



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 9—No. 6

SAN FRANCISCO, CALIF.

June, 1951

AFL Launches Drive For a New, Strong Defense Production Act

Write to Your Congressman!

(AFL Release)

Washington. — AFL President William Green called on AFL unions and their members to make enactment of a strong Defense Production Act their "chief topic of union business during the next 30 days."

Green urged the 8 million AFL members to write their congressmen before July 10 asking them to vote for a strong new law to replace the one expiring June 30.

"The issue involved in this fight is very simple," Green said in letters to officers of national and international unions, state federations of labor, Central and Federal Labor Unions.

"Are we or are we not going to have a comprehensive anti-inflation program that will carry out the principle of equality of sacrifice under the defense program?"

"If the business and real estate lobbies have their way, the law will be so severely emasculated that the net result is likely to be strict controls over wages with only token controls over prices."

"Although the Defense Production Act may appear complicated and technical, it directly affects the lives and welfare of all American workers."

"To the worker earning \$50 a week, a 5 per cent increase in prices is just the same as a wage reduction of 6 cents an hour, or \$2.50 a week."

Following is the text of the letter:

HERE IS LETTER

I am writing to ask you to designate the month from June 10 to July 10 as a period of intensive effort to support the campaign of the American Federation of Labor to strengthen the Defense Production Act.

The Defense Production Act became law on September 8, 1950. This is the basic law underlying our defense program. It provides the legal basis for both price control and wage stabilization. It includes authority for all credit controls, including Regulation J setting high down payments for the purchase of new housing.

This law is scheduled to expire on June 30, 1951. The Banking and Currency Committees of both the House and Senate are now holding hearings regarding its extension. President Truman has recommended certain changes in the law, but the A. F. of L., as well as other sections of organized labor, has made further recommendations to strengthen the law. On the other hand, the business and real estate interests are determined to scuttle the entire law or at least fill it with crippling amendments.

MAY VOTE EXTENSION

Because of the slow pace at which Congress works, it is very unlikely that a new law will be passed by June 30. Our best information is that Congress will vote a 15- or 30-day extension of the law in order to keep the act until a new law has been approved.

Thus the period during the next 30 days becomes critical . . .

If we are going to have a real (Continued on page 12)



SEABEES AT HUENEME—Here are the Seabees (most all of them are former Operating Engineers) on the job again for Uncle Sam. These boys are squaring up a trench-ditcher at Port Hueneme, Seabee training base, where they also learn how to do a little shooting, for when it might be needed. Navy is now calling for engineers and other construction men to enlist in the inactive reserve.

Engineers' Work Holding Up Good In All Districts

Reports from field representatives of Local 3 in all districts this month shows the work program about at its peak with prospects of it remaining thataway until the fall rains begin. As in Southern California, defense, housing, and highways constitute the three major phases of work now underway, and taxing engineer manpower in nearly every district of Northern California, Nevada and Utah.

On top of this local labor demand there comes a recruiting program by contractors having overseas projects.

All members of Local 3 are urged to keep the branch office or main office informed of their whereabouts at all times, in order that union members may be placed on all jobs opening up.

Big airforce indoctrination center at Camp Parks, near Livermore; work is mostly carpenter, laborer.

Atkinson low bidder at \$2 million for aircraft loading, parking area at Moffett Field.



- Chas. L. Amsler May, 1951
- Kenneth W. Sohnrey May 17, 1951
- Russell Griffin May 19, 1951
- Elmer A. Martindale May 23, 1951
- W. D. Stephens May 25, 1951

211 Members of Local 3 Are Now In Military Service

With six more service withdrawal cards issued during the month of May, the total of Engineers Local 3 members now in the Armed Forces reached the figure of 211. A total of 37 members entered the services during March, April and May, all taking out service withdrawal cards to protect their union standing.

Here is the latest group of names to be added to Local 3's honor roll:

- LLOYD L. BARKER
- FRED A. BRAUER
- THEODORE R. BRUHN
- FRED HOFFMAN
- LEO V. JOLLEY
- MILTON LEMIEUX

Eniwetok Engineers

Local 3 members have been highly praised for their good work in connection with the atomic proving grounds at Eniwetok Island in the Pacific. A number have been hired out of Honolulu, Bro. J. K. Waiwaiolo reports. Several major housing jobs under way at Honolulu.

Pacific Marine Terminal Co. of San Francisco has been granted an emergency loan by DPA for \$1,435,000 to buy a site for building of a marine petroleum storage terminal at Richmond.

Pine Flat Dam in the south valley is now on a high rate of daily yardage of pour.

Work in Utah is near peak, very few 40-hour jobs.

Much activity at military proving grounds, Dugway, Utah.

Subdivisions going in around the Bay Area thick and fast.

Officers Express Gratitude For Reelection Vote

TO THE MEMBERS OF LOCAL UNION NO. 3

Dear Sirs and Brothers:

The election in Local Union No. 3 is now past and those of us who have been privileged to serve as your officers the past years are, of course, very humble and indeed grateful to the membership who, by their vote, gave such splendid endorsement to our past efforts.

It is indeed a pleasure and a privilege to know that one's work, and efforts, have been appreciated by having been so endorsed, and approved, by the large percentage of those who voted.

Local No. 3's membership is large, as well as scattered, and the total 5,348 votes cast represents approximately 42 per cent of all who could have voted.

We can only interpret the lack of those who did not vote to the fact that they, as well as those who voted, are practically 100 per cent behind the present administration. This means that Local No. 3 shall continue its progressive policy in the future, as in the past. Labor has a tremendous task ahead and to do the job properly, we must all put our shoulders to the wheel . . . slackers cannot be tolerated!

I am sure that we are all aware that the election indicates beyond a doubt that Local No. 3 is composed of American minded members, who are capable of doing their own thinking.

For the information of the entire membership, printed below is the official election results, showing votes received by each candidate.

Fraternally,

VICTOR S. SWANSON, Local Union Manager.

Election Results

Local Union Manager:

- Victor S. Swanson..... 4480
- Lawrence H. Wixson 246
- Don J. Russell..... 403

President:

- Pat Clancy 3300
- Al Leerberg 417

Vice President:

- H. O. (Heine) Foss..... 3223
- James R. Johnson 540

Recording-Corresponding Secy.:

- C. F. Mathews 3208
- R. F. Simon 453

Financial Secretary:

- R. F. (Russ) Swanson..... 3061
- Tom V. (Hap) Cromwell.... 509
- Danny O. Dees 211

Treasurer:

- P. E. (Van) Vandewark..... 3198
- D. J. Seymour 555

Conductor:

- Wm. C. (Bill) Waack 3459

Guard:

- Paul Edgecomb 3415

Trustees:

- Ernest W. Miller 3487
- J. A. Carahoff 3258

Auditors:

- Lester M. Collett 3411
- H. L. (Curley) Spence..... 3442
- E. A. Hester 3403

Executive Board (7 members):

- Harry W. Metz 3141
- Chet Elliott 3203
- Ed Doran 3206
- Al Clem 3166
- M. G. (Mickey) Murphy.... 3144
- Ed Park 2725
- C. L. Casebolt 2471
- Burney C. Leissner 487
- James Murphy 1315
- John T. Myers 718
- A. L. (Lew) Pitts 720
- Lyle E. Atkinson 841
- Floyd Greiner 683

Demand for Local 3 Men on Overseas Jobs Is a Tribute

Reports from several districts this month indicate that Local 3 men are being recruited for important jobs on overseas projects, which is a tribute to the reputation of Local 3 members for skill and ability to produce. Many are being picked as foremen and superintendents.

The jobs range from the desert to the Arctic. French Morocco airport jobs under Atlas Constructors are calling a good many, and a North Atlantic job under Peter Kiewit Co. is also recruiting Local 3 boys in several districts from Utah to the coast.

Official Notice to Members

RENO OFFICE moved to Labor Temple, Corner of Commercial Row and Chestnut Street. Same phone: RENO 2-2673.

TECHNICAL ENGINEERS, Local No. 3-E meeting will be held in the Union Offices at 474 Valencia Street, San Francisco, California, at 8 p.m., Friday, June 22nd, 1951.

Here Are Basic Facts on Workmen Compensation

Following is a series of questions and answers prepared by the Industrial Accident Commission on the Workmen's Compensation Laws of California. This material was submitted by Frank A. Lawrence, industrial accident commissioner and formerly president of the State Building Trades Council.

QUESTION

Is there any simple way by which one can tell whether he is entitled to the benefits of workmen's compensation?

ANSWER

Claims for compensation vary with the facts of each case, but to obtain such benefits, the following conditions of compensation must concur:

- (1) The employer and the employee must, at the time of injury, be subject to the Workmen's Compensation Laws; in other words, the employment must be covered by the law.
- (2) The employee at the time of injury must be performing services growing out of, and incidental to, such employment, and he must be acting within the course of his employment.
- (3) The injury is compensable without regard to the negligence of the workman.
- (4) The injury may not be intentionally self-inflicted, or caused by the intoxication of the injured worker claiming benefits.

QUESTION

In the proceedings before the Industrial Accident Commission to enforce and obtain the benefits of workmen's compensation, is an injured workman, or his dependent, entitled to a jury trial?

ANSWER

No. A jury trial is not provided for in Workmen's Compensation Law. The hearing is ordinarily held before a referee of the Industrial Accident Commission.

QUESTION

Does the mere fact that an employer has but one employee in his employ mean that such worker is not covered by Workmen's Compensation Laws, and is not entitled to the benefits thereof?

ANSWER

No. The number of employees is immaterial so long as the employment is one subject to such laws.

QUESTION

What part of the worker's earnings may be deducted by his employer to secure the cost of workmen's compensation under Workmen's Compensation Laws?

ANSWER

None. The employer must bear the whole of the cost of compensation benefits as an operating expense, and he may not shift it to the employee either directly or indirectly.

QUESTION

Who may be an employer under the Workmen's Compensation Laws?

ANSWER

- (1) The State and every State agency.
- (2) Each county, city, district, and all public and quasi-public corporations and public agencies therein.
- (3) Every person, including any public service corporation, which has any natural person in service.
- (4) The legal representative of any deceased employer.

QUESTION

Who may be an independent contractor within the meaning of the Workmen's Compensation Laws?

ANSWER

Any person may be such a contractor who renders services to another for a specified recompense for a specific result, and under control of the principal as to the result to be obtained, and not as to the means by which such result is attained.

QUESTION

What workmen are not covered

by the Workmen's Compensation Laws?

ANSWER

Practically all employees hired in California (regardless of place of injury), or injured in California (regardless of place of hire), are covered by the law excepting:

- (1) Any person hired for work contemplated to be completed in not exceeding 10 days, where the total labor cost is less than \$100, and where such work is outside the course of the employer's usual trade, business or occupation.
- (2) A farm, dairy, agricultural, horticultural, or viticultural worker, or one engaged in stock or poultry raising, and where the employer has affirmatively rejected the Workmen's Compensation Laws, or where the employer's annual payroll (next preceding the date of injury) is less than \$500. In any event, such employer may elect to bring himself and his employees under the law by securing the payment of compensation through a policy of insurance or a Permit to Self-Insure.
- (3) A news man or boy where title to the newspaper, magazine or periodical has passed from publisher to the vendor or seller.
- (4) A person receiving aid or sustenance only from any religious, charitable, or relief organization in return for personal services rendered.
- (5) Any person holding appointment as a deputy clerk, deputy sheriff, or deputy constable for his own convenience, without compensation from the political subdivision from which his appointment comes. This exclusion does not deprive the deputy of recourse against a private employer for whom he may be performing services.
- (6) A convict laboring on State highways.
- (7) A household domestic where service is for 52 hours or less per week for any single employer.
- (8) Employees engaged in strictly maritime commerce, interstate commerce by rail, or so closely connected with the latter as to be a part thereof, and employees of the Federal Government.

QUESTION

How does one determine if an employing farmer, dairyman, viticulturist, agriculturist, horticulturist, stock or poultry raiser has rejected the Workmen's Compensation Laws?

ANSWER

The employer, in order to reject the Workmen's Compensation Laws, must post conspicuously at his place of employment one or more notices to the effect that he rejects the provisions of the Workmen's Compensation Laws, and in connection therewith he must file with the Industrial Accident Commission a copy of the notice, together with proof of posting the original of said notice.

QUESTION

What assurance has an injured workman, in employment subject to the Workmen's Compensation Laws, that compensation benefits will be paid and furnished?

ANSWER

Every employer, subject to the Workmen's Compensation Laws, must secure the payment and furnishing of such benefits in one of two ways: (1) By securing a policy of insurance from an insurance company authorized to do business in this State; or (2) By obtaining from the Director of Industrial Relations a Certificate to Self-Insure. In the former case, the ability to respond on the part of the insurance carrier has been investigated by the Insurance Com-

missioner. In the latter case, the financial responsibility of the employer has been investigated and determined by the Director. Various statutory penalties are provided for, and applicable to, those cases where an employer subject to the Act fails, neglects, or refuses to secure the payment of compensation benefits.

QUESTION

If an employer, subject to the Workmen's Compensation Laws, has secured the payment or furnishing of benefits either through an insurance company or by a Certificate to Self-Insure, may a workman injured in such employment sue his employer for damages in a Court of Law?

ANSWER

No. Where an employer is subject to the compensation laws and has properly secured the payment and furnishing of compensation benefits, the workman injured in the course of such employment must resort to the exclusive remedy, which is a proceeding before the Industrial Accident Commission and a review by the Appellate Courts of the Commission's determination on questions of law alone.

QUESTION

Is a working member of a partnership entitled to workmen's compensation benefits if the activities of the partnership are otherwise covered by law?

ANSWER

Yes. In those cases where the employment is subject to the Compensation Act, and where the member of the co-partnership receives wages for personal services rendered, irrespective of profits, he may recover compensation benefits.

QUESTION

Is any person who voluntarily renders assistance in an emergency a disaster service worker or a civilian defense worker?

ANSWER

No. Only those persons who are properly registered with an authorized disaster or civilian defense unit recognized as disaster service or civilian defense workers.

QUESTION

Are volunteer disaster service workers or volunteer civilian defense workers entitled to compensation for injuries suffered in the performance of their duties?

ANSWER

Yes. Where the volunteer service worker or volunteer civilian defense worker is properly registered with an authorized disaster or defense unit, he is entitled to compensation benefits payable from a special State Government fund.

QUESTION

Are the compensation benefits payable to injured disaster relief workers and civilian defense workers as great as those paid to employees injured in their employment?

ANSWER

No. The benefits payable to injured disaster relief workers and civilian defense workers are substantially less than those payable to injured employees.

LOOSE FAN BELT

A loose fan belt may slip on the fan pulley and cause the engine of your car to overheat.

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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 May 5 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of May 16 and of May 31 read, and the acts and recommendations of the Board were by motion approved as read.

Brother Charles Dees was fined \$25 by President Clancy for use of insulting and obscene language, and was escorted from the meeting.

Cards of thanks were received from the family of Edward Murphy and the family of John P. McGowan. Received and filed.

The following Brothers were reported ill: Howard L. Arns, Kimball Barney, Grant A. Brown, Abram Bittle, W. A. Cook, J. C. Caton, B. T. Elliott, Don E. Fleming, Alfred Fagundes, Daniel W. Forsyth, L. O. Farnsworth, R. L. Holt, Fred Harding, Raymond Hicks, Erwin Hansen, Al Kingwell, James Mize, Victor Nelson, Vander Nelson, K. J. Preston, Dale Passmore, Paul Riley, Forrest Sheppa, Emmett Starr, Howard Sheldon, Edwin Schlen, Jack B. Teague, Henry Tonn, Roy Taylor, Henry Thompson, H. A. Temple, John Watts, Robert W. Walraven and Ben Yount.

The following Brothers were reported deceased: Ed F. Murphy, John McGowan, Kenneth W. Sohnrey, Chas. L. Amsler, W. D. Stephens, Russell Griffin. The membership stood one minute in silence in respect to the deceased Brothers.

The Trustees Report was accepted as read.

The Business Agents report was accepted as read.

It was regularly moved and seconded that the Union approve of the Agreement just concluded by the Negotiating Committee with the Associated General Contractors of America, Inc. Carried.

Brother E. L. Garrett, chairman of the Election Committee, reported that the committee would meet at 8:00 a.m. on Sunday at 474 Valencia Street, and would pick up the ballots about 8:30 a.m.; that the counting of ballots would be started Sunday morning and would be counted between the hours of 8:00 a.m. and 5:00 p.m. each day until completed.

It was regularly moved and seconded the Union approve of the statements of the Chairman of the Election Committee. Carried.

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

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

COBBLESTONE COWBOY

I was out at the Clovis Rodeo
 Just the other day;
 Those cowboys are real rugged
 In a playful sort of way.

I enjoyed the show immensely,
 But had a feeling of remorse
 When I learned of a cowboy's
 pay

For riding only one little horse.

Though they showed a good
 brand of riding,
 The show was only a sham
 Compared to the real rodeo.
 Taking place at Pine Flat Dam.

We've a corral filled with iron
 horses,
 A bunkhouse that's chock full
 Of rock-wrangling waddies
 Right handy at throwing the bull.

We're team-roping a river,
 We'll saddle it and break it to
 ride;
 We're going to corral that snort-
 ing critter
 And make it gentle as a brand-
 new bride.

I go out on Monday morning
 After having been on a week-end
 toot;

I ease into the saddle of a hun-
 dred horses,
 Then the shifter opens the chute.

I'm astride one hundred horses,
 I take a firm grip on the reins;
 I can feel nothing but power
 Surging through that critter's
 veins.

I start her in the right direction,
 Then I let her have her head.
 This is no eight second ride—
 But eight long hours instead.

A cowboy's life is a rough one,
 He's shaken to his very bones;
 But he doesn't know what
 rugged is
 Until he has worked in cobble-
 stones.

There's cobblestones over here—
 Over there is some more of the
 same;
 After eight hours of these
 Those bulls are just naturally
 tame.

It would be hard to find a cowboy
 Who would be willing to ex-
 change
 One of those playful little brones

Big Party Boat Haul

The year 1950 was a good one for operators of public fishing boats off the California coast, as well as their sportsmen customers, according to annual ocean catch figures released by the Division of Fish and Game.

During the 12-month period, 602,431 angler days produced a catch of 2,235,593 fish from Pacific Ocean party boats. From the monthly catch records provided the Bureau of Marine Fisheries by boat operators, it was shown that a sizable year-round average was taken for each angler day.

The figures do not include catches made by sportsmen from beaches, piers, or private boats.

Party boat anglers reached a new high in numbers during the year. The previous record was set in 1948 when 533,309 sport fishermen boarded public boats operating from California ports.

Kelp and sand bass made up the largest part of the sportsman's annual haul with 616,898 accounted for. A total of 251,040 barracuda and 86,998 halibut contributed to the state-wide catch.

The total catch of 114,502 albacore in 1950 was the largest since party boat records were inaugurated in 1936. Twenty thousand albacore were brought ashore in 1949, and 15,313 in 1948.

For a bulldozer on a cobblestone range.

Of course we don't always ride them—
 Like the fellows on that run-
 away train;
 They tried their best to stop it,
 But their efforts were all in vain.

The engineer looked at the oiler,
 Whose face was white as chalk,
 "Buddy, you can ride if you like,
 But I'm going to get off and
 walk!"

We're team-roping a river,
 We'll saddle it and break it to
 ride;
 We're going to corral that rarin-
 ing critter
 And make it gentle as a brand-
 new bride.

—THOMAS E. ADAMS
 Local 3 (Fresno Office).

What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, F. A. LAWRENCE, LOUIS SOLARI, Business Representatives

There were 635 clearances issued through the Oakland hall during the past month. At this writing, however, we do have a few on the out of work list, but this, for the most part, is due to the influx of operators from other areas and the usual changeovers on various jobs. We are glad to be able to report that from all indications, this is going to be a good summer for Engineers around the East Bay! We have been receiving innumerable inquiries about the job at Camp Parks

and many operators have come in here hoping to get employment on this project. Information on the work has, in the main, been somewhat confused, due primarily to the publicity it has received in the daily press. It has been rumored that in the neighborhood of \$18,000,000 are to be spent out there on the first portion of the contract, and this has led many to believe that it will be a bonanza for Engineers. Unfortunately, this is not the case. This camp, as most of you know, was used during the last war, and most of the street and grading work done then will suffice for the new development. It is true that the over-all plan includes an airstrip, but up to the present time nothing definite has been decided on that, to the best of our knowledge.

Most of the money to be spent now will be for new construction, and a large part of the hiring will be carpenters and laborers. The grading and excavating work at the present time will consist mostly of demolition work in connection with the removal of piers where the old buildings stood, and a certain amount of trench work for water and sewage lines. From time to time we will keep you informed through this column as to the progress of the work, and should there be a shortage of Engineers in the area, you will be notified through your local union hall.

Getting Around the Jobs

Lee J. Immei has just completed a \$10,000 job on the Danville-Tassajara Highway and is now putting the finishing touches to a job on Eastshore Highway from Ashby Ave. to the El Cerrito overpass. Two rollers, a Barba Green paver and a blade have been used on this one, and with completion of the job most of this equipment will be moved to his various other projects in Oakland and Berkeley.

J. R. Armstrong has a \$19,656 contract at Camp Stoneman. The work consists of construction of 100,000 square feet of seal-coated parking area. A loader, roller and paver are being used on the job.

Bechtel is now working on an additional unit of the PG&E steam plant at Antioch. Most of the former crew is back on this job and new hires are about nil. Somewhat the same situation holds true at the Columbia Steel plant in Pittsburg. There are approximately 58 Engineers employed on the combined payrolls of Pomeroy, Bigge Drayage, Consolidated Western Steel, and Van Valkenberg. Work is moving along on schedule, but to all appearances the peak of employment has been reached and any more hiring will be for replacements.

Bros. H. G. Bardine, Virgil Welton, C. L. Brown, Paul Hamby and A. V. Barker are the only members left at the S.U.H.B. job on the Central Valley pumping station near Tracy. These fellows are handling the final cleanup and putting the finishing touches to the job in preparation for the official opening ceremonies, which are scheduled for Aug. 3rd, 4th and 5th.

Out in Contra Costa County, Earl Castro is getting started on a \$40,000 contract for construction of streets, curbs and gutters at the Walker Tract. He also has a job at the Carpenters Hall in Martinez, where he is placing 46,000 square feet of black top for the parking area.

L. Biasotti & Sons, of Stockton, have started work on their road

resurfacing job at the Inland Area of the U.S. Naval Magazine at Port Chicago. This company is installing a conveyor system at its hot plant near Pittsburg, which will speed up the transport of material from the stockpile to the dryer. With the amount of construction in the area, they are looking forward to a busy summer.

Kevry Construction Co. has several jobs going in Alameda and Contra Costa counties. One of their larger operations, an \$80,000 sewer job in Concord, is starting at the present time and will take approximately five months to complete. Bro. S. Roberson is superintendent and Bro. Freeman Haas is foreman. The following members are on the crew: Troy Carrigan, trencher operator; J. Phillips, oiler; Bill Bailey, hoe operator; Odie McNutt, oiler; and Harry Groshong, tractor operator. This company also has a \$50,000 water line job in San Pablo. Renius Owen and Joe Thornley are operating trencher and loader, and A. M. Phillips and Al Cooper are doing the oiling on this one.

McGuire & Hester continue to tear up streets and lay pipes up and down the length of Oakland. They are now working on a sewer job on Fruitvale Ave. between Elwood and E. 19th Ave. Bro. Al Schultz is foreman over this work, with Bros. Carl Booth, Elmer Dunn, Clell Horton and Oscar Weigelt operating and Bros. Frank Lapacek, Harry O. Burke and Dave Jarvis oiling.

Buyrite Truck and Equipment Corp. announced recently that it is starting an equipment repair and rental service at its present location on Freight and Ferry Sts., Oakland. This company has been operating for some time, but up to the present its activities have been confined to the sale of surplus equipment. This will be continued, and in conjunction with the new service will offer the prospective buyer or renter a wide range of material from which to choose. Several Engineers are employed in the yard. Bro. C. H. "Red" Koup is general foreman over all the work, with Bro. John Westfall acting as shop foreman and the following brothers employed as heavy duty mechanics: Bill Ward, Wm. Meisenheimer, George Babson, L. B. Davis, C. V. Carico and Wayne McBride. Bros. E. H. Mendenhall, Victor Mosteller and Chester Abell will handle the welding work. Bro. Don Powers operates the Quick-Way crane in the yard, with Bro. Sherman Branscum doing the oiling for him, and Bro. Paul Spencer is on the Link Belt speeder with Bro. Ed Swan oiling. Aside from this, there are two additional yard oilers, Bros. Robert Gambrel and James Farrel, on the crew.

At Standard Oil in Richmond, Bechtel's job on the high octane plant is just getting under way and it will be some time before hiring will be increased. Out at Union Oil's plant in Oleum, Fluor Corp. keeps several mechanics on the payroll handling maintenance work. During the past month they hired several extra men on repair work on the plant during a shut-down for overhaul. Parr Richmond Terminal also provided a little extra work for some of the brothers during the loading of a couple of cargo ships at their dock in Richmond.

Things have been going along about the same in the shipyards. There have been several unconfirmed rumors regarding expected work, but so far nothing definite. The Pennzoil Co. purchased a three and one-half acre site on the Estuary in Alameda from the

Alaska Packers. The purchase came after plans to buy waterfront property formerly owned by General Engineering & Dry Dock, from the Government, fell through. Construction of a portion of the distribution plant is to be started at once, and when completed the installation will include a warehouse, office building, and a tank farm. Petroleum products to be shipped from the company's refineries in Pennsylvania will be pumped from tankers in the Estuary to the storage tanks. When the plant is completed it is expected that there will be about 30 people employed in various capacities.

The Key System track removal program, started two years ago, has nearly reached the \$1,000,000 mark with the recent \$332,067 award to the Ransome Co. for removal and paving on six Oakland streets. The following streets are included in the contract: 14th St. from Webster to Market, Shattuck Ave. from 45th St. to the Berkeley city limits, East 18th St. from 3rd to 14th Aves., the 12th St. Dam from 12th and Oak to 2nd Ave. and East 14th St., and Bond St. from 46th Ave. and East 14th St. to Havenscourt. With the completion of this work, half the job of removal of rails and repaving will be finished. This within a three-year period, although the agreements with the cities involved allow eight years for completion of the entire project. At present Ransome is working on the 14th St. section between Market and Webster Sts. Bro. Carl Prince is running a Northwest shovel, with G. Ferguson doing the oiling. B. Prince is running blade and Harry Crummey operates the roller. Bro. Crummey, by the way, is one of our real oldtimers, and, oddly enough, one of his first jobs as a fledgling engineer was helping to place some of the very tracks now being removed. Harry has seen lots of changes around these parts, but he admits that when they were putting those tracks down, he never thought he'd one day be helping to dig 'em out. Times sure do change, don't they, Harry?

During May we re-negotiated an agreement with the scrap iron dealers, in which an eight cents per hour increase was secured for the Engineers employed in the various scrap yards. This brings the increase up to a full 10 per cent over the rate of January 1950.

The hot plant being erected at the foot of 66th Ave. by A. J. McCosker and Associates, who purchased the old Independent Construction Co. some time ago, is said to be the largest of its type in the area. It will have an output of 1,200 tons a day and is scheduled to begin operations Aug. 1. Bro. John C. Graham is foreman, with C. B. Crossland operating a Northwest and August Fernandes oiling. The mechanical work is being done by R. W. Triplett, and Leonard Wolff is running cat.

A revised plan for the development of the Eastshore Freeway between Fallon and Market Sts. has been approved by the Oakland City Council. Savings of approximately \$2,500,000 on the route from Fallon St. to the bridge distribution structure will be realized under the plan. This saving will result from simplification of the structure and ramp system. Under the plan for Stage 1 of the project, two ramps will be constructed between Broadway and Jackson St., are to be attached ultimately to the elevated freeway section. These ramps will carry traffic over opposing traffic desiring to enter the Alameda Tube. The plan calls for one-way traffic on 5th and 6th Sts. to relieve congestion on 7th and 8th. The State proposes to install progressive signal systems on 5th and 6th Sts. Later stages of construction will include improvements along Cypress St. to help the traffic congestion at the bridge distribution structure and at 22nd St. The final stage will be the completion of the Fallon to Market Sts. link. Vari-

ous off and on ramps will be provided along the route.

Plans for a multi-million-dollar housing development near Santa Rita were announced recently by Whiting-Sweeney Real Estate Co. of Pleasanton. To be located on a 735-acre tract owned by the firm, South of Highway 50, between Santa Rita Road and Hopyard Road, the development will include 4,500 homes as well as a shopping center and a \$500,000 motel, according to S. J. Whiting, manager of the firm.

What the Brothers Are Doing

Bro. Marvin F. Miller and his brother Alva, who have been with the Pacific Bridge Co. for several years, are both working on wire-winding machines at the present time. Developed a few years ago, these machines were first used on the Pacific Coast by Pacific Bridge, and the Miller brothers are among the few people who can operate them. In the process, wire is pulled through a die and shrunk around 20 thousandths of an inch, and approximately 100 miles of wire is used in winding each tank. Alva is now working on a project across the bay, while Marvin is winding wire on the concrete settlement tanks on the East Bay Sewage Disposal Plant at the foot of 22nd St. in Oakland.

Congratulations to Bro. Frank Whitehurst. Married in Reno on May 12, he says the honeymoon covered everything from Carson City to Carmel—and home again, to Niles.

Early this month Bro. G. W. McAtee was scheduled to leave for French Morocco. He will be operating shovel for the Atlas Construction Co. somewhere out of Casa Blanca and expects to be gone for at least a year.

Bro. Perry M. Nichols has taken a withdrawal and henceforth and hereafter will be found on Highway 166 about 22 miles east of Joplin, Missouri! He bought a restaurant at Sarcoxite, and suggests that any of the boys traveling Highway 166 drop by. The place will be known as the Red Arrow.

A letter from Bro. Don Harnish from Korea. A technical adviser, the last we heard of Don was that he was headed for Japan, but knowing The Harnish as we do, it shouldn't come as too much of a surprise that he is right in the thick of things. He never was one to do things by halves. At any rate, he says he gets along fine, but that they do have their ups and downs—up to the 38th parallel one day and back down the next! Says the only other Local 3 man he has run into so far is Dick Snell.

Thank You

In closing the report, we would like to take the opportunity to thank those brothers who supported us so loyally during the recent election. The returns showed overwhelmingly your faith in our efforts, and we can only pledge ourselves to do our utmost to justify that faith. This is probably as good a time as any to point out once again that it takes more than a group of officers to make any organization a success. Strive as they might, it cannot be accomplished without cooperation of the membership, and in the final analysis it is the effort of all, individually and collectively, that makes a bigger and better organization.

During the past years we have had that enthusiasm and cooperation from all of the members, and we have all fought hard and won conditions that we can be proud to pass on to those who follow in our footsteps. Only by continued effort can we hope to retain these

Award \$25,000 to Farmers Union in Utah Libel Suit

Salt Lake City (LPA)—Federal Judge Ritter told a jury that the term "Communist-dominated" constituted libel, and the jury awarded \$25,000 to the Farmers Union Service Corporation in its suit against the Utah State Farm Bureau Federation.

The suit echoes the bitter November political campaign. The Bureau Federation, opposing Rep. Walter K. Granger, sent a letter to its members alleging that Granger was unfriendly to "all farmers' organizations except the Communist-dominated Farmers Union." Granger won the election, and the Farmers Union sued for libel.

Chief contention of the Bureau's counsel was that Farmers Union viewpoint was similar to the Communist party line, and a speech in the U.S. Senate by Sen. Styles Bridges (R., N.H.) was admitted only for possible mitigation of damages. Most of the documentary evidence submitted by the defense was ruled out. The Farmers Union Corporation claimed its business in seed, fertilizer and insurance was materially damaged by circulation of the letter.

Recently, the Cleburne, Texas, American Legion Post retracted a Communist-front charge it had made against the Farmers Union. The Legion circulated a pamphlet listing subversive organizations, with the Farmers Union and another farm organization underscored with ink. Later the post admitted that the Farmers Union is not on the subversive list of the House Un-American Activities Committee.

Is This Socialism?

The League Reporter (LLPE) Big Business says the New Deal and Fair Deal have led the country down the road to something it calls "socialism." It screams that private enterprise and risk capital have been killed.

But now comes the bible of Big Business, the "Journal of Commerce," with figures to show how silly such arguments are. The "Journal of Commerce" reports corporations with gross incomes of \$1,000,000,000 or more have increased almost 10 times in the last 10 years. Ten years ago there were just two. Last year there were these 19:

	(Billions)
General Motors	\$7.6
AT&T	3.3
Standard Oil (N. J.)	3.2
A & P	2.9
U. S. Steel	3.0
Sears, Roebuck	2.6
Swift & Co.	2.2
Chrysler	2.2
General Electric	2.0
Armour & Co.	1.9
Bethlehem Steel	1.5
Socony Vacuum	1.4
Du Pont	1.3
Texas Co.	1.3
Standard Oil (Ind.)	1.3
Montgomery Ward	1.2
Gulf Oil	1.2
Safeway Stores	1.1
Westinghouse	1.0

What people are learning is that the dollar itself has no fixed, permanent value. Dollars may gain, temporarily, as they did slightly in 1949, and after 1920 and 1929, but over the long run their value has tended to be down. World War I cut the dollar in half in terms of prewar buying power. World War II was almost as severe.

benefits, and so, while we thank you each individually for your display of confidence, we also ask that you continue to cooperate with us during the coming term to make for increased improvement for our group as a whole.

Sacramento—

Folsom Job Now Underway;
N. Valley Projects Humming

By E. P. PARK and H. S. CLARK, Business Representatives, Local 3

The Guy F. Atkinson Co. was low bidder on the Bureau of Reclamation job at Folsom with a figure of \$1,463,721. Next bidder, Macco Corp. and Morrison-Knudsen, submitted \$2,595,304. The government estimate for the job was \$1,736,039. The Atkinson job will be under way by the time this is in print.

At the present time, approximately 150 engineers are employed on the entire project. The bulk of these are on the Hasler, D&H job, a portion of which was subbed to the John Delphia Co.

Tom Connolly also is just getting under way, with two engineers on the payroll to date. The timetable for additional contracts will depend considerably on the amount of money appropriated by Congress.

The usual run of highway jobs has not reached its peak as yet. However, it shouldn't be too much longer before they start to roll.

The subdivision jobs continue fairly steady, in spite of cement shortages, with a large number of engineers employed on this type of work.

Over at Woodland, A. Teichert is making progress on the highway oiling job, with Bro. Cliff Blevins bossing. The brothers on this project are Danny Furrer, Chas. Walker, Les Nieto, Myrl Henry, George Thomsen, T. W. Newell, H. S. Wright, Ralph Walker and Sully Elledge.

W. C. Railing is keeping several brothers busy around the plant and on several small jobs in the Woodland vicinity.

A. Teichert also is installing a hot plant at Woodland and is keeping the brothers busy every day at this site. This should be in operation in the near future.

The Leroy Kerr plant, with two shifts, keeps several of the members going night and day. At this plant, the Los Gatos Construction Co. has finished its stockpiling project. The Swartzgruber plant, also at Woodland, keeps two or three brothers busy all the time.

In the Woodland area, we find engineers on all the subdivision work, sewer projects, water lines, etc. H. E. Parker and Dahms have made great progress on their sewer project. Another month or so should see this job well on the way to completion. Chris Hansen is ramrodding this job. A. Teichert is doing all the street work for Rousseau Co., with four engineers on the job. Fred Lambert is bossing. Pacific Coast Aggregates is furnishing the cement for this subdivision, with brother Engineers at the plant.

Around the college campus at Davis we find M. R. Carpenter doing several water line jobs, and Lawrence Construction and Ebertraut & Summers are in the finishing stages on their buildings with L. G. Lentz and A. Teichert doing the dirt work and paving on these sites.

At Dixon we have the Ke-Ston Construction Co. in the finishing part of their sewage disposal plant job. This company has kept one of the brothers busy all the time. L. G. Lentz has done all the excavating for this project, with Bro. "Hardrock" Ralph Smith in the seat of the dragline. Bro. Smith is now at Fresh Pond, on Highway 50 in the mountains, working for the State Highway with the same rig.

At Placerville, H. E. Parker is going good on the highway job, with Bro. Sid Murray doing the gaffing. At Camino, J. P. Morton Co. keeps Bro. Doty going all the time and sometimes he should be twins the way the work stacks up. The Joe Vicini Co. is doing all the dirt work and paving on this sawmill job.

Up at Pollock Pines, Lyles Co. has a water line job which will keep the brothers busy for the next month or so. Then, we understand, they have another job in the valley. So it looks like a long job for these brothers. In this same area, Piombo has a road job for the PG&E, with Bro. Caswell in charge. Thirty days from now should see the finish of John

Honolulu—

DEFENSE AND
HOUSING, TOP
ISLAND JOBS

By J. K. WAIWAILOE

Business Representative, Local 3

The Eniwetok A.E.C. supervisors handed out bouquets of praises to members of this branch who were handpicked by me to sell Holmes & Narver Engineering Company that we have some engineers who do a good job when called upon. Bro. Jonah Kenolio and Barney Olds have just returned from Eniwetok with orders to return after 30 days on a new contract.

Ten carryalls, 3 rollers, 1 shovel, 1 crane, 3 motor patrol graders and about 15 trucks are being used on two shifts to rush to completion the new \$2,000,000 jet plane mat at Kaneohe Naval Air Station with three men handling the throttles.

The Hawaiian Dredging Company's low bid for the Mayor Wright Homes (\$4,000,000 project) was rejected by the Hawaii Housing Authority because it was still higher than the estimated cost. It is now open for new bids again. However, Paul Fagan Jr., president of Universal Motors Company, closed a deal with Hawaiian Dredging Company to do their new home costing \$750,000.

James Glover was again awarded the contract on Unit 2 of the Hickam air strip project. This time the job is contemplated for 6 to 9 months.

The \$4,000,000 housing contract at Barbers Pt. was awarded to Len Construction and Robert Patterson co-venturers out of Los Angeles. This job is due to begin about the latter part of this month.

The long controversial Pali project is finally a reality with approval all around on the site, cost and bond issues to the amount of \$6,000,000.

Another \$8,000,000 housing project for the navy is to be let out on bids about July 15. With all this contemplated work for this area, mainland contractors are setting their sights for the Pacific as is shown by requests for area rates and other information.

Volunteer Methods
Should Be Used in
Defense Problems

Defense Manpower Administrator Frank Graham says manpower problems can be solved through voluntary, cooperative methods.

Speaking at the National Conference of Social Work May 13 in Atlantic City, N. J., Graham said 5.2 million workers are needed for defense work.

They will be obtained by using persons in factories being converted from peacetime to defense production and by recruiting women, older persons, the handicapped, and youths.

Graham warns defense production must not be carried on "at the expense of education, health, welfare and community well-being." Rather it must be "at the sacrifice of comforts and luxuries."

Education should not suffer either, Graham added, because "it's the children for whom we're really mobilizing. It is their future at stake."

Graham is an ex-senator and former president of the University of North Carolina.

tunity to thank you. I shall constantly strive to justify the confidence you have indicated to me. It is gratifying to all the officers that the membership signified, by their votes, that they are pleased with the progress that has been made.

Uncle Remus says that the only thing wrong in Nature is that you still feel young enough for lovin' when you look too old!

San Jose—

Moffett Field Loading Area
Bid; All Contractors BusyBy M. G. "MICKEY" MURPHY and A. J. "BUCK" HOPE
Business Representatives, Local 3

The Guy F. Atkinson Co. of San Francisco was low bidder at a figure of \$2,044,200 for constructing an aircraft loading and parking area at Moffett Field. To date, we do not have the exact figures on the excavation but we are of the impression that we will have quite a number of boys employed. By the time the next issue of the "News" goes to press, we should have considerable more data for you on this project, as there are other jobs to be let. Atkinson is still very busy on his Los Gatos-Santa Cruz Highway job. There's no doubt that this company will be fully occupied for the next few months.

United Concrete Pipe, who had the section of the San Francisco water line through Alameda County, is just about ready to tie in to the section which was recently completed by Artukovich & Rados at Milpitas in Santa Clara County. This has been a major construction job but it is fast drawing to a close.

Bebek & Brkich, of Los Angeles, who have two large underground projects—one in central San Jose and the other in East San Jose, are hoping to get started shortly. They have been waiting to get a "Go" sign from the Government agencies. We understand it is over the steel. These two projects, together, amount to approximately \$810,000.

D. Bohannon has started operations on the new subdivision on South Capitol Ave. Two hundred or more new homes are contemplated.

On 101 Highway, we have the Tilson Construction Co. opening up with another subdivision of 260 homes.

No matter in which direction you look in this locality, you see a new subdivision. This goes for Palo Alto, Sunnyvale, Mountain View, Los Altos, Los Gatos, and Saratoga, and you might say all the way south to Salinas. As usual, we can say all of our local contractors (and many out-of-town ones) are busy in this locality. The numerous gravel plants, cement plants, and sand plants are also working to capacity.

SOUTHERN TERRITORY

Gilroy.—Fredrickson & Watson will soon be winding up the Bolsa paving job out of Gilroy near Hollister. This road work, when finished, will be a much-needed improvement.

Salinas.—Things are fairly quiet around Salinas. George Augusta manages to keep busy on small stuff. . . . Granite Construction has started the paving and parking area job in the housing project adjacent to Soledad Prison, south of Salinas. . . . The M. G. M. Co., of Concord, has a pipe-wrapping job in this same area for the PG&E. . . . Fredrickson & Watson has started operations on their Chular-Gonzales section of Highway 101. As we mentioned before, this an over-one-half-million-dollar job. Bro. Pete Pace is the superintendent.

San Ardo.—There is considerable activity in the San Ardo oil fields where we have approximately 50 members now at work. Some of this work is rapidly drawing to a close.

Santa Cruz.—Warner Construction, of Stockton, is all but finished on the highway construction job at Davenport. Immediately upon completion of this project, they will resume operation on their dam out of Big Basin. (This job is not of the magnitude of the Austrian or Anderson dams. It consists of only about 60,000 or 70,000 yards.) . . . The Granite Construction Co. has the stripping job at Davenport Cement. They are now operating both shovels on this huge project. Besides the two 80s, they are operating two Cats and seven Ukes. This project is under the competent supervision of Bro. Paul Matus. Granite also has a small piledriving job on the Santa Cruz Pier. . . . Wandell Batts, Leo Cardwell, Robinson Bros., and Jolley & Sons, all local contractors of this area, have plen-

ty of work for the ensuing months.

Watsonville.—Ed Keeble and Dan Caputo have finished the Pajaro bridge job and the bridge is now open for traffic on both sides. Keeble also is making good progress on his swamp job at Elkhorn Slough. Bro. John Matus is the "super" on this job.

Moss Landing.—Nothing new to mention on the PG&E steam plant. We hope all the strikes are settled for awhile and that the boys are getting their money. . . . Granite has about a three-month paving job for Kaiser on his sea water plant at Moss Landing, with about seven pieces of equipment (blades, cats and rollers) in operation. . . . John Paroline of Morgan Hill grabbed off a nice paving job starting from a point half way between Watsonville and Moss Landing and terminating about two miles south of Moss Landing.

Monterey.—Normac Construction is making fast progress on the \$5,000,000 precast slab building job at Fort Ord. This is a new type of construction which has recently been adopted by the Army. This system was introduced several years ago in the southern part of this state and the Normac Construction Co. boys are experts at it. Granite Construction Co., as usual, is conspicuous on this project, too. At present, they have about 10 pieces of equipment going 12 hours a day. They are doing the excavating for the houses, and also the street work. Excavating for the rifle ranges is also being done by Granite. . . . Barrett & Hip are making fast progress on their pipeline job, also on the sewage disposal plant. They keep about 12 engineers employed. . . . So far Manuel Smith has not started on his sewer job at Seaside. Stolte has the contract for the disposal plant on this project. . . . Bro. Phil Calabrese, local contractor of Monterey, also manages to keep a few of the brothers busy.

All in all, throughout the territory, we can say that business is good, and out-of-work list is being held to a minimum.

NEWS FOR AND ABOUT
THE BROTHERS

Just received a letter from Bro. Bill Crosson, who is master mechanic for Bechtel at Needles. Bill says it's beginning to warm up around there, 112-114. Bro. Jim Arreger, who just checked in off that job, will verify this statement. . . . Bro. Harley Davidson has returned to Local 3's territory and now is employed by the Granite Construction Co. as a foreman. . . . Just received word that Bro. Sid French has left for Casa Blanca, French Morocco. . . . Bro. John Sharp is in Alaska for M. K. . . . Our thanks to Bro. Ed Blood for notifying us to take his name off the out-of-work list, also to the many other brothers who have called in. We appreciate this courtesy very much.

We are holding checks for Bro. Herb Gladrow and Louis Dietz. Please send us your address!

Received a not from Bro. Joe Riley. He says it's warm in Corpus Christi. Drop him a line: J. E. Riley, C. D. C. Public Wks., Naval Air Station, Corpus Christi, Texas.

Never Speaks at
Apprentice Meet

Otto E. Never, president of the California State Building and Construction Trades Council, was the principal speaker Thursday of last week at elaborate graduation ceremonies for a big class of apprentice in Riverside.

NEWS FROM UTAH—THE INTERMOUNTAIN'S BEST

By RENNY BURROUGHS, C. R. VAN WINKLE, MERLIN BOWMAN, DON ELLIOTT and CHARLES COCKAYNE, Business Representatives, Local 3

As everywhere, work in Utah is near its peak. Very few forty hour week jobs but still hard to find much over forty-eight hours a week. Since available manpower is limited, it is anticipated there will be an increase in hours on outlying jobs at an early date.

Work in the immediate Salt Lake area is dropping off with Kiewitt finishing the dirt at the Reservoir on 33rd South, Silva Hill and Wunderlich, Curlett and Tompkins putting the finishing touches on the Fort Douglas Hospital and Consolidated Steel at the A. S. & R. Smelter shipping out a crane.

Gibbons & Reed have expanded on a limited basis for their around town jobs and their work at East High School. Young & Smith have not laid off heavily as they complete their sewer job and prepare to move to Salina Canyon. Wheeler & Tempest, Enoch Smith, Nelson Birtcher and Ralph Prout continue to keep their local crews busy on small jobs.

We would still have quite an out of work list were it not for the following brothers shipping out with Atlas Constructors on the French Morocco Airport jobs. The following brothers are out of the states for a year's contract down in the sunshine country and report 7-10 hour days or better on the project at present: Earl Stewart, Earl Newmeyer, Frank Boylan, Ernest McDonald, Don Miller, George Olsen, Frank Tido, Fred Williams, Elmer Kohkonen, J. D. Maupin, A. J. Taylor, Ralph Christiansen, Walt Sutherland, Alden Madsen, Lee Thompson, Eddie Cox, Warren Mitchell, Lavell Jensen, Edwin Hanson, Jesse Stringer, Vearl Boyer, Dale A. Lyon, Kent Brunson, Karl Bush and James Rinaldi.

In addition to the African job we expect to see quite a few of the brothers head out for the Arctic when Kiewitt starts their North Atlantic Project in July. It is a two season contract of approximately four months each year. Pay is \$3.80 per hour with a 60-hour guarantee, board and room is \$5.75 per day. Transportation paid from point of hire. No new applicants for the job are being accepted.

Grafe Callaghan is starting their dam job and far portal on the Duchesne Tunnel job. However, not many additional engineers are going to work on this job.

Utah Construction Company keeps a steady push on their big dike job which looks like a couple of years continuous work. Lark Tunnel and the British Shaft are in the rough part of the job as they drill their compartments and get into the many details of paying and dressing the job up to turn over to the owners, Kennecott Copper and the U. S. Mine. Utah's 5840 railroad tunnel in Bingham is still going great guns, with paving just starting on this project.

Betchel's Jordan Steam Plant job continues to operate smoothly with Consolidated Steel and Riley Stoker ready to take off soon on the steel and boilers on the \$12,000,000 second section of the powerhouse.

Chicago Bridge has been back in for one tank at Standard Oil and Keyes Tank has moved from Ogden to Cedar City and will probably end up at Dugway at this writing.

Reynolds Construction Co. is doing a lot of work in the Salt Lake area and although they have many fine union members in the crew, this spread will take some organizing.

Utah Construction will start a new stripping job under "Hurry Up" Harry Williams just under the British shaft at Bingham. The job is about 8000 feet high and will be frozen out in the winter, but it looks good for some 3,000,000 yards of muck. Two shovels and a cat spread will handle the job.

Many Operating Engineers in Utah have been watching the Ely, Nevada, tunnel and shaft job on which such contractors as Walsh, Utah, Grafe Callaghan and M. K. have been bidding. The job calls for a 1700 foot incline, a vertical shaft and three horizontal tunnels.

JOBS IN THE NORTH
Jobs in the North are in high

gear. Olof Nelson has the grading well under way and is getting his hot plants set up on the Logan job. They are going to start the second shift Tuesday, June 5, on their job from Timpie to Dugway. They will have 60 operating engineers about June 5.

L. T. Johnson has all the dirt moved on his job at Newton and is starting the gravel plant. Gibbons & Reed are getting under way on their resurfacing of Washington Boulevard in Ogden. Jobs at Dugway are all going strong. W. W. Clyde has most of the dirt and blacktop. They have about 75 Operating Engineers on their job. Cox and Coltharp have a gravel plant and are keeping the building contractors happy. M. K. Const. is moving the dry sand area for more testing. K. C. Const. Co. is having fun trying to stay out of the way of the major contractors with their excavating on the footings for the buildings. They have one North West 1/4 yard and are getting a start.

New jobs at Dugway: Talboe & Harlin, low on storage buildings for \$477,648; Moore Roberts and B & R Const. Co., low for construction for six buildings and fences, for \$1,360,610; Talboe & Harlin, low on construction for power plant and laboratory for \$533,238. This is going to make more work for the operators in that territory. Germer, Abbott and Waldron was low on the job from Idaho state line to Curlew Junction. Whiting and Haymond was low on the job from Vernon to St. Johns.

The work in the southern part of the state is progressing as good as can be expected, due to the unusual wet and cold spring. Some of the jobs that worked through the winter are now finishing up, bringing in a few out of work members. However, enough new work is starting so these men aren't out for very long. The W. W. Clyde Company, having the major amount of road work, is keeping the men busy on the Delta and Cedar Brakes jobs now and are starting a new job in Parleys Canyon. Strong Company is getting their oil job in Scipio pretty well finished. Whitting and Haymond are widening and lengthening the runways at the Bryce Canyon airport and also doing some road work on the highway between Henrieville and Widstoe Junction. This is a rough job on the men and equipment due to the steep, rocky canyons. The oil industry is slowly expanding, giving some of the contractors a small amount of road work. Cecil Murry, at Vernal, is taking care of most of that type of work in that area. Morrison Knudsen is building a road for the Sun Oil Company in the Diamond Fork Canyon. Work in the immediate Provo area, excluding Geneva, is not too plentiful at the present time. United Concrete Pipe Company won't be starting their pipe line job in Provo Canyon as soon as expected, the starting date being extended from June 1 to July 1.

FROM THE SHOPS AND MINES
News from the shops and mines this month centers mostly around negotiations for new contracts for the coming year or the negotiation of new wage rates for the coming year. In the negotiation of wage rates, the ugly head of a little monster called "Wage Stabilization" has raised up and is causing us no end of trouble.

The rules and regulations governing Wage Stabilization are somewhat vague and authentic information as to what can be done or can not be done is quite conflicting and employers are understandably reluctant to take any action that may result in a stiff jail sentence or a stiff fine. Either one or both of which are provided by the law.

Briefly, the rulings issued by the Wage Stabilization Board provide

Schedule of Utah Meetings for Construction, Sand and Gravel, and Iron Mine Members

Friday, June 15—Ogden Labor Temple, Ogden, Utah; Sand and Gravel Construction.
Tuesday, June 26—Kennecott Engineers, Mine Mill and Smelter Workers' Hall, Bingham, 2-5 p.m.
Friday, June 22—Iron Mine Members, Escalante Hotel, Room 11, Cedar City, Utah.
Tuesday, July 10—Lang Company Employees, 1969 So. Main, Salt Lake City, Utah.
Wednesday, July 11—Sand and Gravel Construction, 1969 South Main Street, Salt Lake City, Utah.
Friday, July 13—Sand and Gravel and Construction, Provo Labor Temple, Provo, Utah.
Friday, July 20—Ogden Labor Temple, Ogden, Utah; Sand and Gravel Construction.
Tuesday, July 31—Kennecott Engineers, Mine, Mill and Smelter Workers' Hall, Bingham, 2-5 p.m.

Schedule of State Road Meetings

Wednesday, June 20—Provo Labor Temple, 161 W. 1st N., Provo, Utah.
Thursday, June 21—Price City Hall, Price, Utah.
Friday, June 15—Ogden Labor Temple, Ogden, Utah.
Tuesday, June 26—Johnson Hotel, Richfield, Utah.
Thursday, June 21—Escalante Hotel, Room 11, Cedar City, Utah.
Thursday, June 28—American Legion Hall, Roosevelt, Utah.
Friday, June 22—County Court House, Logan, Utah.
Thursday, July 12—1969 S. Main St., Salt Lake City, Utah.
Wednesday, July 18—Provo Labor Temple, 161 W. 1st N., Provo, Utah.
Thursday, July 19—Price City Hall, Price, Utah.
Friday, July 20—Ogden Labor Temple, Ogden, Utah.
Wednesday, July 25—Johnson Hotel, Richfield, Utah.
Thursday, July 26—American Legion Hall, Roosevelt, Utah.
Thursday, July 26—Escalante Hotel, Room 11, Cedar City, Utah.
Friday, July 27—County Court House, Logan, Utah.

that an employer may raise wages "without prior Board approval" if such raise does not exceed 10 per cent over what he paid on January 15, 1950. This is simple, but some exceptions are allowed, some exceptions have been allowed by the Board, so the big argument is, "what can we do that is legal," "what will the board approve," etc.

In most of our meetings with the employers, an inclination to meet the union and their employees half way in the matter of increasing admittedly low rates, in comparison with other states, and to meet the increasing cost of living, has been indicated. The bone of contention is how much! The following is a brief outline of how matters stand, at this writing:

KENNECOTT COPPER

Negotiations are being carried on jointly with the Electrical Workers, the Machinists, the Brotherhood of Locomotive Firemen and Enginemen and the Mine, Mill and Smelter Workers. Your representative is serving as secretary of the Joint Negotiating Committee. Several meetings have been held with the company. The company has offered, orally, a Pension Plan, which does not meet the first requirement of all the unions that it be separate and distinct from Social Security. The company claims that this will cost them 4 cents per hour. As this plan, according to their own admission, follows the Chase Brass Pension Plan, which is based on the Bethlehem Plan, we have some doubts about the cost.

In addition to the offered pension plan, the company has offered a "Job Evaluation" plan and have said that they will spend 7 cents an hour for this and if it doesn't cost 7 cents that the balance will be given as a general wage increase. Anchor to the plan would be the common labor rate and the weighted average rate of the area for Machinists. The position of the joint Negotiating Committee regarding this and other matters that have demanded has been carefully worked out at a day long meeting and will be before the company before this reaches print.

UTAH CONSTRUCTION CO. AT CEDAR CITY

An offer of the company regarding wages, the only matter that the agreement could be opened on, was rejected by the membership at a special meeting in Cedar City, Sunday, May-27, as "too vague." Attempts to get the company to make a more definite offer have not been successful at this writing. Other meetings with the company are scheduled.

LANG COMPANY

One meeting has been held with the company and then the meetings were postponed because of the

"necessary absence" of Mr. Scheffner, the manager, from the city. It is expected that we will be back in negotiations before this reaches you. The company did not react too favorably to some of the suggestions made to better wages and conditions, however, as this was only the first meeting, this attitude does not necessarily mean that no meeting of minds can be reached. This company's volume of business has suffered a reduction in the crew. Many of those laid off have been placed in other employment.

WESTERN MACHINERY

No new meetings since our last report have been held with the company. A scheduled meeting was cancelled by the company due to Mr. McGuire, the manager, being called away from town. A meeting is scheduled the day this is being prepared, June 7th. This is an admittedly tough nut to crack and a stoppage of work is not beyond a possibility.

SAND AND GRAVEL

A five cent an hour raise scheduled for May 15 was referred to the National Wage Stabilization Board by the local division without approval on the grounds that "it exceeded the 10 per cent allowable." We confidently expect approval, as the board is expected to relax their 10 per cent rule and any relaxation will bring this well under the 14 or 15 per cent allowable increases that the grapevine says will be allowable. This will be retroactive to May 15, if the board follows the agreement.

VITRO CHEMICAL COMPANY

A National Labor Relations Board election has been ordered for June 13 and 14. As no other union intervened and the consent election was allowed to proceed, the only question on the ballot will be the union, Yes or No. Negotiations for an agreement will start immediately following certification.

CONTRACTORS SHOPS

Most of them are going full blast. Some difficulty has been had in getting competent men at the shop scale which has led to some contractors talking about the necessity of increasing this scale in the future. The five cents an hour increase scheduled for June 1st went through as scheduled as far as we know. Any information to the contrary should be reported immediately.

IN MEMORIAM

It is with deep regret that we announce the sudden death from a thrombosis of Bro. William B. Stephens, on May 22. Bro. Stephens, who was employed by the Utah Construction Company as a mechanic at Desert Mound, was dressing for work in the morning when he was suddenly seized. Death was instantaneous. He is survived by

Engineers for State Highway Commission

In the last issue of the News we indicated to you that the Retirement Act as amended by the last session of the State Legislature changed the meaning of the original act considerably and also changed the structure of the Board. Also, that a new election will be held prior to the effective date which is July 1, 1951.

The amended act provides for a board consisting of seven members: The Secretary of State, three public employees who are members of the system and three persons who are not in the public service, to be appointed by the Governor. The employee members of the board are to be elected by ballot.

Now we are very hopeful, however, of having the act substituted by the Federal Social Security set-up.

Having made a pretty general survey and finding that a large majority of State Road Maintenance employees favor being placed under the benefits, we went to Governor Lee and prevailed upon him to include the matter of Social Security on the agenda for consideration by the legislators during the special session now called. This he has done and having discussed the bill with various interested parties, we are very hopeful for its passage.

Contact your friends and acquaintances in the State Legislature and make known to them your wishes relative to the change over to S. S. The rights of employees with 12 1/2 years service or more are fully protected for benefits under the Retirement Act by the bill for Social Security.

We are extending every effort to have the subsistence increased for those among you who are required to work away from your home shed; also, hammering away to get the existing wage inequities straightened out. More reliable information we have, is that an additional number of paid holidays are being considered.

★ ★ ★

Giant Birds Protected

Santa Barbara—The giant California condor's last major stronghold in the Los Padres National Forest will be protected through an order issued recently by the Secretary of the Interior.

About 35,200 acres of mountainous terrain near Fillmore has been withdrawn from public access under national mining laws. Limited entry under provision of the Mineral Leasing Act will be permitted for oil and gas operations at least half a mile from any condor nest known to have been active within three years.

The California condor is the largest bird in North America. Less than 100 birds are estimated to live in the Ventura County refuge. Additional individuals and small groups have been observed in other parts of southern California.

his widow and parents. Bro. Stephens was in good standing and his widow was entitled to the Union Death Benefits which was a great consolation to your officers and representatives. We offer the sincere condolences of the officers and members to Mrs. Stephens and the family of Bro. Stephens. His passing came to us as a great shock, his place will always seem empty.

PERSONAL NOTES

Bro. Howard Arns, genial steward at Iron Springs, who we reported as having suffered a broken back in an automobile accident, is able to be up and around but is not able to return to work because of being encumbered by a heavy cast. . . . Bro. Harvey Danielson, welder at the Utah Construction Co. shops, probably won't be doing much horse back riding in the future. Reason: a recent attempt grounded him for a few days. He is back on the job o.k. . . . Bro. Charles Clausen, Roaster Operator at Vitro Chemical Co., is back on the job again after suffering a severe burn from a back flash.

Report From San Jose

By RICHARD A. CHRISTIANSEN, Business Agent, Local 39

Time is here for another report on activities in the areas. For the areas I serve will state that there have been a few members added. However, some of our ice manufacturing plants and cold storage plants are becoming more and more mechanized to the extent that they now do not need as much manpower as heretofore. Consequently, some of our ice pullers and employees in cold storage plants are no longer being employed. However, it also means the necessity of employing better qualified operators. I would urge all operators to keep up with their studies and knowledge of the operation of all new equipment. By so doing you will likely be retained and also thereby command better wages.

During this month a contract has been consummated by J. G. Marinovich Company, Watsonville, Calif. A forty (40) hour week and rates of \$1.75 for the watch, \$1.40 for ice pullers, lift truck operator, \$1.50. We hope to do better on our next contract.

As no doubt, all are aware, the ice plants in Salinas have granted a five cent raise to all classifications. This on a voluntary basis. In the San Jose area, considerable activities took place in obtaining adjustment of differences, and the final granting on a voluntary basis of increases of five cents to the chief engineers, four cents for watch engineers and maintenance men and a 7½-cent increase for ice pullers. We are happy to get such at this time.

Some controversy transpired at the Security Whse. & Cold Storage plant, San Jose, Calif., due to the fact that the company had requested watch engineers to pull ice when not otherwise engaged, around 20 blocks or so per shift. Ice needed being so small an amount that it did not justify the retention of an ice puller per shift. Also, that there were too many bosses or foremen.

This has been corrected, and promise given that they would not ask the operators to do more than time would permit. Request made

of engineers due to some finding time to perform personal work on company time. I would stress the point that when on duty, give your employer a reasonable day's work. This will prevent their desire to add to the duties regularly to be performed by the engineers.

Contracts now open for renewal are with the Stephens Meat Company, laundries in San Jose, and we hope to procure our ten per cent increase permitted. We are also endeavoring to procure this increase for the engineer at the Bank of America Building, San Jose, which is also open.

Have attended regular monthly meetings of Local 39 at San Jose and Salinas and the Central Labor Council meeting in San Jose, Calif.

I am happy to report that Bro. Hugh Smith, Salinas, Calif., employed by the Union Ice Company is again on the job. Mrs. Harry Vosburgh, who underwent a serious operation is again on the job, keeping our Brother Harry happy and on the job. He has found himself too busy to be able to attend our last meeting. We hope he soon will catch up with his work and favor us with his presence at the meeting.

The boys at the Sego Milk Co., Salinas, Calif., have received their ballots for the NLRB election. They will all vote and I am sure, correctly. In concluding may I again urge all who possibly can, attend your meetings. At San Jose, the second Wednesday of each month and at Salinas, the third Wednesday of each month. You are missed when not in attendance, believe me. Please come.

REPORT OF BUSINESS MANAGER

By C. C. FITCH, Business Manager, Stationary Local No. 39

The following excerpt from the State Federation News Letter will no doubt be of interest to all of you.

"Associated Farmer pressure to plunge California into industrial warfare through the enactment of violent class legislation suffered another grave reversal last Friday in Sacramento when the State Assembly voted to withdraw the

Clarke hot cargo bill, AB 3435, from the Committee on Agriculture and place it with the Industrial Relations Committee of the lower house.

"On motion of Assemblyman Francis Dunn Jr. (D. Oakland), the Assembly voted by a 44-22 margin to withdraw the Clarke bill from the committee assigned it by Speaker Sam L. Collins (R. Fullerton).

"Introduced May 17 by George A. Clarke (R. Planada), the bill was planned to win strong farm backing by its alleged protection of perishable goods. The bill was the third in a series of measures introduced by Clarke to cripple the California labor movement.

"Following the lower house action, Assemblyman Harold K. Levering (R. Los Angeles), chairman of the Industrial Relations Committee, announced that AB 3435 would be heard Thursday evening, June 7, in the Assembly Chamber of the state capitol.

"Back on the bright side of the news, Governor Earl Warren on May 24 signed AB 263, the Federation-sponsored bill to liberalize the state workmen's compensation law.

"Introduced by Assemblyman Thomas A. Maloney (R. Francisco), AB 263 increases weekly benefits from \$30 to \$35 per week; boosts death benefits from \$6,000 to \$7,500 for a total dependent, and from \$7,500 to \$8,750 for a total dependent with children; grants replacement provisions for dentures and liberalized provisions for eyeglasses damaged in industrial accidents, and compensation for laboratory fees incurred in pursuing a claim."

There have been many anti-labor bills introduced in the State Legislature, but our representatives in Sacramento have succeeded in getting most of them buried in committee, or voted down.

The hot cargo law, mentioned above, is probably the most vicious of any of the anti-labor laws and the most detrimental to the members of Local 39, because our work is in so many different industries that are more or less controlled by other unions. As we have stated before, the engineers do not cross picket lines, so a hot cargo law would leave us open to civil suits and possibly prosecution under the National Labor Relations Law. However, there is no law on the statute books today that allows prosecution of an individual who refuses to cross a picket line. If your local union orders you not to cross a picket line it is liable to a law suit, which might have serious consequences. Just remember that this is a free country and no one can make you work against your inclinations or principles. I know the members of Local 39 well enough that if they understand the situation their union principles are too high to allow them to do anything that would hurt their own union or any other union.

I would like to report that in spite of the wage freeze, we are making steady progress. Our representatives are negotiating agreements with new wage scales, and are even bringing in some new contracts. We are trying to keep up with the cost of living, and if we have enough "price wars" we may be able to cut the buck.

Ukiah—

PUSH COAST MOUNTAIN ROAD JOBS

By GLENN DOBYNS

Business Representative, Local 3

We would have better roads if we had more dough! Nearly everyone complains about some of our county roads. Now I've driven over the Boonville road and my car had a broken crank case to prove it. Then the uneven trip over the Sherwood valley horror, the road is known as—no casualties.

Now the Willits-Fort Bragg road is one of my weekly runs, one that not so long ago was just a wagon trail, and one that can still qualify for Conestoga travel. The county is repairing and realigning three and one-tenths miles of road. This designated part of the road is located about seven miles west of Willits.

The surveyors are at present marking some of the big line changes that are planned. One of the big changes is, on Three Chop ridge. Here they plan to move the whole side of a mountain to straighten the curves, ease the grade and widen the road. About the first of July bids from private contractors will be opened and the new contract let, and the project is expected to be completed about November. It is a stipulation, where Federal funds are used in county road work, that private contractors do the job.

However the county maintains a great deal of road maintenance equipment and a crew of 75 men working out of maintenance yards in Point Arena, Hopland, Ukiah, Willits, Covelo, Fort Bragg and Boonville, doing much of the county roadwork themselves. Grades on the Willits-Fort Bragg road vary from three and one-half per cent to seven per cent; the minimum graded width of the road is now required to be 34 feet, while in the past it was a mere 14 feet. This road has been in use long before 1920, in fact, have seen 1885 dates carved on the redwood shakes of abandoned homes built along the road.

Around 1912 conditions were very bad with the road open to the public only six or seven months out of the year and the condition lasted until in the 1930's. Previous to 1930 among the contractors who have worked on the road are Thomas Ellison of Fort Bragg; E. C. Coakes of San Francisco; and the A. D. Raisch Company.

For the fiscal year 1948-50 the road funds for this county, state and federal, used for construction and maintenance amounted to \$200,000. Which sum, considering the cost of road building and such, is certainly not excessive. An average construction cost per foot of county road is \$4.30 or \$22,400 per mile, while the cost on state highways runs as high as \$1,000,000 for four miles.

FINISH FT. BRAGG ROAD

In 1950 John Burman & Sons, general contractors from Eureka, was awarded the job at the James Creek bridge, 14 miles west of Willits, and running east until the job ends where they are planning the new construction. At present they have four dozers on this job.

Huntington Bros. plan on having their job done by the 15 of June on the famous shoreline highway going to Ft. Bragg.

The Ford Gravel and the Ukiah Gravel Companies are having to stockpile the greatest percentage of their aggregates due to allocation of cement. Both companies have back orders for ready-mix which they they are not able to fill which in turn is slowing down some of our housing projects.

Mr. Freitas, owner of the Ukiah Gravel Company, recently purchased a \$20,000 new ready-mix truck which is now standing idle due to the fact that his old trucks can

Marysville—

Job Outlook Up the Valley is Good From Now Till the Rains

By WM. C. WAACK and LES COLLETT, Business Representatives, Local 8

Work for our people continues to be good in this area and looks as if it will remain that way until rain hits, and that pleases us no end.

Several new jobs have been let in this area and two of them are getting started now.

First of all, Rice Bros. have started 8 miles of resurfacing on Highway 24, north of Marysville, with Brother Al Verduyssen in charge; Brothers Bert Bengston, Frank Davidson and Harry Carte on the blades; Brothers Jimmy Ward and Joe Johnston on the rollers. Rice Brothers got this job for \$224,000. They also have a job on Highway 20 out of Yuba City for \$80,000—not started. Also a \$76,000 job on Shasta street in Yuba City. They have about finished their job in Oroville on 759 but have another 5½-mile stretch for \$160,000 near the Oroville Wy on Highway 99E.

Harms Bros. are getting along pretty good on their job on Highway 20 from Meridian to Colusa and were the low bidders on a job near Princeton for \$159,000 and will move on that as soon as possible.

Richter Bros. of Oroville, have moved in on their \$313,000 one-mile of Highway 49 above Comptonville with one shovel crew and six cats at present. Bro. Bob Merian is in charge, with a good crew—Mert Anderson and Kenny Brazil on the 80 Northwest, Paul Smith, Art and Cecil Ball, Harry Foursha, Fred Phillips and Al Tate on dozers and Ted Stover on the grease truck. Howard Founce will be on the pull. This is a nice spot and the trout fishing is good and Fred Phillips is one skinner I know will try his skill.

Biasotto Co. are winding up their job above Camptonville, Walt Boatwright as foreman and the Stromer Brothers on the blade and George Stevens on the roller. Jimmy Followell as the heavy duty mechanic.

OROVILLE-CHICO

Oroville Construction Co. has been busy in their hot plant getting out material for Rice Bros. road job on 759 in Oroville.

Hap Unfried keeps one of our men on the regular payroll around Oroville.

Brother John Gilbert of the New York Machine Shop, just returned from a trip to San Diego where he was a delegate to the Native Sons convention. The shop was able to run without him. A surprise to John.

Butte Creek Rock Co. around the Chico area, are keeping busy as usual during the hot season and it really can and does get hot out on the rock piles at the main plant.

Harry Shaver keeps busy in Baker Bros. yard and says that suits him fine.

Piombo has a large crew out on their levee, near Durham, Calif. They are going to double shift the 80 N.W. to pile up the muck to

keep up with the orders, according to his allotment of cement.

C. M. Syar Construction Company are tearing up and replacing portions of 101 Highway going through the City of Willits. At the present time there is about 15 Engineers employed.

Considering all the bad luck J. R. Armstrong has had, getting the crusher out of the river after the last flood, he is progressing very rapidly. Traffic is their greatest problem which has increased 20 per cent in the last month. And now that the vacation period is on it will present a greater hindrance.

At last the contract has been let by the government for a radio receiving station at Middletown, Lake County, California. The low bidder was Erbenbraut and Summers of San Francisco. The base bid was \$1,019,897. Work will commence within two days after notice to proceed and be completed by November 15, 1951.

dry out and then move it later with the jeeps.

Mickey O'Callahan has been sick a lot lately with poison oak and the doc told him to get back to the Bay area and stay there. We are so sorry about Brother Mickey and hope he recovers real soon. Bro. Buck Summy is pushing the spread during his absence and doing a good job of it.

H. Earl Parker Co. really fixed up a model 8 N.W. and sent it to their Butte Creek levee job on two shifts. Bros. Durfee and Foutch running it and doing O.K. with it and like that Murphy Diesel.

KNIGHTS LANDING

J. Perry Parker, superintendent on the eleven site levee job on the Sacramento river job, below Grimes, said he would be through there in about one week and would move the spread on the three site job on the other side of the river near Knights Landing. This job is two shifts with 12 cats and mechanics and pump men and one dragline crew on each shift. Floyed Parker and Clyde Deen pushing.

Browne and Kruhl have a \$79,000 road job for Butte County on Larkin Road, above Gridley, with Bro. Pacheco pushing with a blade, cat and roller.

Brother Sam Woods, heavy duty mechanic for O'Hair Co. in Colusa, spent a lot of time this winter building a N.W. 25 truck crew for his company and did a swell job and the O'Hair boys made some fine improvements on the fair lead and also improved their portable crusher and this office wishes to congratulate them on their design and workmanship.

All in all, this seems to be the best year the Valley ever had in a long time and we hope it will continue.

Brother Melo Kidder is hobbling around some and will be able to work in about another month. We are glad to see him out of the bed and on his feet once more.

Brothers Roy Kingery and Bill Brown left last month for Afganistan to be general foremen for M-K Co., Inc. on a two-year contract. We hope they like it and make plenty of the old moola while there.

California BTC Helps Colorado

Aid of the California State Building and Construction Trades Council in setting up a similar organization for the State of Colorado is being extended by Thomas Harvey, secretary. Request for this assistance came recently from the secretary of the Colorado State Federation of Labor, as the building unions of that state are anxious to benefit from California's experience in getting state-wide construction trades council going.

"I'm very happy to inform you that your husband has passed the crisis," said the British doctor to a woman whose husband was seriously ill.

"Passed the crisis?" she demanded. "You told me 'e couldn't live a week."

"Well, I'm going to cure him after all," said the physician. "Surely you are glad!"

The woman nodded slowly. "I guess so," she admitted, "but it puts me in a bit of a hole. I've bin an' sold all 'is clothes to pay for the funeral."

Li'l Gee-Gee, the office vamp, comments that you can't fool all the people, but who wants to? One man at a time is enough.

It is dangerous to marry a woman who looks good in black.

San Francisco—

Nearly All Engineers Are At Work in San Francisco Area

By HARRY METZ and RUSSELL SWANSON, Business Representatives

At this writing the out of work list is practically down to nothing. This, in our opinion, is the most vital news there could be for it means that the engineers are working regularly and that worry about where the next check will come from is gone. We are very happy to be able to begin a report in this manner.

CONTRACTORS IN S.F. BUSY ON ALL PHASES

Fay Improvement have a few engineers employed on Bay Shore Blvd. Lowrie Paving working on Piombo working on Page and Oak street. Eaton and Smith working on Divisadero and also on Sacramento streets. (The above are all working on track removal and street repair projects. Lipsett and Lerner are going strong on the wrecking of the Sugar Refinery off of 23rd street.

Dinwiddie has completed 3 of the 11 apartment houses at Park Merced and the end is now in sight. M & K Corp. and C. Harney are now showing progress on the overpass job on Juniper Serra Blvd. Robert McKee going right along on the Marine Hospital. Clinton Const. now in the opening stages of the U.C. Hospital Extension. Piombo will be through with the road behind U.C. Hospital most any day now.

Eaton and Smith should be finished with lands-end road at the publication of this. (By the way, this road has been closed for over 10 years, so it is about time that it is driveable. Ken Royce's shop on Bayshore has slowed down a little and seems to be having a lot of trouble getting parts. Hyman-Michaels still have a number of engineers and everybody seems to be happy. Eaton and Smith employ a number of mechanics in their yard and from all reports everything is going along pretty smooth.

C. Harney shop is busy now with most all of the equipment in use. Boye and Tinkler employ a few engineers and they have been kept pretty busy lately. Eaton and Smith are only working one shift on the Lake Merced job but that end of the lake sure looks a lot different already. Healy and Tibbits have had a clam-shell dredging out some parts of Yacht Harbor. Standard builders have been keeping a number busy at the shop and on the outside work. Most all of the other contractors are doing work here and there around town and everything seems to be in high gear.

PERSONAL TOUCH

There has been quite a bit of activity as far as overseas jobs are concerned this past month but most of that activity has come from the French Morocco deal, which was reported on last month. This month a few brothers have taken off for this job. Brothers N. E. Schindler, G. W. McAtee and Harold Cook are the only fellows who have come into the office but we feel sure that some names have been missed. Lots of luck, brothers—and don't forget to save some of that hard earned "dough."

A few brothers have reported in after being away for some time. Brother Pat Callahan is once again back from Guam where he worked for the past year for BPM. Pat tells us that this was his second and last stretch. Ray Smith in Guam for 4 months so it looks as if both the brothers have the same opinion of Guam. Sure good seeing you back and thanks for coming into the office.

As a reminder: Blood donors are still needed. Inquire at dispatch office for further details.

Our sincere sympathy to Brother (Beg-Leg) Wedemeyer. He received the tragic news that his wife and daughter were in a fire in New York. His young 18-year-old daughter died as a result of the fire, and his wife is in a critical condition.

Wife, to husband at party: "Melvin, don't you take another drink. Your face is already getting blurred."

Business Mag Tells How You Can Duck Taxes

New York (LPA).—How to "lose with profit" is explained by Business Week in its May 5, 1951, issue. The article says "get rid of your property and lease it back—and you'll be money in. It's one way to duck skyrocketing taxes."

The trick is simple. The Widget Corp. sells some of its property, and then immediately leases it from the new owner. This sort of deal, says Business Week, in some cases "ends up providing more net capital than other forms of debt financing."

It gave an illustration. A corporation had some property it needed for business. The book cost to the company was \$100,000 but the property now is worth only \$20,000. The firm sells it for \$20,000 and at once leases it back for 20-25 years. The company can deduct a loss of \$80,000, and if it is "in the 77 per cent excess profits tax bite bracket," the cut in its tax bill is \$61,000.

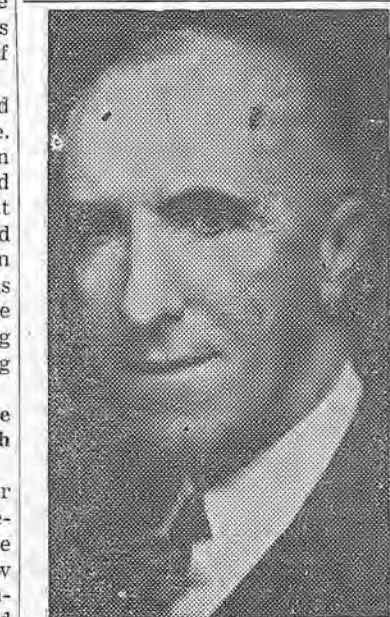
Here are the advantages of a sell and lease-back deal, according to Business Week: Rent payments are 100 per cent deductible from taxable income; depreciation is lost but the rental payments may be far more than the depreciation, and runs for the full lease period; the lease can require the tenant (the former owner) to pay real estate taxes, repair, maintenance and alteration costs, all deductible; Bureau of Internal Revenue arguments on the estimated life of the property for depreciation purposes are completely eliminated; profit on the use of the cash secured by the sale may more than compensate for interest figured in the rental; where undeveloped land is involved, a deduction for the value of the land is created where no deduction existed before.

CARE SAVES TIME

Careless walking or driving may result in a serious accident which would take weeks or months out of your life. Walking or driving, remain alert.

"How did ya find the ladies at that society dance, chum?" asked one soldier.

"Easy enough," answered the other soldier. "I just opened the door marked 'Ladies' and there they wuz!"



Appointed by President Truman as United Labor representative on the Civil Defense Advisory Board is Geo. J. Richardson, above, secretary of the AFL Intl. Assn. of Fire Fighters.

Reno—

STRIP, HIWAY JOBS MOVE IN NEVADA

By H. L. "CURLY" SPENCE
Business Representative

Isbell Construction Company's two stripping jobs out near Ely, Nevada, are getting bigger and better day by day. Bro. Lewis Buckmaster has taken over the shovel repairing job on the Ingersol Canyon stripping job for Isbell, and he is doing a fine job, really keeps those Northwest shovels tuned up in fine shape.

Brother Don McCowan is the graveyard foreman on the Ingersol Canyon job.

Bro. Gerald Luke was getting out so much "muck" on that shift that the superintendent decided to give him a foreman to help him out a bit. Now things will really happen on the graveyard shift with those two brothers performing together.

Brother Harold Farnsworth lost his helper, Brother Arthur Billett, who went back on a dozer. That broke up a fine churn drill crew. But the company still has an outstanding churn drill crew in Brothers J. N. Bianchi and H. M. Rogers. Those two really get the footage in a shift.

Brother Matt Greve went on his vacation. He told me that this is the first time that he has ever stayed on a job long enough to get a vacation. But Matt is improving. He doesn't drink or play the wheel. He told me, "No more fighting that old 'hooze!'"

Isbell lost a very good man, Bro. Thomas Eck, who went to French Morocco as a foreman. But Bro. Arthur Billett will eventually make the company a dozer hand as good as Brother Eck. Brother L. G. Harris has been promoted to a churn drill and he is quite the driller. He punches down a lot of holes in a day.

C. V. Isbell caught Bros. Doyle C. Littlelyke and Doyle Wakeling sleeping in the churn drill, and fired both of them. I don't see why "C. V." can't stay home so these fellows can get some rest on the job, but maybe C. V. Isbell is like a lot of other people I know. When he hires an engineer, he at least expects that engineer to stay awake—even though he doesn't do much work.

ROUGHING IT

Silver State Construction Company, Andy Drumm's outfit, has moved camp to the Spring Valley job. Some of the brothers missed the camp when they first moved over to the Spring Valley job, because they had to rough it for themselves. Brothers Joe Solaegui and Al Montrose and a few of the other brothers that work for Drumm had a tough time getting by until the camp was set up. I hope that Andy Drumm doesn't let that happen any more, because those brothers are delicate fellows and can't stand too much rough going. Now that the camp is set up, however, they can get the job done in short order and will be ready to move to the Palisade highway job soon.

F. E. Young Company is going along in fine shape on their highway job near Glennbrook, Nevada. They have had a couple of rock slides, but everything is in fine shape on the job.

George Miller has a number of jobs around Reno and Sparks, and has some men working at Chester and some at Susanville. Brother Howard Johnston keeps things busy around George Miller's outfit.

Isbell Construction Company is laying hot stuff on East and West Fourth Street and on North and South Virginia Street in Reno. Isbell is almost finished with the highway job near Denio, Nevada.

Dodge Construction, Incorporated, has finished the oiling at Carson City and has moved to the Battle Mountain job.

Eureka—

Biggest Construction Program Ever, in the Redwood Empire

By A. R. McCaffrey, Business Representative

There is as much construction work, if not more, in progress in the Redwood Empire than ever before. All the brothers are busy and at times we are having trouble filling some classifications. Some jobs are working on a two-shift basis when he can supply operators, while others are working over 40 hours. This happy situation looks like it will continue until the rains come.

Mercer Fraser Co., alias Ralph Brown, seems to have some kind of a job behind every tree. They are scattered over two counties: bridges, sidewalks, highway work, pipelines, log ponds, paving, and what have you. Some of the larger jobs are the following:

Smith River highway job 15 miles north of Crescent City. They have a crusher operating two shifts while setting up a hot plant. This job is keeping approximately 15 engineers busy, with more to come.

Their highway job at Rohnerville is coming right along, with Bro. Gene Brown doing the supervising. All their sub-grade is in and they are now doing the surfacing. Six of the brothers are on this job.

Out at the Essex plant and yard, about 15 engineers keep busy on the hot plant, crushers, loaders, and draglines. And at their main shop in Eureka there are approximately 12 engineers doing servicing and nut-busting.

ALTON FREEWAY

Frederickson Bros., at Alton, are making good progress, with approximately 30 engineers working on their freeway project. They are now setting up their hot plant and crusher. They're making very good progress on this job.

Healy-Tibbits' job on the waterfront and South Jetty is coming right along. Supt. Dave Scott was up at 5 a.m. the other morning supervising the landing of the first ship to come in at the Dutton dock—the Liberty ship Sulphur Mines. There are about eight of the brothers on this job.

Bro. Louie Conner and Bosch and Cummings are still busy on the Dolly Varden logging road up at Redwood Summit, keeping several engineers busy.

Macco-M&K's job at Crescent City is rolling right along. They just got an extension on the job

and it looks as though they will get another. We just received an order for five more men for this project.

Fred Korthase is keeping all of his engineers busy on various jobs around Crescent City.

Bro. Dean Langford is still at work on his large log pond job out of Crescent City.

Pelican Bay Construction Co. is also putting in a log pond, at Fort Dick.

DEAD LAKE PLYWOOD

Osborne-Wheelon Co. is driving piling on the Paragon Plywood project at Dead Lake. This will be quite a large job; approximately 1,600 piles alone.

Baldwin-Straub Corp. is working hard to complete the Eureka Water Treatment Plant.

C. M. Syar is moving in to complete the city reservoir started last year.

Bro. Tom Hull is keeping several of the boys busy on different jobs. Tom bid a \$78,000 bridge job the other day and left \$200 on the table. Getting reckless?

Atlas Pipe Co. has a sewer job right west of Eureka. There are two draglines and a dozer working on this, with Bro. Laws as the snapper.

Hoagland-Findlay's sewage disposal plant project at Eureka is nearing completion. This has been a tough one due to water seepage.

Bids were opened on three State jobs in this area June 6. Low bidders were as follows:

Two sets of truck scales north of Arcata—Mercer Fraser.

Two overpasses, part of a freeway around Arcata—Mercer Fraser.

Bridge over Mad River above Blue Lake—John Burman & Sons and Carr & Rocco.

About the only call we haven't had for operators is for milking machines, which we expect any time now.

Peninsula—

Bids Opened for San Mateo Hospital; Start Coast Road

By CHET ELLIOTT, Business Representative, Local 3

Williams & Burrows of San Mateo were the low bidders on the \$3 million San Mateo District Hospital located on the Mills Estate in Burlingame. This site, comprised of 26 acres, involves considerable grading, and along with the construction of the buildings will provide a long job for many engineers.

Out on the coast at Point Lobos the S.A.E. Construction Company have started work on their State Highway project which extends from Point Lobos north for three miles on Highway No. 1. Brother Westbrook is in charge of this work and is busy with a string of cats, getting work under way.

Ed Keeble of San Jose is getting well along with his contract on the Sand Hill road at Woodside. While visiting the job your representative contacted Foreman Brother Bruno, operators; Brothers Mefford, Smith and others who seem to be happily employed.

Woodside is the scene of much activity at the present time. Many engineers are being employed in that locality on several large real estate development projects including Woodside Heights, M. J. King, Sterling Builders, Eichler Homes; also highway and pipeline jobs under construction by E. J. Tobin and United Concrete Pipe Company.

Sondgroth Bros. and J. O. Archibald are busily engaged grading and building streets for Barrett & Hilp at Menlo Park on their large real estate project which is the site for 1500 homes.

Woodhouse & Douglas with a crew of engineers have several jobs in operation throughout this area.

The Frank W. Smith Company of San Mateo and the Allied Trucking Company of South San Francisco with shovels, cats and trucks, continue to move dirt to the Shoreview fill. This project seems to be an endless operation employing many members of Local 3.

The local contractors including L. C. Smith, Peter Sorenson, Baumann Bros., Sperry & McCue, Weber & McCann, Bragato Poving Company and many others too numerous to mention are enjoying a thriving business. The volume this year has reached an all time high for this area.

Barrett & Hilp were awarded the contract to build the government warehouse at South San Francisco. The building on this project covers 14 acres of ground. J. O. Archibald has sub-contracted the grading.

Work has slowed down somewhat in the rock quarries and building material plants in this area, due to a shortage of cement. Otherwise, the entire district is the scene of much activity.

San Rafael—

North Bay Dist. Busy; Roads, Streets, Housing, Sewers

By H. O. FOSS, Business Representative, Local 3

I would be indeed ungrateful for not expressing, at this time, my thanks to all the brothers who helped me attain the splendid majority at the recent election. May I assure you that I will try to serve you to the best of my ability during this term. Thanks again.

We hear the two "Tom Cats," Brothers Shaw and Hanna, have either stolen or bought a new cat—12 Motor Patrol. Think that they can't help but make it.

Brother Mark Ammons, 12 Hill Drive, Petaluma, phone 1938-M, doing grading and paving, has taken over Paul Respini's truck crane with all attachments. We know it's a good rig. Respini now going into dam building and with his past reputation he can't miss. He always pays construction scale and gum beating.

Brother Les Peterson flying up to Kodiak to work for the Ben C. Gerwick Co.

Ray Segarini, on the dirt moving job at Corte Madera, has brought in Pete Farish's No. 6. Brother "Cy" King at the controls.

McGouran & Macal pouring earth (and rock) off Corte Madera hills into the flats with Jeep spread. Be there 'til it rains. Brother Glenn Davidson doing the nut busting—keeping 14 rigs and the water wagon going.

101 AT SAN RAFAEL

Granite Construction experiencing delay on 101 Highway, North of San Rafael. State late on getting title to right-of-way. Brother Tom Hanna pushing, helping Bro. Art Ostrom.

A.G. Raisch, with own and rented spread, going to town on the Ignacia Housing Project. Grading streets and etc. Have quite a lot of other paving jobs going. Bro. Bill Ivers is in charge of the Hot Plant at McNears Point. Also have 40,000 yards at Fairhills.

Brother "Curley" Toles paid us a visit recently. Brought along his truck—does everything but milk the cows. First time we've witnessed a truck seemingly start by itself, or by the mere voice of "Curley." Last report he has drifted into the Santa Rosa area, working as field mechanic for the Art. Siri Co.

TENNESSEE VALLEY

Parish Bros. finishing up on Tennessee Valley fill and starting 40,000 Tamalpais High School fill. Also have fill work as Ignacio. Bon Tempe syphon job still in the finishing up stages. Contractor will sure be glad when they wind that one up! Understand they are rapidly completing Pittsburg job and will be concentrating all efforts on Highway No. 40, between Cordelia and Fairfield. Contractors don't relish M.M.W.D. jobs and we expect word will spread on future bids.

Dr. B. Shope, ex-member from Missoula, Montana, has set up a Chiropractor office at 1240-4th st., above Corey's—drop in and get your bones adjusted.

Mr. Freeland is office manager for the Allied Construction Co. at Santa Rosa. A new firm in the area and busy.

Harmeling cleaning up their job at Eldridge on the Storage Reservoir. Should be gone by the time this goes to press.

Brother "Red" Mercer with six of Barbettini's rigs cleaned up in this area now moving to Camp Shomaker. Thanks, "Red," for running a nice, clean deal while in the North Bay Area.

McDonald, Young and Nelson making houses rise like mushrooms on the Travis Airbase. M & K doing the grading, Van Valkenburg underground, and a few strangers No. 12 way on sewers, etc. M & K busier than bird dogs on field, as usual ahead of schedule. Paving and hot plants boiling at top speed.

Brother Lashmett in charge of C. M. Syar's mix plant at Tolenas, near Travis Airbase. Sure rollin' out the mix. It looks like Syar finally got started—they have plenty of work in Solano county.

Congratulations are in order for Brother Al Hansen of Novato, after eight days of married life taken off for the Atlas job in French Morocco. Looks like Al didn't know which job to take on first—Atlas ran a close second!

Brother Ed Nelson, of Johnson & Nelson, pinched off 100,000 plus. Smiling like a Cheshire cat. Brother Cox, pusher, Sandy Mills, master mechanic.

Carey Brothers hid out on various projects around the area. They have Brother Lou Freeland doing the shovel work.

BORN UNDER A BUCY

Brown Ely busy on all types of jobs. Have taken on Pete Farish's Model 6. Understand Bro. Waggoner wins this rig. He was born under a "Bucy," so we don't know if he's happy. Brother Webster, their Hot Plant, Major Domo says he has reason to believe the new plant may run this year. Hot plant operator drip in—set the buttons today and check books tomorrow.

F. J. Early progressing on the San Quentin Sewer Disposal.

Vega Construction going along on the additional work at Two Rock Ranch.

McPhails new mix plant in production at Ignacio. Same for Camgro's plant in San Rafael.

Brother Roy Fowler working for Bob Rapp is in the Palm Drive Hospital, in Sebastopol. Painfully injured in a recent accident. Any brothers in the vicinity drop in. We hope for a speedy recovery.

The Tom Connolly job at Novato Dam, finally finishing up. This has been one headache—gave Earl Walsh a pain where he should have had pleasure. This N.M.W.D. Engineers on the weak side. From Novato the outfit will move on to the Sierras—plenty of work 'til it snows. It looks like a marriage between Brothers Puchetti and Giannini, two countrymen hooked up with an Irishman.

Harry Fassett, the popular labor co-ordinator for Morrison & Knudsen, on Travis Airbase, has a promotion, we are glad to report. Recruiting operators for Atlas Constructors, French Morocco job. "Ted" Romain will take over his job combining field office. We think he's big enough to make it.

Brother Jack Rutherford, field supt. for Morrison & Knudsen, on Travis, taking a two week's vacation—be back about the 20th. Visiting the Northwest and circling down through Wyoming. It's my bet he will visit the projects along the line—it's in his blood. Brother Mel Stoddard in charge in his absence. Brother Andy Anderson returned from a well-earned two week's vacation on the 4th.

Brother Clarence Yturriaga with a small crew cleaning up the Piombo job at Black Point. Bro. Yoder with his new Northwest looks at no one—I'm told he goes as far as sleeping under the rig at night.

Brother Lawrence H. Scott dropped in to see us on his way back to No. 701 and the McNary Dam.

Brother Bill Russell, super. for A. G. Raisch, with Brothers Gurdin, Vagadori and Harless as foremen are busy as bird dogs. Housing projects at Ignacio, Alameda Gardens and Fairhills, with others

coming up. Will be socked in with rains—as it looks to the writer.

VALLEJO JOB

Brother Sam Cooper is the master mechanic at the Art Siri Co. Santa Rosa shop. He and Brother "Jake" Flack keep 'em rollin'. Siri just pinched a nice one off—north end of Tuolumne street in Vallejo. Approximately 40,000 yards excavating, 6,000 tons paving, 12,000 tons crusher run, 10,000 feet of 4-6-8-inch. sewers, 12,000 feet of water pipe, 25,000 cubic yards—sidewalk, curb and gutters. Out in hills—new sub-division—looks like a good job. Brother Vic. Henry is foreman on the Tuolumne street job; Mr. Galbraith, general supt.; Brothers Johnnie Holeman, Robt. Hasting and Phil Carlin are the crew.

Mr. R. R. Young is general superintendent for Walsh Construction Co. on the Santa Rosa sewer disposal plant, 800,000 job. Brother Kenney Brooks—cat walk, Brothers Herman, Seth and Sharpe on N. W. Model No. 3. Brothers E. E. Davis and Weissgerber on the P. & H. doing chores. Going to try and finish it this fall. Hope so—as ferry boats will be in order if the rains catch 'em.

We understand Brother Joe Perry is now working for the city of San Rafael.

Brother J. J. Privetera got 20,000 yards of fill in the Novato area. Been busy with shovel since camping in Marin.

Bro. Richard Cummins dropped in June 7th, a.m. to say goodbye, as he was leaving that afternoon for the Atlas Constructors in French Morocco. He left the T. E. Connolly job on the Novato dam.

Brothers Wm. Largent and Le Fever do the repair work at Marin Equipment, Greenbrae. Mr. Williams, the popular prop. deals in equipment—if he hasn't got it he will find it for you.

Brother Louie Giannini came into the office the other day supporting a new set of uppers. Louie can now bite a pumpkin through a rail fence without touching his lips.

Brother C. E. Smith runs a diesel locomotive on Travis Airbase. It is a good job.

Alaska Is No Gold Mine for Workers

Juneau, Alaska.—The Alaska Territorial Federation of Labor advised the AFL Building & Construction Trades Dept. in Washington that Alaska is no Shangri-la gold mine for workers.

Cledamae Cammock, executive secretary of the Alaska AFL organization, told national headquarters that extravagant claims of laborers earning over \$900 a month, carpenters over \$1,300 a month, published in some newspapers, are misleading and causing many men great hardships.

On the contrary, a carpenter's net check for 48 hours work in one week, living in a contractor's camp, amounted to \$92.96. Milk, if obtainable, is 40 cents a quart, bread 35 cents a loaf.

"The situation is a very undesirable one for all building trades," Cammock said. He asked that widest publicity to counteract the "Shangri-la" advertisements in Midwest and West Coast papers.

GET INSULATING MEN

Santa Rosa Local 751 announces that insulation men, the guys who keep cold and heat from going through the walls of your home, have been taken over. They were formerly affiliated with Truck Drivers 980.

While his feet were on the ground—his head was up where clouds abound. (Longfellow).

The young waitress climbed the ladder of success wrong by wrong.

TEC

BY AL BOARDMAN, Business Representative

Engineers
Architects
Draftsmen

The Master Agreement with the Bay Counties Civil Engineers and Land Surveyors Association Inc., covering Chief of Party, Senior Inspector, Instrument Man, Inspector, and Field Assistants, has been reopened for change. The association was notified as of June 6th, and agreed to meet June 15th at which time they will appoint a committee. Negotiations should follow shortly thereafter.

The first meeting held with the newly formed Santa Clara Land Surveyors' Association resulted in a future meeting date. Wednesday, June 13, has been set for further discussion regarding a contract with Local No. 3, at which time we hope to make further progress. This new group consists of the following firms in Santa Clara County: Mark Thomas, McMillan & McMillan, Hunt Engineering, Park L. Verner & Fisher.

The construction field continues to hold up with Hutchison doing the engineering on the new air base at Camp Parks. They have yet to receive a set of plans at the job site to work by, however, they expect to acquire them momentarily. About 30 field men will be employed and the contract is scheduled to be completed in October. Lyman A. Alexander is in charge of the field survey with Glen Morrison & Henry Boles in Pary Chief positions. Bob Boles, Doyle Campbell and Roger Francis are slated for the office engineering.

The Moffet Field bids were opened with Guy Atkinson being low bidder. This is another big engineering deal and should employ many Technical Engineers. We have as yet been unable to find

out who has the engineering on this job.

The members working for the San Francisco Water Department on the pipeline are making a determined fight to establish the party chief rate on their crews. We should have some results on this soon. Solano engineers of Vallejo have a good size topog job at Benicia. MacAbee Engineering is very busy on army engineering work, mostly at Camp Roberts. Tafford, Jones & White have started the Kings River topog job for the army and are doing nicely.

The next meeting of Local No. 3-E will be held at 8 p.m., June 22, 1951, at the union offices, 474 Valencia street, San Francisco, Calif.

If you're rich, quit the union.

MORRISON-KNUDSEN COMPANY, INC.

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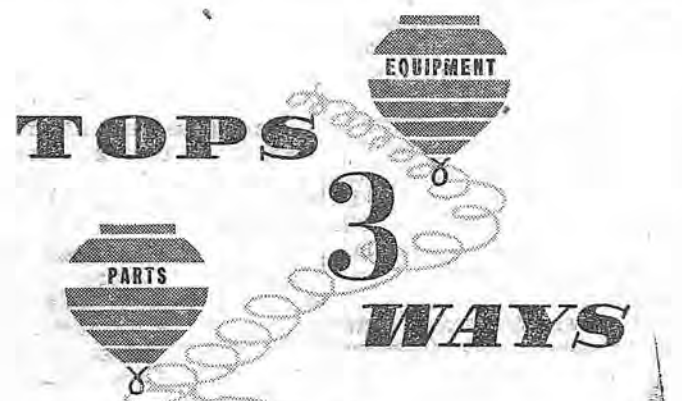
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SALES

RENTALS

Daily report of awards for construction

Compiled by P. E. VANDEWARK

MAY 11, 1951

SACRAMENTO, contract awarded to Lord & Bishop, P. O. Box 812, Sacramento, \$31,854 for widen "H" St. subway, at 57th St.

SACRAMENTO, contract awarded to William M. Lyles Co., P. O. Box 495, Avenal, \$72,186 for install water system in Colonial Acres subdivision.

SAN FRANCISCO, contract awarded to Wm. McIntosh & Son, 740 36th Ave., S. F., \$3,987 for const. conc. stairways at Aptos Jr. High School.

MARE ISLAND, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., San Francisco, \$83,759 for const. substation platform and elec. duct lines at U. S. Naval Shipyard, Berth 24.

CROWS LANDING, contracts awarded as follows for work at Naval Station, Crows Landing: Spec. 28379, to Jas. M. Pope, 1011 San Anselmo, South Gate, \$54,637 for clean, reseal joints in runways, taxiways, etc.

SOUTH SAN FRANCISCO, contract awarded to Williams & Burrows, Inc., 10 California Dr., Burlingame, \$1,258,175 for const. new high school plant.

BERKELEY, contract awarded to Lee J. Immel, P. O. Box 175, San Pablo, \$42,985 for surf. 6th St. betw. University Ave. and Gilman St.

BERKELEY, contract awarded to Sherratt Co., 1231 13th Ave., Oakland, \$3,139 for const. storm sewers in S. P. Railroad right of way betw. 67th St. in Emeryville and Folger Ave.

MAY 14, 1951

SAN JOSE, contract awarded to Guerin & Morgan, Box 517, Los Gatos, \$10,401 for grade, surf., etc. Kammerer Ave. in Hwy. Dist. 2, SANTA CLARA COUNTY.

SACRAMENTO, contract awarded to L. Biasotti & Son, P. O. Box 587, Stockton, \$57,514 for 0.5 mi. grade, pltmx. surf., etc., Marsh Creek Rd., 7.1 mi. east of Clayton to 12.4 mi. west of Byron, CONTRA COSTA COUNTY.

SOLEDAD, contract awarded to Granite Const. Co., Box 900, Watsonville, \$66,869 for complete roads and walks, grade and drain for staff housing, Medium Security Prison.

HOLLISTER, contract awarded to Granite Const. Co., Box 900, Watsonville, \$9,200 for misc. improvements at 33rd Agric. Dist.

SAN ANDREAS, contract awarded (general) to Haas & Rothchild, 275 Brannan St., San Francisco, \$352,950 for const. pipe work, classrooms, infirmary and gym at Fricot Ranch School for Boys.

MAY 15, 1951

SACRAMENTO, contract awarded to Jas. P. Morton, 33 Clay St., Placerville, \$409,409 for const. bldgs. for Sacramento Jr. College.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, San Jose, for A. C. surf. Brooks Ave., Willis Ave., Fisk Ave. and Marshall Ave.

LATHROP, contract awarded to S. M. McGaw, Elks Bldg., Stockton, \$10,507 for yard repairs at Bldg. T-200.

OAKLAND, contract awarded to Engineers Limited Pipeline Co., 2128 San Pablo Ave., El Cerrito, \$72,900 for install 10-in. and 16-in. cast iron mains in Pleasant Hills Regulator Zone and Acalanes Rd., CONTRA COSTA COUNTY.

SANTA ROSA, contracts awarded as follows, for const. water main extensions: (1) Sherwood Forest Subdiv. No. 3—to Robert M. Rapp, 705 Bennett Ave., Santa Rosa, \$4,208; (2) Grace Subdiv. No. 4 and Coddling Terrace Subdiv. No. 4—to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$7,358; (3) Montgomery Village Subdiv. No. 4 and Edgemont Homesites Subdiv. No. 5—to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$14,324.

HILLSBOROUGH, contract awarded to Williams & Burrows, Inc., and Carl N. Swenson, 10 California Dr., Burlingame, \$3,359,000 for const. five-story reinf. conc. hospital bldg. on El Camino Real betw. Floribunda and Bellevue Aves.

CAMP BEALE, contract awarded to Chas. I. Cunningham Co., P. O. Box E, Oakdale, \$98,709 for rehab. hospital bldgs. at Camp Beale.

TALMADGE, contract awarded (general) to Pike & Hill, Carey Bros. and Bailey Const. Co., 226 Sir Francis Drake Blvd., San Anselmo, \$107,400 for const. solarium and physicians' apartments at the Mendocino State Hospital.

HORN BROOK, contract awarded to J. M. Manley, 309 Gold St., Yreka, \$118,317 for const. inspection station for State Dept. of Agriculture.

SACRAMENTO, contracts awarded as follows: (1) to A. Teichert & Son, Inc., 1848 37th St., Sacramento, \$110,400 for grade, drain and surf. in Wright & Kimbrough Arden Park Vista Units Nos. 11 and 12; (2) to A. Teichert & Son, Inc., 1848 37th St., Sacramento, \$6,915 for const. curbs, gutters, and sidewalks on 14th Ave. betw. 43rd St. and Stockton Blvd.

MAY 16, 1951

SACRAMENTO, contract awarded to Brighton Sand & Gravel Co., P. O. Box 2604, Sacramento, \$27,973 for grade, drain, surf., etc. in South Landpark Terrace, Unit 4.

SAN FRANCISCO, contract awarded (general) to Carrico & Gautier, 365 Ocean Ave., \$459,450 for const. classroom bldg. at S. F. State College.

SACRAMENTO, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$34,494 for widen bridge and 0.3 mi. grade and surf. appr., at Middle Creek, 1½ mi. east of Ukiah, MENDOCINO COUNTY.

MAY 17, 1951

OAKDALE, contract awarded to Leo F. Fallman and Melvin W. Sutley, P. O. Box 3307, Brentwood, \$7,170 for const. levee along Stanislaus River near Oakdale.

OAKLAND, contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$1,142 for const. new driveway at Webster School.

UKIAH, contract awarded to Arthur B. Siri, Inc., 1357 Cleveland Ave., Santa Rosa, \$11,126 for const. pav., etc., on Standale and Perkins Sts., betw. State and School Sts.

SUSANVILLE, contract awarded to Geo. E. Miller, P. O. Box 1728, Reno, Nev., \$30,450 for const. sewers.

MAY 18, 1951

TRAVIS AFB, contract awarded to Morrison-Knudsen Co., Inc., 511 W. 5th St., L. A., \$34,971 for const. roadways, outside utils., drainage facils., sewers, elec. and gas system in cold storage bldg. area.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1848 37th St., Sacramento, \$2,741 for improv. alley, 1st-2nd Aves., and 34th-35th Sts.

WALNUT CREEK, contract awarded to Chas. Burch, 2419 N. Chico, El Monte, \$149,940 for const. sanit. sewers in L. I. D. 23.

MARTINEZ, contract awarded to Orinda Excavating Paving Co., 2710 Mt. Diablo Blvd., Walnut Creek, \$19,264 for const. grade, fill, culv. work, etc., at the East Campus Site.

MAY 21, 1951

SACRAMENTO, contract awarded to Mercer Fraser Co. and Mercer Fraser Gas Co., 2nd and Commercial Sts., Eureka, \$145,099 for 0.5 mi. grade and 2.8 mi. const. cem. treat. base and surf. with pltmx. surf., betw. Trinidad and 2.8 mi. north, in HUMBOLDT COUNTY.

YUBA CITY, contract awarded to Claude E. Zanders, 3633 56th St., Sacramento, \$7,714 for 7.25 mi. sealcoat Sutter Co. Hwys.

SACRAMENTO, contract awarded to C. M. Syar, Box 1431, Vallejo, \$26,856 for 3.1 mi. grade, apply sealcoat, betw. 6.5 and 6.8 mi. east of east limits of Napa.

TOOLE, UTAH, contract awarded to Cahill-Mooney Co., Billings, Montana, \$2,467,550 for const. misc. bldgs. at Dugway Proving Grounds.

MAY 22, 1951

OAKLAND, contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, \$7,995 for const. vitr. sewers in Knoll Ave. and Alviso Ave. and a path betw. Alviso and Knoll Aves.

ALAMEDA, contract awarded to Campbell Const. & Equip. Co., 465 10th St., San Francisco, \$373,392 for const. Pacific Overseas Depot, Alameda, for S. F. Medical Depot.

VISALIA, contract awarded to Baun Const. Co., P. O. Box 1231, Fresno, \$9,357 for 0.44 mi. grade,

surf., etc. on El Monte Way, near Dinuba, TULARE COUNTY.

SACRAMENTO, contract awarded to Continental Const. Co., 1402 Front St., Sacramento, \$213,500 for furn. and drive 500 conc. piles for foundations for State Printing Plant.

SACRAMENTO, contract awarded (general) to Lawrence Const. Co. and Continental Const. Co., 3029 "V" St., Sacramento, \$493,100 for const. library and admin. bldgs. at Sacramento State College.

MAY 22, 1951

SAN FRANCISCO, contracts awarded as follows: (1) Sect. C-2 of Cherry Valley Access Road to T. E. Connolly Inc., Sheldon Bldg., San Francisco, \$361,795; (2) Sect. D & E of Cherry Valley Access Road to Kleinsmid Const. Co., P. O. Box 791, Bakersfield, \$487,982.

STOCKTON, contract awarded to Stockton Const. Co., P. O. Box 2087, Stockton, \$214,697 for street surf. in por. of Map B, Pacific Gardens and Subdiv. No. 2, Tuxedo Country Club Villas.

STOCKTON, contract awarded to Stockton Const. Co., P. O. Box 2087, Stockton, \$149,897 for const. sanit. sewer trunkline in Worth St., Sierra Nevada Sta. and Hazelton Ave.

REDDING, contract awarded to Tyson & Watters, Inc., P. O. Box 1914, Sacramento \$112,677 for const. street and util. improv. and Imhoff tank at Toyon Govt. Camp, Central Valley Proj. loc. 10 mi. N. of Redding.

TULELAKE, contract awarded to George R. Stacy, P. O. Box 457, Tulelake, \$380,206 for const. earthwork and strucs., Lower Lost R. Chanl. Improv., Sta. 116-397 01.8, and N. Main kike, Sta. 4-315, Tulelake Sump and N. Canal banks and pump. pit. No. 5 outlet.

MAY 23, 1951

CAMP PARKS, contract awarded (joint venture 4 companies) to Barrett & Hilp, 918 Harrison St., S. F.; Macco Corp., 14409 S. Paramount Blvd., Paramount; Theo. G. Meyer & Sons, 200 Quint St., S. F., and Chas. L. Harney Inc., 575 Berry St., S. F., for const. 181 barracks, 7 messhalls and utilities at Camp Parks, 4 mi. E. of Dublin, ALAMEDA COUNTY.

SACRAMENTO, contract awarded to E. J. Treacy, 452 Dewey Blvd., S. F., \$7,797 for lay. 8 in. cast iron mains in Bayshore Blvd., betw. Industrial and Augusta Sts.

YOUNTVILLE, contract awarded to R. Taylor Willis, 865 Sonoma Ave., Santa Rosa, \$39,159 for const. hostess house at Vets' Home.

SAN FRANCISCO, contracts awarded as follows: (1) Repav. yard at Everett Junior High School to Lowrie Paving Co. Inc., 1755 Evans Ave., S. F., \$26,533; (2) Repair. yard pavements at various school sites to Malott & Peterson-Grundy, 2412 Harrison St., S. F., \$16,789.

WOODLAND, contract awarded to Jay Bailey Const. Co., Box 521, Lafayette, \$48,997 for const. exhibit bldg. for 40th Agric. Dist. Assn.

SAN FRANCISCO, contract awarded to Jas. L. Barnes Const. Co., 750 Folsom St., S. F., \$194,692 for const. Park Merced Fire House.

SALT LAKE CITY, contract awarded to Gibbons & Reed Co., 259 West 3rd South, Salt Lake City, Utah, \$66,522 for 1.133 mi. const. plantmix bitum. surf. road, Washington Ave., Ogden, WEBER COUNTY.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$332,067 for removing tracks and paving on 14th St. betw. Webster and Market, Shattuck Ave. betw. 45th and Berkeley city limit, East 18th St. betw. 3rd and 14th Aves., 12th St. betw. Oak and 2nd Ave., East 14th St. betw. 13th and 30th Aves. and Bond St. betw. 46th Ave. and Havenscourt Blvd.

MAY 25, 1951

SAN FRANCISCO, contract awarded to Eaton & Smith, 1215 Michigan Ave., S. F., \$22,088 for grade, drain, surf., etc. on Parker Ave., betw. Anza and Turk Sts.

NAPA, contract awarded to Slinson Const. Co., P. O. Box 551, Napa, \$31,523 for street repairs on Lincoln Ave., betw. 1st and Brown Sts.

PETALUMA, contract awarded to Manuel Amaral, Petaluma, \$5,600 for const. East Petaluma

storm drain, nr. McKinley School.

SAN FRANCISCO, contract awarded (general) to S. J. Amoros Const. Co., 2100 Oakdale Ave., S. F., \$573,619 for const. Fine Arts Bldg. for S. F. State College.

MILLBRAE, contract awarded to Sperry & McCue, P. O. Box 27, Millbrae, \$8,719 for grade and surf. in Millbrae Park Subdivision, under Cash Contract.

SACRAMENTO, contract awarded to United Concrete Pipe Corp., Box 425, Baldwin Park, \$68,870 for 3.9 mi. widen exist. pav. with borders of untr. rock base, surf. pav. and borders with pltmx. surf. on untr. rock base, on Oakdale-Valley Home Rd., betw. State Hwy. No. 66 and Valley Home, located in STANISLAUS COUNTY.

PASO ROBLES, contract awarded (general) to Ernest E. Arras, 855 Treat Ave., San Francisco, \$448,750 for const. cottages for Paso Robles School for Boys.

IONE, contract awarded (general) to Affiliated Engineers & Contractors, Inc., Chamber of Commerce Bldg., Sacto., \$138,000 for const. field house and gym at Preston School of Industry.

SAN MATEO, contract awarded to L. C. Smith, 1st and Railroad, San Mateo, \$57,681 for grade, drain, surf., Glenwood Heights No. 2, et al.

SAN MATEO, contract awarded to Lowrie Paving Co. Inc., 1755 Evans Ave., San Francisco, \$45,345 for const. parking lots.

MARE ISLAND, contract awarded to Basalt Rock Co., P. O. Box 538, Napa, \$6,983 for pav. repairs near Bldg. No. 503.

RICHMOND, contract awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S. F., \$36,190 for clamshell dredging of berthing areas at Naval Fuel Annex, Point Molate, Richmond.

FRESNO, contract awarded to R. M. Madsen, 4775 Madison Ave., Fresno, \$582,000 for const. walks, curbs, gutters, on west side of Park Ave.

MAY 28, 1951

MODESTO, contract awarded to Standard Materials Inc., 1411 9th St., Modesto, \$97,308 for const. Dobbs Rd., betw. San Joaquin Co. line and STANISLAUS COUNTY line, and 26 mi. road embankments of 30 ft. top width, and resurf. por. betw. Sonora and Dobbs Rds. and por. of Sonora Rd. east and west of 26 ft. road.

BERKELEY, contract awarded to Western Plumbing & Heating Co., 2590 Folsom St., S. F., \$43,187 for const. underground steam lines, betw. LeConte Hall and manhole nr. Jurisprudence Bldg.

DAVIS, contract awarded to A. Teichert & Son, Inc., 1848 37th St., Sacramento, \$39,916 for grade and pave for residence halls at Davis Campus.

SANGER, contract awarded to Gene Richards, Inc., P. O. Box 1349, Fresno, \$0.15 per sq. ft., for const. 7,000 sq. ft. asph. conc. pavement on school grounds.

MAY 29, 1951

OAKLAND, contract awarded to Paris Bros., 2415 Oregon St., Berkeley, \$32,776 for const. extn. to drain. sys. at Oakland Municipal Airport.

OAKLAND, contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$137,555 for install. Sect. No. 1, North Interceptor, in Albany.

PLEASANTON, contract awarded to Vance M. Brown, 1226 Middlefield Road, Palo Alto, \$127,170 for const. restaurant, ALAMEDA COUNTY Fairgrounds.

SACRAMENTO, contract awarded to Richter Bros. Const. Co., P. O. Box 1511, Oroville, \$313,618 for 0.8 mi. grade, bitum surf. treat. and const. reinf. conc. girder brdg. acr. Indian Creek, SIERRA COUNTY.

SACRAMENTO, contract awarded to Brighton Sand & Gravel Co., P. O. Box 2406, Sacramento, \$8,911 for improv. south half of 14th Ave., from 58th to Orchard Villa Subdiv.

SALT LAKE CITY, contract awarded to L. A. Young, Richfield, Utah, \$13,335 for const. double 12x8-ft. conc. box culv. 0.005 mi. long, on S.R. No. 22, near Antimony, GARFIELD COUNTY, Utah.

SALT LAKE CITY, contracts awarded as follows: (1) Juab Co.

(State No. 1240): 7.008 mi. pltmx. surf. road, U. S. No. 91, betw. Mona and Hephji, to V. C. Mendenhall, Springville, Utah, \$144,219; (2) Salt Lake Co. (FAP FI-97 16): 2.581 mi. pltmx. surf. road, U. S. No. 40, betw. Mtn. Dell and Lamb's Canyon to W. W. Clyde & Co., Springville, \$373,121.

DAVIS, contract awarded to Art Watkins Plumbing Co., Rt. 1, Box 195, Denair, \$4,420 for const. water mains in Huntwood Drive Subdiv.

MAY 31, 1951

REDDING, contract awarded to J. P. Brennan, Zeis Bldg., Redding, \$22,018 for const. sanit. sewers in Oak Ridge Sewer Dist.

OAKLAND, contract awarded to H. H. Anderson, 15059 E. 14th St., San Leandro, \$32,172 for const. double box culvert on Hespian Blvd., 0.6 mi. south of E. 14th St., ALAMEDA COUNTY.

JUNE 1, 1951

MIDDLETOWN, contract awarded to Erbenbraut & Summers, 696 Pennsylvania Ave., S. F., \$1,019,897 for const. operational and ntl. bldg. and access road at A.A.G. Radio Receiving Station.

SAN ANSELMO, contract awarded to James I. Barnes Const. Co., 299 Kansas St., S. F., \$42,385 for site improv. at Sir Francis Drake High School.

RICHMOND, contract awarded to Oliver DeSilva, 2330 Clement Ave., Alameda, \$38,933 for grade, surf., etc. on 7th St. betw. Barrett and Acacia Aves.

SAN LEANDRO, contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, \$45,998 for const. Clerke-Sybil sanit. interceptor sewer.

YOUNTVILLE, contract awarded to M. A. Little, 1 Grandview Ave., San Francisco, for const. (general) barracks bldg. No. 14 at Vets Home.

JUNE 4, 1951

MARTINEZ, contract awarded to Orinda Excavating & Paving Co., 1168 63rd St., Oakland, \$10,820 for const. extension to Willow Pass Road, betw. Galindo St. and Market St., CONTRA COSTA COUNTY.

SAN FRANCISCO, contracts awarded as follows: (1) yard pav., J. Muir School—to Adam Arras & Son, 855 Treat Ave., S. F., \$5,069; (2) repave yard, Sanchez School—to Lowrie Paving Co., Inc., 1755 Evans, S. F., \$13,563; (3) yard pav. repairs, Madison and F. S. Key schools—to Malott, Peterson & Grundy, 2412 Harrison St., S. F., \$9,900 and \$1,855; (4) resurf. Franklin St., betw. Page and Lombard—to Chas. L. Harney, Inc., 575 Berry St., S. F., \$87,677.

JUNE 6, 1951

SAN FRANCISCO, contract awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., S. F., \$7,173 for paving at Kate Kennedy School; \$13,757 at the E. R. Taylor School; and \$13,335 at Fairmount School.

SAN FRANCISCO, contract awarded to Adam Arras & Son, 855 Treat Ave., S. F., \$10,754 for paving at Winfield Scott School.

SAN FRANCISCO, contract awarded to Malott & Peterson-Grundy, 2412 Harrison St., S. F., \$21,840 for yard paving at James Lick Jr. High School.

SACRAMENTO, contract awarded to J. R. Reeves, P. O. Box 1072, Sacramento, \$2,656 for const. curb, gutter and walk on Erie Ave., bet. Roosevelt and Parker Aves., SACRAMENTO COUNTY.

SACRAMENTO, contract awarded to Rice Bros., Inc., P. O. Box 1489, Marysville, \$160,881 for 5.4 mi. pltmx. surf., etc., betw. Biggs Road and Oroville Wye, BUTTE COUNTY.

SACRAMENTO, contract awarded to MacDonald, Young & Nelson, Inc. and Morrison-Knudsen Co., Inc., 351 California St., S. F., \$3,096,711 for const. gen. purpose bldg. and maint. repair shop, Sacramento Sig. Depot.

SACRAMENTO, contract awarded to M&K Corp., Financial Center Bldg., S. F., \$30,259 for clean and paint bridge over Presidio of S. F., SAN FRANCISCO COUNTY.

TRAVIS AIR FORCE BASE, contract awarded to MacDonald, Young & Nelson, 351 California St., S. F., \$291,366 for const. air freight terminal at Travis Air Force Base.

ALAMEDA, contract awarded to

(Continued on Next Page)

Redding—

Chico to Oregon—Jobs Are Rolling Along; Short of Men

By E. A. HESTER, Business Representative, Local 3

North of Chico to the Oregon line, everything seems to be rolling along in fairly good shape. Outside of a little scrambling here and there, and a few long distance telephone calls, to supply the men we have calls for. In other words, "man-power" in this District is exhausted, and everyone seems to be working.

Tyson & Waters of Sacramento, submitted the low bid to the Bureau of Reclamation for street and utility improvements at Government Camp, Toyon, California. Their bid was \$112,667.15. They have 180 calendar days to complete the project.

Tyson & Waters also were the successful bidders on 12½ miles of highway, between Lake City and Fort Bidwell, Modoc county. This is a resurfacing and road-mix job. Their bid was \$155,677.20.

Harms Brothers of Sacramento are moving in on their road job, situated in Lassen Park. If everything goes well they should get out before the snow flies again.

Monty Brown is going to finish the job for Malfitane & Son, near Susanville, Calif. They recently moved a crushing plant and other equipment to the job. Brother Sam Gallagher is in charge of this set-up.

O'Hair Brothers of Sacramento, are getting pretty well under way on their 15-mile stretch near Adin, Lassen county. Brother Sid McBroom seems to be the "top kick" here.

George Stacey is also getting lined out on his drainage project at Tululake, Calif. There is also another fair sized drainage project coming up for the Bureau of Reclamation at Tululake. Bids will be opened on this project June 7.

Hayward Building & Material Company of Hayward, are moving a hot plant in and other equipment to do the paving for the Rand Construction Company at Mt. Shasta. This is a wide strip and nine miles in length.

HOT AIR POWER

Engine Alves, of Pittsburg, is going full blast on their road job at Igo, and everything seems to be in first class shape with the following brothers engaged: L'Dee Wright, oiler, and E. R. Miller, operator, takes care of the Northwest 25. Brothers Jack Rinckhoff, James Dennison and D. M. Kuykendall are on the cats. Brothers D. J. Fenno, Jack Armstrong, W. B. McCoy and Daryle Doyle are on the DW-10's. Brother D. A. Powers of Igo, operates the blade, and Wm. Ellison, heavy-duty mechanic, keeps the equipment rolling. J. R. Tedbelter, Ben Borders and G. H. Ray are crushing the rock. Brother Alvin Oakden, technical engineer, looks after the grade. Bro. Dave Tenny and his "little ½-yd. P. & H. and also bouncing around out there." Mr. Barge seems to be the head commander with Brothers Kenneth Fox and Marvin Hall doing the "stinging." Brother Jess Garton operates the compressor making plenty of "hot air" for them all.

Our good friends Frederickson & Company with Brother Bob Kurtz as general superintendent are nearing the completion of the big freeway, between Redding and Anderson. Brother J. R. Dale and Wm. T. Tullis are the technical engineers on this project. Brothers C. L. Alexander, H. E. Bagley and I. F. Dale, James Durant, H. W. Franz, O. J. Hayes, Arthur Ridgeway, J. D. Preston, M. L. Nelson, J. A. Mancebo, S. W. Litchfield, G. L. Johnson, A. R. Kaplan, B. E. Royce, Ben Shanahan, Fred Smart, Brice Stark, Fred Thunen, O. B. Tolladay, E. F. Venable, Robert DiLullo, Ralph Carpenter, Brother C. C. Smalley, O. D. Hill, and Jack Tucker are the foremen under that "famous" superintendent, Bob Kurtz.

ROCK-SAND PACT

Activity in the vicinity of Red Bluff is not too great. However, O'Connor Brothers, Archie Draper and Ehore are doing some work. All major sand and rock plants

are now under a joint agreement with the Operating Engineers, Teamsters, Laborers and Machinists. Everything seems to be going along in fairly good shape.

Jack Heins, president of the Heins Company recently passed away leaving the entire set-up under the command of his son, Brother Paul Heins. We hope that he can carry on as successful as his dad. Jack Heins is a fine man!

We also regret to report we lost a brother who was working for the same firm, Brother Elmer Martindale. He was employed as a fireman for the Heins Company.

RESCUE STRIPED BASS

Thousands of striped bass, stranded by winter flood waters which overflowed Webb Tract, near Pittsburg, are being rescued by a Division of Fish and Game netting crew.

The fall and spring runs of stripers were swept over the low-lying island's levees by rampaging San Joaquin River waters and since January have provided a field day for anglers.

Alex J. Calhoun, district biologist, reports that the island has turned into a lake of about 5000 surface acres and 14 feet deep. The fish are captured in an impounding net and replaced in nearby Delta waters.

The unique rescue operation was delayed, Calhoun stated, until flood waters receded sufficiently to make netting worthwhile. Most of the fish are tagged before their release to provide researchers with valuable information concerning migrations, growth and survival.

"Was your husband hurt when he was hit by the car, Liza?"
 "Yes, ma'am. He suffered from conclusion of the brain."
 "You mean concussion, Liza."
 "No, ma'am — conclusion. He's dead."



HOT WEATHER RELIEF — If Margery McAndrew in this pose sends your temperature up, just remembers she's enjoying cooling trade winds, the shade of palm palm trees, and tropic waters, between hurricanes, at Miami, Florida. (LPA)

Construction Awards

(Continued from Preceding Page)

Manuel Enos, 101st Ave., Oakland, \$8,887 for const. sewers in Fillmore St., betw. High and Court Sts.

SALINAS, contract awarded to Don Early, Inc., P.O. Box 1411, Salinas, \$12,005 for const. vitr. sanit. sewer collec. system, extension, on Rider Ave.

BERKELEY, contract awarded to Elmer J. Freethy, 1432 Kearney St., El Cerrito, \$425,930 for const. alts. and addns. to auditorium wing, Garfield Jr. High School.

OAKLAND, contract awarded to Lewis Const. Co., 1815 Telegraph Ave., Oakland, \$80,631 for rehab. officers mess, Oakland Army Base.

SACRAMENTO, contract awarded to Munn & Perkins, P.O. Box 1092, Modesto, \$163,259 for 5.0 mi. pltmx. surf. betw. Cathay Jct. and 5 mi. east, in MARIPOSA COUNTY.

SACRAMENTO, contract awarded to Harms Bros., 5261 Stockton Blvd., Sacramento, \$596,743 for 3.3 mi. grade, pltmx. surf. and const. reinf. conc. arch culvert and widen exist. bridge, betw. Jamestown and Sonora, in TUOLUMNE COUNTY.

TOOELE, UTAH, contract awarded to Tolboe & Harlin Const. Co., 225 Dooley Bldg., Salt Lake City, Utah, \$533,238 for const. pwr. plant bldg., air conditioned lab, and inst. generating sets, etc., Area D.

JUNE 7, 1951

CARSON CITY, NEV., contract awarded to John L. Savage, Carson City, \$10,202 for grade and bitum. surf. parking lot, Thompson & Sears subdivision.

STOCKTON, contract awarded to S. M. McGaw, Elks Bldg., Stockton, \$10,787 for surf. Alpine Ave., betw. Pershing and Mission Road.

PORT CHICAGO, contract awarded to J. R. Armstrong, 400 Central Ave., El Cerrito, \$146,116 for const. parking areas (Tidal Area), U.S. Naval Magazine.

MONTEREY, contract awarded to Granite Const. Co., Box 900, Watsonville, \$2,742 for const. erosion control facils. at Naval Reserve Training Center.

TOOELE, UTAH, contracts awarded as follows: (1) ENG-51-1069, 9 bldgs., Area D—to Tolboe & Harlin, 225 Dooly Bldg., Salt Lake City, \$852,131; (2) ENG-51-1070, 7 bldgs., Area C—to Tolboe & Harlin, 225 Dooly Bldg., Salt Lake City, \$477,648; (3) ENG-51-1074, 7 bldgs., Area E—to Moore & Roberts, Inc., and B&R Const. Co., 693 Mission St., S.F., \$1,360,610; (4) ENG-Wherry Housing Proj., 400 units, Area E—to Fred A. Rumph & Co., 144 W. San Antonio Drive, Long Beach, \$3,576,200.

SACRAMENTO, contract awarded to J. R. Reeves, Box 1072, Sacramento, \$25,249 for const. levee repairs and bank protection, south levee of American River, above W. P. Railroad bridge near Sacramento.

SANTA ROSA, contract awarded to Robert M. Rapp, 705 Bennett Ave., Santa Rosa, \$11,075 for const. C.I. mains in Myers Subdiv. No. 2 and Montgomery Village Subdiv.

TRACY, contracts awarded as follows:

(A) pave sts. and alleys in Improv. Dist. 2-49—to P. J. Moore & Son, P. O. Box 515, Tracy, \$28,399; (B) repave 10th St. and sealcoat various streets in South Side—to S. M. McGaw, Elks Bldg., Stockton, \$7,719.

MOFFETT FIELD, contract awarded to L. C. Smith, 1st and Railroad, San Mateo, \$26,831 for const. curbs, gutters, and 4-in. walk, pave, repair, etc., Naval Air Station.

SANTA ROSA, contract awarded to Arthur B. Siri, 1357 Cleveland Ave., Santa Rosa, \$6,489 for const. water mains in Sherwood Forest No. 4 and Jeanette Subdiv.

SANTA ROSA, contract awarded to Walsh Const. Co., 785 Market St., S.F., \$19,547 for const. storm drain on Pacific Ave., betw. Wright and Montecito.

MARE ISLAND, contracts awarded as follows for paving repairs: (1) Spec. 29219—to Basalt

Rock Co., P.O. Box 538, Napa, \$6,693 for pave betw. Bldgs. 499 and 503; (2) Spec. 29222—to Basalt Rock Co., Napa, \$6,317 for paving repairs on Walnut and "J."

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CATERPILLAR'S DW20s
 HAVE JUST ARRIVED!
 COME AND SEE THEM!

SAN LEANDRO Sweetwood 8-5600
 SAN FRANCISCO Yukon 6-6300
 BRENTWOOD Half Moon Bay
 Brentwood 105 Half Moon Bay 4443

Stockton—

Dams, Tunnels, Roads, Etc., Keep Stockton Boys Busy

By ED DORAN and C. L. CASEBOLT, Business Representatives, Local 3

First, we want to thank those members that supported us in our recent election of officers. You have proven to us that you are aware of the fact that this union is forging ahead, giving you improved wages and working conditions year after year.

You will find in any organization, large or small, a certain group of soreheads that would tear down the gains made to satisfy their own greediness. These same people would like you to believe there is skulduggery going on behind the closed doors of your union offices. Don't you believe that. We have a certain amount of work to do and if we let everyone into the offices just to sit around and gab, we would get nothing done. However, if you have business, you know very well you can see your business representatives at any time.

On June 6th, we signed the Stockton Builders Exchange to the same agreement that we have with the Associated General Contractors. The Exchange is made up of all the local contractors with headquarters in the Stockton area. If you are employed by one of the contractors and are not getting your new wage rate, notify the Stockton office and we will do our best to correct the situation.

BEAR RIVER JOBS

At the present time, we have 91 members of Local 3 employed at the Bear River Dam project. Utah Construction Company are the contractors.

Walsh Construction Company are employing 36 Local 3 members on the Bear River Tunnel project. Haywire Huntington is superintendent.

Claude C. Wood Company is moving a portable crusher into Salt Spring Dam to make aggregate for the penstock from the Walsh Tunnel job.

Jim George is superintendent for Harms on the Carson spur highway job and he has seven members employed.

Bob Gillespie is running the job for hardrock Johnson on the Twin Lake highway job. Seven members employed.

There are two more jobs to be let this month on this same Highway 88.

Archie Till of Yuba City has the clearing job at Bear River. This is a big project and will last until next year. This job is employing seven members.

Karl Harmeling was low bidder on the realignment of the Farmington Dam Highway. This road is to replace the old road that was cut out by the Farmington Dam.

United Vinnell at Newman is going along as usual with 35 members on the job.

Western is tailing out on their job—only 30 brothers left there.

Munn & Perkins are finishing up Pacheco Pass and will move to their job near Mariposa.

Harms job between Jimtown and Sonora has been awarded.

Piombo's job above Strawberry not moving too fast. Still drilling and blasting.

Beerman & Jones on numerous jobs around Sonora, employing more men than usual.

Chittenden and Chittenden have finished their job at LaGrange.

Kliensmid & Goodrick are nearing completion of their old contract on Hetch Hetchy road and will move to Cherry Valley to start on their new contract shortly.

Tom Connolly Inc. are due to move in to Early Intake to start their road contract into Cherry Valley.

Dame Rumor has it that the diversion tunnel will be let in the very near future. If so, the dam proper should be under way by this time next year.

Also, Dame Rumor says the Utah Construction will build a logging road somewhere up above Long Barn. Your B. A. will spend some time there on this next week. Beautiful country!

Bids have been called for on the Crows Landing Airport and will be opened June 21st. This job will

employ quite a few of our brothers.

United Concrete Pipe Company have several jobs going at present, Hetch Hetchy pipe line at Knights Landing, road job at Turlock, crushing plant running two shifts and county road between Oakdale and Escalon to do.

M. J. Ruddy has crusher and hot plant going full blast at Murphys; also crusher running at LeGrande. They will erect another hot plant at this location to supply hot stuff for Guy F. Atkinson's Merced road job.

Standard Materials and River Rock of Merced are quite busy. All of their sand and gravel plants running top speed—also, they are doing quite a bit of paving in both towns.

In closing, we both wish all members of Local 3 to know we both deeply appreciate the confidence they have placed in us at the recent election. We assure each and every one that we will do everything possible for the members during our term in office.

Thanks!!!

Food Gambling Boosts Your Bill For Groceries

Last year Congress refused to stop gambling in food. So this year your grocery bills keep going up.

"Speculators sometimes come into the markets in mass movement, buy on margin, and run prices up to unrealistic levels," Sec. of Agriculture Charles Brannan told the House Banking Committee May 14.

"At present the Government is in the position of telling people they must make a down payment of one-third to buy a car while at the same time they can buy a carload of butter with a deposit of less than 6 per cent . . .

"As of April 30 you could buy a 5,000-bushel wheat futures contract by putting up \$1,250 margin, just 25 cents a bushel. With \$1,000 you could pick up a contract for 14,400 dozen eggs—that's about 7 cents a dozen."

President Truman once again has asked Congress to stop speculating and gambling in the commodity markets.

Fenderless Frances enjoys driving because she runs across such nice people.

Seabees Are Looking for 'Can-Do' Boys

Seabees are badly needed by the Navy to strengthen its Inactive Volunteer Reserve program. The Navy is interested in men with construction trade experience who will enlist primarily in the inactive Reserve.

Recalls to active duty will not be made unless the rating specialty is vitally needed to fill a billet in an active Naval Construction Battalion.

The Navy recognizes the necessity of a well trained Seabee Reserve and will grant full Navy credit for the type of civilian experience a man has had. This applies both to veterans and non-veterans. The former will be enlisted in their highest wartime rating, plus credit for postwar construction experience.

The Inactive Reserve is in addition to the Organized Reserve who hold weekly meetings where they put into practice the latest construction techniques. For each meeting attended they receive a full day's pay.

Volunteer Reservists do not hold meetings nor draw pay unless they apply for and are accepted for two weeks annual training duty. They may, however, participate in Volunteer Seabee Reserve Units on a non-pay basis. For this participation they will receive points towards Reserve retirement.

Approximately 60 different construction trades are represented in the Seabee organization. These skills are combined into 14 Navy ratings. These are:

Surveyors; Construction Electricians (General, Power, Communications);

Drivers (Equipment Operators); Mechanics (Diesel and Gas);

Builders (Light and Heavy); Steelworkers (Structural and Riggers);

Utility Man; and two non-rated classifications: Construction Man and Construction Apprentice.

A man's qualifications are evaluated against an established scale by a board composed of Civil Engineer Corps officers and Seabee chief petty officers. By this means a man is given a rating in keeping with his training and abilities.

Additional information is available at every Naval Reserve Training Center and through the Reserve CB Program Officer of the Twelfth Naval District, Federal Office Building, San Francisco, California, or through your local Navy Recruiting Office.

Copies of all Wage Stabilization General Regulations can be obtained from any Federal Wage-Tour Division office.

Pay increases can be made under certain regulations issued by the Wage Stabilization Board.

Fresno—

Fresno to the North Atlantic; Valley Pipelines Are Busy

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

We are having an exodus of many of the old time members from this district who are hiring out for a job in the North Atlantic, sponsored by the Peter Kiewit Company. This job is seasonal and will last for approximately 6 months. The brothers should be home again for the holidays.

It was rather a feather in the cap of Local Union No. 3 that preference was given to our members to act as foremen and superintendents, all of which extends back to a guy known as Keith Wasson, who is the project manager on the job.

United Concrete Pipe Company were again low bidders on another section of the distribution system of the Friant Kern Canal in the vicinity of Exeter. This latest job consists of manufacturing and laying of approximately 50 miles of pipe, bid price \$640,000.

The same company has started laying pipe for Steve P. Rados's job. This job also was over the \$600,000 mark.

American Pipe & Construction Co., who are only in the manufacturing end of the pipe making, have about 20 days run left on a two shift basis at their Lindsay plant. The firm, however, expects to receive additional contracts from the Bureau as they come up.

The above two firms in their plants are now paying the new AGC scale.

H. Earl Parker Co. has stopped off work for the time being on the Tulare Freeway job but will be back again in October to finish up the grading.

Rice Bros. have finished their job at Visalia and will be moving north soon.

BIG COTTON COMPRESS

Concrete Conduit Company are manufacturing and laying pipe on their contracts with the Bureau. At this point I would like to remind the brothers employed there that the firm's contract continues until July when negotiations will be open for renewal.

The Lindsay gravel plant of Pacific Coast Aggregates as well as the Terminus Beach Rock Company have been kept busy supplying aggregate for these pipe manufacturing firms.

On the Griffith Company highway job at Goshen, dirt moving is continuing at a good pace with structures 70 per cent complete.

Bechtel Company at Avenal is well along with the ground work with the new P. G. & E. booster station pumping plant.

Petroleum Sales Company (Fortier) is doing the grading for the new cotton compress on Hughes Avenue. This plan will be one of the largest compresses in the valley.

Pine Flat Dam is operating a steady pace with daily yardage pours on the increase. The company now has a problem of trying to keep the aggregate cool enough to continue the pouring schedule they have set for themselves.

Trans Ocean Engineering Company are still "chewing" away at the granite above Trimmer Springs on the Kings River and are making fair progress.

George France Inc. expects to complete surfacing on the Heinz's job on Highway 180 within the next three weeks.

TO THE MOUNTAINS

Ted Baun is finishing up his work in the Reedley area but has started operation in the vicinity of Lindsay, where he has Ellis Construction crushing gravel and has Rogers Material Company mixing asphalt for his highway surfacing job on 99 south of Livingston.

Guy F. Atkinson Company have started laying concrete on their highway job at Athalone, in Merced County, the grading being fairly well completed. On the other two jobs, south of there, shoulder work is in progress on the new two lane strip. However, on these jobs when they are completed traffic will be diverted and the old highway will be built up and resurfaced.

The "hill" jobs are again beginning to show signs of life and we should have some calls for the brothers who want to go to the mountains.

California State Division of Highways has listed three jobs coming up in the near future in this vicinity:

1—Mariposa County between Cathay Junction, about 5 miles in length to be surfaced with asphalt on untreated rock base.

2—Also in Mariposa County between Briceburg and Yosemite National Park boundary, about 17.7 miles. This is a large job entailing excavation, riprap, structures and other work and will be good until well into winter.

3—In Tulare County, across Deep Creek, a reinforced concrete bridge with approaches.

Our next regular meeting of this area will be held Thursday, June 28th, at 8 p.m., at 631 Kearney, Fresno, Calif.

Write to Your Congressman!

(Continued from Page 1)

anti-inflation program, the Defense Production Act needs to be amended in the following ways:

1—More effective price controls over foods.

2—A strengthened rent control program.

3—More effective enforcement of price control.

4—Control over the quality of products coming under price control.

5—Dollar - and - cents ceiling prices.

6—Change in requirements for handling credit restrictions on housing.

I am asking that you make this Defense Production Act the chief topic of union business during the next 30 days. It is essential that local union meetings discuss the defense program and then take action by adopting resolutions. Most important of all, we must make Congressmen and Senators realize how important this issue is to all organized labor and to the American people. A. F. of L. unions and union members must write individual letters explaining their views on this issue.

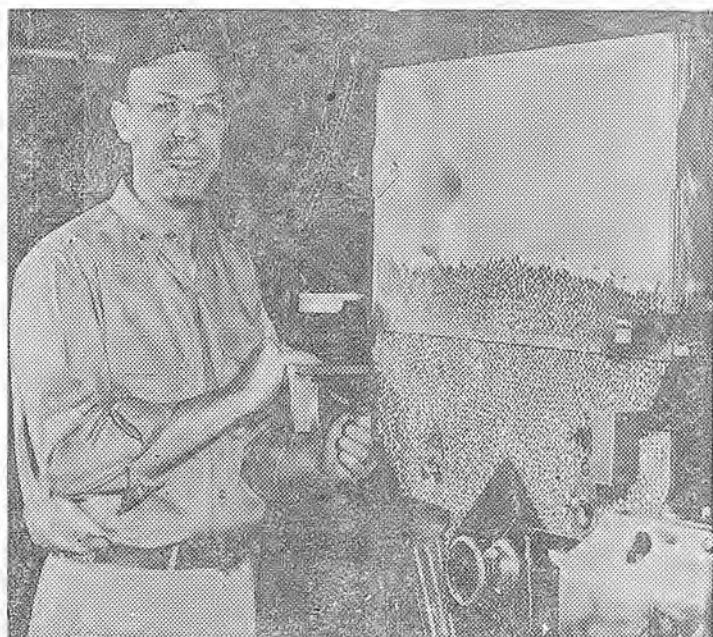
The forces of reaction thrive on ignorance. They cannot succeed with their program if we are vigilant . . .

Please keep me informed of the progress of this campaign in your area. If you will arrange to send me copies of union correspondence sent to Congressmen and Senators, our legislative staff in Washington can utilize this material in their legislative work.

Patti Page, Daughter Of Rail Union Man

Patti Page, the most popular woman singer in the U. S. today, is the daughter of a veteran member of the Brotherhood of Maintenance of Way Employees. She was born as Clara Anne, one of eight daughters of Benjamin A. Fowler, section foreman on the Midland Valley Railroad at Tulsa, Okla. Fowler has been a staunch member of Lodge 1348 of the Brotherhood since 1929.

Patti is red hot on the records these days after having caught on with a duet she recorded with herself in 1947. She has made several such "duets" since, including her famed rendition of "Tennessee Waltz." She was renamed Patti Page by her first sponsor, the Page Milk Co. on a Tulso radio program. In the past year five million of her records have been sold.



WORKER FATHER OF YEAR—Horace Julian Taylor, 36, member of AFL Local 203 Tobacco Workers Intl. Union employed at Phillip Morris plant in Richmond, Va., was selected by National Father's Day Committee as "Worker Father of the Year." He has two children, is a leading member of Mt. Vernon Baptist Church, coaches a youngster's softball league . . . In tribute to all workmen fathers across the country, Mr. Taylor was chosen along with Sen. Estes Kefauver as "Father of the Year;" Phil Rizutto, sports; Jimmy Stewart, screen; Eddie Cantor, TV; for Father's Day, June 17.