD—Contract awarded to Ted Bares Const. Co., 365 Warwick Ave., San Leandro, \$141,398 for const. Muir District Trunk Sewer at Hayward.

SAN JOSE—Contract awarded to A. J. Peters & Son, Box 632, San Jose, \$64,119 for const. sanitary sewers and laterals in Cottage Grove District, in Alma & McLellan Aves., San Jose, under R.I. 8283.

SACRAMENTO—Contract was awarded to J. A. Waterbury Const. Co., 1932 Vallejo Way, Sacramento, \$23,720 for const. truck shelter, oil house and fence, in Sacramento at 59th St. & Folsom Blvd., SACRAMENTO COUNTY.

HEALDSBURG—Contract was awarded to A. G. Raisch Co., 2048 Market St., SF., \$15,652, for 2800

T pltmix. surf. on Center, Matson, North, Powell.

SACRAMENTO—Contract was awarded to Guy F. Atkinson Co., 10 Orange Avenue So. S.F., \$338,882 for 2.7 mi. grade & conc. pave on cem. slab brdg. acr. Berenda Ck. betw. 1-4 mi. N of Dry Ck., & 1-2 mi. N. of Berenda, MADERA CO.

RICHMOND—Contracts awarded as follows: to Atas Pipe Co., 5301 Genoa St., Oakland, \$3600 (sewer) & to O. C. Jones & Sons, 1520 - 4th St., Berkeley, \$17,000 (grading), for grade & const. sews. at new Mira Vista School.

CARSON CITY, Nev.—Contract awarded to Dodge Const. Co., Inc., Fallon, Nev., \$450,644 (as stated 4-19) for 10.089 mi. grade, drain, pltm. surf. & const. reinf. conc. bridge on portion of State Hwy. Sys. Henderson to Boulder City, CLARK COUNTY.

APRIL 22, 1949

SACRAMENTO—Contract was awarded to George F. Casey Co., 1337 Second St., Berkeley, \$49,300 for calyx core drilling at Pine Flat and Folsom Dams. under Spec. No. 1384.

CORTE MADERA—Contract awarded to Brown-Ely, Contrs., Box 474, Corte Madera, \$11,525 for grade, prep. subgr., place cr. run base, pltmix. surf. & const. conc. curbs & drainage facils. on Corte Madera Avenue between Larkspur Line & Redwood.

APRIL 25, 1949

SAN JOSE—Contract awarded to Aiken Const. Co., 993 Delmas Ave., San Jose, \$4157 for reinf. conc. culverts on Bicknell Road in Supervisors Dist. No. 5, SANTA CLARA COUNTY.

APRIL 26, 1949

MARTINEZ—Contract awarded to M.G.M. Const. Co., P. O. Box 1056, Concord, \$17,163 for const. 4 inch, 6 inch & 8 inch water mains in CONTRA COSTA CO. Wtr. Dist. 1, in Brentwood.

STOCKTON—Contract awarded to Shepherd & Green, 309 American Trust Bldg., Stockton, \$11,439 for fender & curb. repairs to wharves Nos. 2, 3, 4, 5, 6, 7 & 8, at Deep Water Terminal, Stockton.

FRESNO—Contract awarded to Kovick Bros., Const. Co., Box 1323, Fresno, \$6244 for const. vitr. sewer in Saylor Tr.

SACRAMENTO—Contract was awarded to E. F. Hilliard, 1355 43rd St., Sacramento, \$2511 for pave alley bet. V and W & 13 & 14 Sts.

LOS GATOS—Contract awarded to Leo F. Piazza Paving Co., 175 S. Montgomery St., San Jose, \$147,940 for 1949 paving program.

SAN RAFAEL—Contract was awarded to Pacific Pipeline & Engrs. Ltd., P. O. Box 446, Fresno, \$15,950 for laying 4400 lin. ft. of 18 inch cement lined pipe in vicinity of Ross.

APRIL 27, 1949

AGNEW—Contract awarded to Homer W. Goldman, Box 624, Salinas, \$24,400 for const. commissary warehouse at Agnew State Hospital, SANTA CLARA CO.

SACRAMENTO—Contract was awarded to Arcata Pump&Elec. Co. 1010 G St., Arcata, \$64,560 for const. water systems, North West Dist., Div. of Beaches & Parks, Prairie Creek, Patrick Point, & Burlington Parks, in HUMBOLDT COUNTY, & in Edward R. Hickey Park in MENDOCINO COUNTY.

APRIL 28, 1949

MODESTO—Contract awarded to Standard Materials Co., 1411-9th St., Modesto, \$26,707 for plantmix surf. following streets:
(A) 5th bet. F & Sierra (B) California bet. Franklin & H. (C) College bet. Stoddard & Codwell.

APRIL 29, 1949

WALNUT CREEK—Contract awarded to Assoc. Elect. & Mech. Co., 223 Clara St., San Francisco, \$225,979 for const. sewers & sew. lift. Sta. in Improvement Dist. 10.

GRASS VALLEY—Contract awarded to M. J. Ruddy & Son, 922 J St., Modesto, \$45,787 for grade & pave Auburn St., betw. Winchester St. & So. city limits, a distance of 0.6 miles.

SAN RAFAEL—Contract was awarded to Robt. McCarthy, 1050 Kirkham St., San Francisco, \$85,000 for reconstr. Mission San Rafael Archangel.

MOUNTAIN VIEW—Contract awarded to Earl W. Heple Co., 494 Delmas Ave., San Jose, \$73,634 for const. 60x90' girls' gymnasium, located at the Mountain View High School, SANTA CLARA CO.

MODESTO—Contract awarded to E. A. Hathaway & Co., Inc., 1098 So. 5th St., San Jose, \$427,490 for const. auditorium at the Modesto High School.

MARTINEZ—Contract awarded to Haas & Rothschild, 274 Branran St., San Francisco, \$489,400 for

const. Contra Costa County Juvenile home (Subj. to State approval).

MAY 2, 1949

SACRAMENTO—Contract was awarded to A. Teichert & Son, Inc., 1846 - 37th St., Sacramento, \$75,594 for grade, drain & armor coat pave in Arden Park Vista Unit 8.

REDDING—Contract awarded to Eugene G. Alves, Rt. 1, Box 390, Pittsburg, \$154,323 for 3.722 mi. grade & plantmix surf., & const. 115-ft. reinf. conc. deck bridge on County Highway Nos. 10D, 10E, betw. 9E & Christensen Acre Sub-division, SHASTA COUNTY.

HOLLISTER—Contracts awarded as follows for:

(1) Co. Rd. No. 23—to Geo. Augusta, Box 1545, Salinas, \$2910 for 3000 cy. base rock, furn., haul., & dump on Co. Rd. 23, San Justo Rd., betw. Anderson Rd. & San Juan Hwy., SAN BENITO CO.

(2) Co. Rd. No. 4—to Granite Const., Box 900, Watsonville, \$13,381 for 1876 T pl. open gr. hotmix asph. surf. on exist. conc. pave., on Co. Rd. No. 4, San Juan Hwy., from San Juan, northerly to San Justo Rd., Sta. 278-70 to Sta. 409-00 SAN BENITO COUNTY.

EUREKA—Contract awarded to Tom Hull, 930 Carson St., Eureka, \$22,690 for const. 156-ft. R.C. bridge across Lawrence Creek, HUMBOLDT COUNTY.

CARSON CITY, NEV.—Contract awarded to Dodge Const. Inc., Fallon, Nevada, \$236,877 for 53.949 mi. rdmx. surf., from Round Mtn., Jctn. to Jctn. with U. S. No. 50, near Austin & Round Mtn., NYE & LANDER COS. (S-624 (3) & 672).

CARSON CITY, NEV.—Contract awarded to Westbrook & Pope, 2331 Fair Oaks Blvd., Sacramento, \$104,725 for 11.288 mi. grav. surf. on portion of secondary Hwy. Sys., from Strawberry (Newark Valley), to 12 mi. No. of FAS Rd. 578, WHITE PINE COUNTY.

MAY 3, 1949

SAN JOSE—Contract awarded to Assoc. Elec. & Mech. Co., 223 Clara St., San Francisco, \$153,674 for const. San Jose Sanitary Sewer Separation Proj., Unit III.

CAMARILLO—Contract was awarded (general work) to Williams & Burrows, Inc., & Carl N. Swenson, Burlingame, \$2,570,715 for const. receiving & treat. units, bakery, Adm. Unit, Commissary Units, at Camarillo State Hospital.

SALT LAKE CITY, UTAH—Contract awarded to Wheelwright Const. Co., 2300 "E" Ave., Ogden, \$63,233 for const. equaliz. resrv. for laterals 25 & 25A, So. Ogden Distrib. Sys., 3 mi. So. of Ogden, under SPEC. No. R4-15.

PIEDRA—Contract awarded to Granite Const. Co., Box 900, Watsonville, \$138,246 for const. bridge & weir at Pine Flat Dam, near Piedra, under Spec. No. 1341.

PAJARO—Contract awarded to Granite Const. Co., Box 900, Watsonville, \$89,079 for const. Proj. Unit 1, main trunk lines & coll. sys. in Pajaro. MONTEREY CO.

MAY 4, 1949

SANTA ROSA—Contract was awarded to Peter Onsrud, 2008 Fulton Road, Santa Rosa, \$5726 for widen south side of 7th St., betw. A & B Sts., under cash contract.

SANTA ROSA—Contract was awarded to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$11,298 for extending Healdsburg Ave., betw. 10th & B Sts., under cash contract.

MONTEREY—Contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$32,847 for const. vitr. sewers in David & Fountain Aves., & in Alice, Taylor, Lottie, Lobos, Jessie & Divisadero Sts.

ALAMEDA—Contract awarded to Gallagher & Burk, 344 High St., Oakland, \$191,794 for resurf. on Pac. Ave., Lincoln Way and Lincoln Ave., between Main & 8th Sts. MAY 5, 1949

OAKLAND—Contract awarded to O. A. Fogelberg, Mt. Diablo & Elizabeth Sts., Lafayette, \$24,892 for install 1,000 ft. C.E. & 1550 ft. weld. stl. wtr. mains in Harbord & Wood Drs. ALAMEDA CO.

FRESNO—Contract awarded to Kovick Bros. Const. Co., P. O. Box 1323, Fresno, \$42,434 for const. 5 mi. reinf. conc. san. sew. adns. to Fresno Sewer Sys.

STOCKTON—Contract (general work) awarded to Nomellini Const. Co., P. O. Box 542, Stockton, \$742,000 for const. ward bldg., warehouse and garage, & demolish 3 & 4 story bldg., at Stockton State Hospital.

EMPIRE—Contract awarded to Manuel Smith, Rt. 1, Box 352, Winton, \$84,875 for const. sanitary sewers.

MAY 6, 1949

SAN FRANCISCO—Contract (Continued on page 11)

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NEWS FROM THE PROVO AREA

By C. R. VAN WINKLE and LOUIS SOLARI,
Business Representatives, Local 3

A.G.C. AGREEMENT

This agreement, the so-called six basic crafts agreement, between the Laborers, Teamsters, Carpenters, Iron Workers, Cement Finishers and Operating Engineers and the Associated General Contractors, Intermountain Branch, at present controls all union work in the Building and Construction Trades. Opened March 1st for revision of working conditions and wages, upward. Three meetings held to date. The first on

April 15, at which meeting the Labor Committee of the A.G.C. was unable to commit themselves as to whom they represented. The second meeting on April 22, at which meeting the A.G.C. Labor Committee reported that they represented by power of attorney some twenty major contractors. It is significant that there were no contractors from Springville among that group.

At this meeting the A.G.C. Committee was presented the Unions' demands and they stated they would study it and present a counter proposal. The third meeting was held April 28, at which meeting the contractors presented a counter proposal, which was the present agreement with everything in favor of the members taken out. The next meeting is set for May 23. Strike notices, required under the Taft-Hartley Act, have been sent to the Federal Mediation and Conciliation Service.

PERMANENT SHOP AGREEMENT

This agreement affects the Utah Construction Company mainly. The Company has been asked to set a date for a meeting but to date has not responded. Strike notices, required under the Taft-Hartley Act, have been sent to the Federal Mediation and Conciliation Service.

Affects the Utah Construction Company's Iron Mine operations at Cedar City mainly. The Company has been requested to set a date for a meeting but to date hasn't responded. Strike notices, required under the Taft-Hartley Act, have been sent to the Federal Mediation and Conciliation Service.

SAND, GRAVEL AND READY-MIX CONCRETE AGREEMENT

Is with a number of Sand, Gravel and Ready-Mix Concrete Plants in the State and runs until May 15, 1950 but has a clause that it may be reopened for wages. One meeting with the employers held to date on May 3rd. Unions involved are the Teamsters and Operating Engineers. Request by both unions for an increase in wages rejected by the companies. Next meeting set for May 17. Strike notices, required by the Taft-Hartley Act, sent to the Federal Mediation and Conciliation Service.

KENNECOTT COPPER COMPANY

This agreement covers employees in our jurisdiction working for the Kennecott Copper Company at Bingham. The Company has requested a meeting for Monday, May 16, and in the request gave notice of a desire to reduce wages \$1.00 per day and effect other changes favorable to the Company. Grievance Committee of Union at Bingham will work with your representative as a negotiating committee. Agreement expires June 30.

PACIFIC BRIDGE COMPANY

This agreement covers operations of this Company at Park City and runs until July 1, 1950, with provision for reopening for wages this year. Company has asked for a \$1.00 a day reduction in wages. First meeting arranged for Wednesday, May 11. Grievance Committee of Union will sit with your representative as a negotiating committee.

THE OUTLOOK

The outlook in the State of Utah is at present a confused one. The drop in metal prices, if they don't regain their position, is bound to have some economic repercussions in the State. There are some grounds to believe that the price drop may be only temporary as there has been no reduction in metals demand to speak of, especially in the demand for lead and zinc. There is suspicion in some quarters that the metal marketing price practices may have something to do with the price drop. In this field there is no open market where buyers may buy futures or hedge. It may be that the smelters may be playing a game to buy cheap now

and sell at a higher price later when the demand is greater.

The Pacific Bridge Company is shutting down its plant at Park City because of the price drop for six to eight weeks, it states. Claims the drop in prices has reduced its income 38 per cent.

The Fact Finding Board's report in the Kennecott Copper strike by the trainmen may have a salutary effect on the wage structure in the State if the Company and the Union accept a settlement on the basis of the Board's findings. No agreement in this matter could mean another strike this summer. Also, if the Company remains adamant in its attitude toward travel time on the Company's property, a strike this summer by one or more of the unions involved seems inevitable.

Building construction is at a high point in the State but excavating and road jobs are the slowest for some time. State Road Commission program seems designated to take the usual course, that is, there will be a lot of summer and fall lettings, which will mean the jobs will get the usual late start. Some additional Bureau of Reclamation work is anticipated in Utah. According to authoritative reports, Congress is very favorable to reclamation work this session.

Keep your eye on the Cedar City area as there quite possibly will be some startling developments, according to our very authoritative grape vine.

The air is full of business and economic adjustments being taken by some companies all over the country, including Utah. There is grave suspicion to believe that in some of the cases some of the present so-called adjustments are part of a movement to "put the unions in their place."

REPORT OF THE WORK

Brother Solari will handle most of this part of this report. However, I would like to report that the United Concrete Pipe Company at Pleasant Grove is off to a good start on this season's work and should add to its crew as time goes on. Indications are that more men will be needed in Provo Canyon soon. Also, we are enjoying our usual friction with this Company.

McGraw Co. has finished its job at the Pacific Cast Iron Pipe Co. and has moved most of our members to its Garfield work. I enclose with this report a letter I received from this Company, which I hope Brother Swanson finds room to reproduce in this or some other part of this month's news. It is a nice letter and the sort that we don't get very often. Strong Company has got Highway 91 in Orem pretty well torn up and is making good progress. There is considerable friction on this job between the Company and the Teamsters and Laborers, which may eventually lead to trouble. Enoch Smith & Sons has a number of boys scattered around the County, mostly on curb and gutter work, (more of this work is coming up) and gas lines and connections. Because of the scattered nature of this Company's work, some of the complaints have been hard to run down. Clyde is pushing his road job along near Benjamin and our last visit there showed everything going along O.K. There is no new news regarding additional work at Geneva and the Walsh Co. seems to be finishing up. Utah Construction Co. has a couple of the boys working at Geneva on small jobs. Young & Smith are apparently going to bid their deadline on the Bureau of Reclamation work. Their next work is in Colorado, they tell me. The work on the Utah Power Company's Power House at the mouth of Provo Canyon is proving more of a headache than of any benefit to our membership. Some of our members are on some of the school buildings going up around the County but this work

McGRAW CO. PLEASSED WITH UNION RELATIONS

Dear Mr. Van Winkle:

The F. H. McGraw and Company concludes on May 6th its contract for the construction of the new deLavaud Foundry with Pacific States Cast Iron Pipe Company at Ironton, Utah.

The plant is already operating very successfully and our client is well pleased with the quality of the workmanship and the progress made during construction.

Our association through you with the International Union of Operating Engineers has been very satisfactory and we are well pleased with the operators which you furnished us for the equipment. Our equipment has been maintained in good shape and has not been abused during its use on this work. I wish to personally express my appreciation to you for your cooperation during the past year.

I look forward to our continued pleasant association with you on other work in the areas under your jurisdiction.

Sincerely,

F. H. McGRAW & COMPANY
S. A. Adam, Resident Engineer.

hasn't meant much to our members. . . . Due to the confusion mentioned earlier, some temporary curtailment at the Iron Mines near Cedar City may be anticipated. . . . The only news we have regarding Alaskan work is that due to the late summer, it is still snowing in Fairbanks and Anchorage, it will be May 15, before any crews are shipped out.

SOLARI REPORTS

Whiting and Haymond in Milford has a highway job—ten miles long. On the job we have 19 members, with Brother Dell Benson on the Dozier, Superintendent, Haymond. Going along good. This company also has an airport job in Redmond, which will require about 15 members. Hiring all members out of our offices. . . . W. W. Clyde Co. has a road job at Pintura, seven miles long. The job is going along fine, with Brother Chris Miller, Oscar L. Losee, John F. Bass. Brother Oscar has a new NW Shovel and is very happy with it. Superintendent, John Burke. . . . Heeb Glen Constr. Co. has a six mile road job at Enterprise. Will run south of Enterprise on the St. George, Enterprise road. Brother Ralph Worthen is operating shovel and Brother J. J. Glen is oiler. We have nine members on this job. Superintendent is Heeb Glen. . . . W. W. Clyde Co. has a 17-mile road job from New-castle to Iron Mountain, with Bro. Henry Tohl on the job and Jack Francis. We have 27 members on this job. Superintendent is Cornell Clyde. Foreman, Grant Hicken. . . . W. E. Thatcher Co. has a tunnel job at Preston, Idaho. It will be completed in July and is 1127 feet long and 10 feet in diameter. Will supply water to the reservoir. Brother John Riggs and Truman C. Isom on this job. Foreman, Snow. This company also has a job in Newton. It is a dam job that will be completed in July. Superintendent is Thatcher. Also, a bridge job near Yuba dam in the southern part of the State and while I have not contacted it, reports have it that our jurisdiction is well taken care of by our members. . . . Clarence Waterfall Co. is keeping 17 of our members working for them the year round. This company has a gravel pit north of Ogden, and also one west of Ogden, which keep members employed the year round. They have a shop keeping mechanics going the year round. Superintendent is Waterfall. . . . Holiday and Houtz Constr. Co. signed an agreement with the Operating Engineers March 15. This company has six of our members and is going along fine with the union. Holliday is operating a Quickway and is a member. . . . Before leaving for the southern part of the State, I spent some time on the Wheelwright Constr. Co. problem and while I was away they signed the agreement, with a stipulation, I understand, that they would sign whatever agreement is reached for next year. We hope this ends our difficulty with this company and it is the beginning of a long and harmonious relationship.

In closing my report, I would like to say that I am pleased to be working in Utah and while there are many problems facing us, I find

conditions better than I had been led to expect. I also find that our membership in Utah is composed of a very fine bunch of fellows, very congenial and cooperative to a new business agent just learning his way around. I want to express my appreciation of your cooperation and hope that I may prove of service to each and every member. Thank you.

PERSONAL NOTES

Brother Byron Farnsworth suffered a grievous loss last month in the death of his small son. While we know it is of doubtful value, we want you, Brother Farnsworth and Mrs. Farnsworth, to know you have our heartfelt sympathy. . . . Brother Ed Mangum was the victim of a serious accident last month, which resulted in a crushed heel, which necessitated a major operation and the removal of part of his shin bone and the grafting of it on his heel. He is up hobbling around on an iron foot but reports it will be three months before he will be able to work. . . . Brother Paul Shurtleff had the misfortune to turn over United Concrete Pipe Company's new Ohio. Result—Paul was shaken up a bit and is back on the out of work list. Cheer up, Paul, remember the best operators have their accidents behind them—the other kind have theirs still in front of them.

CONSTRUCTION AWARDS

Continued from Page 10)
awarded to E. J. Treacy, 152 Dewey Blvd., San Francisco, \$5597 for asph. conc. surf. on Burrows St., betw. Gambier & Cambridge Sts., San Francisco.

OAKLAND — Contract awarded to McGuire & Hester, 796 - 66th Ave., Oakland, \$13,840 for const. storm drains in Creed, Holman & Fleet Roads & in Hampel St., betw. Trestle Glen Creek & Park Blvd.

REEDLEY — Contract awarded to Ochs Const. Co., Helm Bldg., Fresno, \$41,600 for alts. & addns. to exist. structs. & addn. new structs. at Sew Tr. Plt., ¼ mi. SW. of Reedley.

FRESNO — Contract awarded to Rudolf M. Madsen, 4775 Madison, Fresno, \$7573 for const. conc. curbs, gtrs. & walks in Townsend Avenue, betw. Orange Ave. & So. 9th Sts.

SACRAMENTO — Contract was awarded to Janoch Nurseries, 2295 Windsor Ave., Altadena, \$17,912 for 1.2 mi. landscaping betw. Church Ave. & Broadway, FRESNO COUNTY.

FRESNO — Contract awarded to L. B. Pipes, 4708 Van Ness, Fresno, \$37,860 for const. 5 horsebarns, 21st Dist. Agric. Assn., at Fresno.

SACRAMENTO — Contract was awarded to Metzger Co., P. O. Box 266, San Pablo, \$71,900 for repair 2 timber truss spans & substructs. across Big River 12.4 mi. S. of Ft. Bragg, MENDOCINO COUNTY.

COLFAX — Contract awarded

to Metzger Co., P. O. Box 266, San Pablo, \$46,000 for const. sewage treatment plant.

MAY 9, 1949

SACRAMENTO — Contract was awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$3,568 for asph. conc. pave in M St., betw. 56th and 57th Sts.

BERKELEY — Contract awarded to Carrico & Gautier, 365 Ocean Avenue, San Francisco, \$463,130 for general constr. of State-School units.

FRESNO — Contract awarded to Harris Const. Co., P. O. Box 109, Fresno, \$135,518 for const. livestock bldg., 21st Dist. Agric. Assn.

Marquis Is Engineer

Bro. Geo. H. Cocotos, a plant engineer at Todd Alameda shipyard, has received his naturalization papers. He is an Italian marquis by birth, Pope Leo X having conferred the title on his family in the Middle Ages.

Three new dams planned for the San Jose Area, Lexington, Austrian, and Coyote No. 2.

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Eureka— RAINS DELAY WORK RESUMPTION IN REDWOODS; SOME JOBS START

OTTO E. NEVER and M. W. EDWARDS,
Business Representatives, Local 3

Continued rain in the Redwood Empire has kept members from working to any great extent up to the time this article is being written. Although jobs are still being let, there has been very little effort on the part of the contractors to get started due to the rainy weather. Some of the jobs that were carried over from last year have started, but not all.

Macco's job at Crescent City has not started and it will not amount to much as far as putting any great number of members to work. There will only be about eight operators and cat-skinners, and about four oilers used on the job for some time to come. Many members who have counted on this being a job for the summer will be badly disappointed. The company plans to do preliminary work this year and it is doubtful if they will get anything done on the jetty itself before the middle of July or the first of August. There are sufficient members living in Crescent City to man the job.

SMITH RIVER JOB

Ed Johnson is pretty well along on his job near Hiouchi on the north bank of the Smith River between Dr. Fine bridge and Hiouchi. This is a small job and with the good progress Ed is making he should be done by July 1st. Brothers Pat Ross and Chas. Higgins are skinning cats, with Brothers Percy Fletcher and Al McCool on the dragline. Brother W. F. Hooley is heavy duty mechanic and, last but not least, Brother Scotty Jenkins is superintendent.

Piombo Construction Co. has moved two rigs into Orick and brought their operators and greaser with them. Their superintendent is Brother Phil Dunn. C. M. Syar has moved into Klamath and is setting up a new crusher. Brothers Van Spears and Bud Dully came with the equipment. Brother Curly Williams is superintendent. Their job will get under way about June 1st and undoubtedly will last all summer.

Mercer-Fraser Co. is running both plants, at Essex and Alton, and laying cement-treated base at Fortuna. Mercer-Fraser Co. has also bid in the jobs above Orick and the two jobs at Mill Creek Park.

Maurer is working as fast as possible to finish up his job at Orleans. Brother Art Meyer is shifting. It will be about June 15th before this job is finished and they will move down to Weitchpec to finish the approaches to the bridge there.

Brother Louie Conner has two or three rigs working part time, but he expects to have a logging road to do in the near future.

BRIDGE BUILDING

Brother Tom Hull is busy building bridges for the county. Brother Tom keeps his crew busy the year around and often pays the members' dues when sickness or hard luck knocks on the door. John Burman & Sons have started again on their job near Bull Creek Park. Job will probably last all summer. Malfitano & Macal have not started to finish their job at Briceland at the time this is being written, but should start by May 15th.

Clement Construction Co. has given no indication as to when they will start their resurfacing job at Laytonville. Carr & Rocco do not expect to do much on their bridge jobs near Orleans until July 1st because of material shortage.

One of our worthy brothers who learned the dirt-moving game when we used mules and fresnoes still has his bull whip. He moved the other day and it seems he had asked the landlord's wife to dry the bullwhip out by hanging it in the kitchen. Well, that night the landlord came home definitely tight, and mama gave him a working over with the bullwhip. Our member retrieved the bulwhip and moved before the landlord found out what happened and worked the member over in retaliation.

3000 MEN IN WOODS

There are approximately 3,000 men now employed in woods op-

erations in Humboldt and Del Norte counties. A very small percentage of them are union, however, we are making some headway and if the Taft-Hartley Bill was to be dropped by the wayside it wouldn't take long to organize the entire woods and, believe me, they sure need it.

One company hiring about 150 men in their woods and mill have had a turnover of 320 men since the first of February this year. There are no doubts whatsoever that they need a good union. Well, we have one—the best—and if they don't fire the whole works too often, or starve the men out too soon, they will have a union, and a good one.

McVay Logging Co. is doing very little at present. It seems the marketing of logs is quite a problem. Today it's fir; tomorrow, redwood, and you can't log that way and make money. You have to take timber as it comes. We hope McVay gets going on a good deal soon.

Brother Art Ford of the Ford Logging Co. is going right along. Still has a million or so on the ground. He is looking around for another spot when finished where he is now. We might be able to help him find one. His cats and donkey are in No. 1 condition, and any job he takes we know it will be well done.

The Wilson Logging Co., a new logger in the redwoods, is getting out timber for Holmes-Eureka Lumber Co., and is doing a good job. Mr. Wilson has had lots of experience in the North. It won't take him long to know how to move redwood. He has some very good men and they are with him 100%. So are we. If there is any way we can help, the phone number is still Eureka 452.

Barker Corp., who is logging for the Geneva Mill at Orick, has shut down to four days a week. Too many logs decked at the mill is supposed to be the reason, however, it shouldn't be long before full operations are resumed.

INFLUX FROM NORTH

The influx of woodsmen from Washington and Oregon into the redwood country has put the labor market in somewhat of a bad situation. In other words, there are more men than jobs, and until they realize it and go back to the pine country it will make things not so good here. There is room for just so many loggers in the redwood industry and that is all. Add a few fir outfits and plywood companies and, when it boils down, that will be all there is, so the rest should hit for home.

We have ample members here to fill all jobs for some time to come. Please do not come here expecting to go to work unless you have been notified to do so in writing. One worthy brother came all the way from Fort Worth with a trailer, wife, and seven youngsters, and two dogs. Said he had to sell his goat en route because some folks didn't like the smell. Said he is the best oiler in Local 3—and this office with oilers by the dozen.

Shoe Rationing Ends In Germany

Frankfort, Germany—Shoes and textiles were taken off the ration in Western Germany. The action, effective immediately, was taken by the Anglo-American zone's economic parliament following a previous approval of the British and American military governors. Under rationing, the Germans previously could buy one pair of shoes a year.

MARYSVILLE NEWS

(Continued from Page 2)

New York Machine Shop of Oroville, has a new milling machine in their place and will help their business no end and it is the hope of this office our brothers don't fight over who will be assigned to it.

Brother L. E. Billebault, cat skinner of this district, reported in after a four-month tour of the southeast part of the United States and said he never saw so much non-union work and poor pay and conditions in his life and states flatly he never wants to leave the jurisdiction of Local 3 again.

Brother Lloyd Wilcox reported in from Kansas City, Missouri, and he says the same thing. We are glad to see them back and we like those words of praise for sometimes our brothers complain and we wonder if we are doing our jobs to the utmost. After these brothers tell us this we are sure we are doing the very best we can.

M and K Co., Inc. are still busy in the canyon with Cresta powerhouse, Cresta dam and Rock Creek dam. The M & K tunnel is through driving and are now concreting. John Nixon is in charge since Al Huntington went to Brazil. T. E. Connolly is building an aggregate plant at the tunnel outlet getting ready to concrete there and the surge chamber. Brother Dave Woods will be the concrete man there.

Charlie Gardella of Western Pipe and Steel has a guy derrick up at the Cresta powerhouse and is getting ready to set the pen stocks.

Judson, Pacific Murphy set the steel on Rock Creek powerhouse and Brother Griffin came up from the bay to run the derrick.

Walsh Construction Co. has the contract to finish the Rock Creek powerhouse and Superintendent Gene Tufts said they would finish in the fall. Les Huntington, general superintendent for Walsh Construction Co., said they had encountered a lot of water in their tunnel and couldn't hurry up enough to suit him and his steady crew.

Dixon and Arundel have had their water trouble also and are trying to grout now. We understand Alex Simpson is to leave in June for Columbia, South America.

Piombo Co. is about to finish their part of the highway job at Belden, and it has been a tough one, too. Shovel runners Hibbard, McRae, Lefurgy and Shields have had to dig the boulders on this project. Brothers Ray Smith and Ken Donovan have had a lot of repair and welding on this job.

Used Cars— For Suckers

Detroit.—Quitting because "too many used-car dealers view each prospect as a sucker," Exec. Sec. Russell A. Nalrick of the Michigan Used-Car Dealers Assn. said:

"In the used-car business rugged individualism means cutthroat methods, lack of consideration for the customer, and lack of vision for the future. One dealer told me: Bring on the suckers!"

GM Never Heard Of the Union

"Forty years ago a job in an automobile plant, while a good job as of that time," says Chairman Alfred P. Sloan of General Motors Corp. in his 1949 report to stockholders, "meant as many as 60 hours of work per week. Since then hours have been reduced to a standard of 40 hours per week, earnings increased, and heavy physical work reduced by the use of machinery. Employees enjoy paid vacations and holidays, group insurance and other job benefits unheard of 40 years ago."

Unheard of, at least by Mr. Sloan even at this moment, seems to be the fact that these gains were won through auto workers unions. Nowhere in his 48-page illustrated slickpaper report does he mention the unions.

TEC

Engineers
Architects
Draftsmen

By AL BOARDMAN, Business Representative

Saturday, May 7, the West Bay Engineers signed a master agreement with the Operating Engineers Local No. 3 covering Tec. Engineers Classifications of, Chief of Party, Instrumentman and Engineers Aide, Senior Inspector, Inspector, and Inspectors Aide.

N. M. Bldg. Trades End Walkout

Albuquerque, N. M.—Labor and management representatives are meeting here to iron out details of a settlement which ended a 16-day walkout of 1400 New Mexico AFL construction workers.

The strike was called when the powerful state Contractors Assn. refused to honor an agreement it made with the unions. The walkout was settled here only after a federal conciliator stepped in and held continuous sessions with both sides.

The agreement will eliminate the unions' complaint of wage inequalities in various crafts. Both sides agreed to base further consideration of wage boosts on the cost-of-living index.

The two AFL unions which walked out April 18 charged that the employers last year offered a wage increase for this year in return for a union promise to accept a wage scale lower than that existing in neighboring states.

Although there was no wage increase granted in the conciliator's settlement, union chief J. B. McCoy said the agreement was satisfactory to the unions. He and Charles Lembke, head of the employers' association, agreed that in case of any increase in the cost of living they would discuss a wage boost.

A reader sent in a clipping from a Personal Ad in an Eastern paper. "Young Republican would like to marry young Democrat. Object: Third party."

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