Engineers Join Fight for Continuation of Controls

In the face of ever-mounting living costs which in effect are cutting the workers' pay-checks, officers of Operating Engineers Local 3 are joining the national-wide consumer fight to retain strong, reasonable controls over prices as the most effective way to defeat the inflationary drive.

"Congress apparently does not have the interests of the wage-earners and consumers at heart, it has been shown repeatedly, and responds only to lobbyists for powerful monopoly groups in Washington," said Bob, Victor S. Slavin, business manager of Local 3. "We are protecting this nation of the people's rights and best interests and are requesting our legislators to vote for continuation of a controls program as the most effective means of controlling our economic way of life."

Central Valley Dedication Big Engine Event

About 50,000 visitors are expected at Tracy, California, August 7th, for the dedication of the powerful Tracy pumping plant, heart of the vast Central Valley irrigation project, which will be the main event of the Central Valley Water Festival. The festival begins at dawn August 7th, and ends at dark August 10th, and marks the completion and first full operation of the greatest of all the features of the project. Operating Engineers have a vital interest in all this because it is their meaning of living, that heavy equipment that has played such a key role in construction of the mammoth enterprise that means so much to California.

Living Cost Eats Up 10% Increase

That, dollar you spent for groceries in January, 1951, will buy only 88 cents worth of food today. And a weekly paycheck of $50 in January, 1950, is worth only $45 today. That's admitted even by the figures of the Bureau of Labor Statistics, whose figures are always on the conservative side. Figuring increased taxes, that 10 per cent pay cut leaves only workers behind the eight-ball.

Committee Votes $33 Million for Valley Projects

Increased funds for irrigation features of the California Central Valley Project were approved by the Senate Appropriations Committee last week. Appropriations recommended total over $33 million.

Big Increase in Heavy Equipment

Shipments of excavating and trenching equipment, excluding tractors, during the first quarter of 1951 were valued at $50 million, says the Dept. of Commerce. This is an increase of 21 per cent over fourth quarter 1950 shipments.

Tremendous Jump in Construction Shows

New construction in June, 1951, totaled $270 million, an increase of 4 per cent over May, according to the Bureau of Labor Statistics of the U.S. Dept. of Commerce.

In Memoriam

Pleasant Dewitt
June 29th, 1951
Louis Saporetti
June 30th, 1951
F. R. Bradford
July 20th, 1951
Neil Bryant
July 29th, 1951
Kenneth Griffiths
June 30th, 1951
Following is another series of questions and answers prepared by the Industrial Accident Commission on the Workmen’s Compensation Law. The following is submitted by Frank A. Lawrence, Industrial accident commissioner and former president of the State Building Trades Union.

**QUESTION:***

**Question:**

Is it important to labor that the compensation act of a given state be written or that it be consistently interpreted by a given state court? What about the question of financial responsibility?

**Answer:**

Yes, it is important to labor that the compensation act of a given state be written or that it be consistently interpreted by a given state court. The compensation act should be written so that it provides for the payment of compensation benefits to the injured workman. The compensation act should also provide for the payment of compensation benefits to the dependents of the injured workman. The compensation act should also provide for the payment of compensation benefits to the heirs of the injured workman.

**QUESTION:***

**Question:**

What is the most important factor in determining the amount of compensation benefits to be paid to an injured workman?

**Answer:**

The most important factor in determining the amount of compensation benefits to be paid to an injured workman is the extent of the injuries sustained by the injured workman. The extent of the injuries sustained by the injured workman is determined by the Industrial Accident Commission on the basis of the evidence presented to it. The Industrial Accident Commission will not consider the evidence presented to it that is not relevant to the extent of the injuries sustained by the injured workman.

**QUESTION:***

**Question:**

What is the difference between the Workmen’s Compensation Law and the Workmen’s Compensation Commission Law?

**Answer:**

The Workmen’s Compensation Law is a state law that is enacted by the state legislature. The Workmen’s Compensation Commission Law is a law that is enacted by the state legislature and that is administered by the Workmen’s Compensation Commission. The Workmen’s Compensation Law is the law that is administered by the Workmen’s Compensation Commission. The Workmen’s Compensation Law is the law that is administered by the Workmen’s Compensation Commission.

**QUESTION:***

**Question:**

What is the purpose of the Workmen’s Compensation Law?

**Answer:**

The purpose of the Workmen’s Compensation Law is to provide for the payment of compensation benefits to injured workmen. The Workmen’s Compensation Law is also designed to provide for the payment of compensation benefits to the dependents of injured workmen. The Workmen’s Compensation Law is also designed to provide for the payment of compensation benefits to the heirs of injured workmen.

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Getting Around the Jobs

The highly publicized job at Jack Packs continues to be the big drawing card for men from all over the state. And when it comes to the job, there is no doubt that it is a job that needs to be filled.

There are several companies currently looking for workers to fill the positions available. The prime contractor is Barrett and Hopkins, and they are looking for workers who have a background in similar work.

While we had 598 clearances through this hall during the month of June, surprisingly enough we are not short of men in national classifications. In most cases the turnover has been just enough to provide the necessary back-up of the jobs without too much trouble. Of course the one big exception is the shortage of skilled blade men, but that is no more than usual for this time of year.

DEBURG HIGHWAY JOB

The construction contract for conversion of 4½ miles of Highway 67 into a four-lane divided highway. The contract will consist of grading and surfacing of the entire 4½ mile stretch, the construction of a new concrete island, and the construction of a new median channel between Highway 67 and Highway 68. The contract was awarded to Fredrickson and Watson by a $27,500,000

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SACRAMENTO — The Associated General Contractors of California has written to the California Public Utilities Commission asking for approval of a new rate structure that would allow the utility companies to raise rates in order to cover the cost of the State Power Agency's proposed $1 billion power plant.

The letter, dated March 1, was signed by W. Lee Smith, president of the AGC, and Frank Hanley, a member of the association's executive committee.

The AGC is concerned that the new rate structure would result in higher costs for both residential and industrial customers.

The utility companies have argued that the rate structure is necessary to cover the cost of the State Power Agency's power plant, which is expected to begin operation in late 1970.

The AGC has countered that the rate structure would result in higher costs for both residential and industrial customers, and has called for a more balanced approach to rate setting.

The letter concludes with a request for a meeting with the utility representatives to discuss the issue further.

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--END--
Wednesday, August 15—Sand and Gravel and Construction, Provo, Utah.

Thursday, August 16—Sand and Gravel and Construction, Ogden, Utah.

Tuesday, August 17—Renew your membership, Mill & Smelter, Aurora, Utah.

Tuesday, August 17—Renew your membership, County Court, Logan, Utah.

Schedule of State Road Meetings

Thursday, August 9—1096 South Main St., Salt Lake City, Utah.

Wednesday, August 15—Provo Labor Temple, 111 W. 1st St., North Logan.

Thursday, August 16—Provo City Hall, Provo, Utah.

Tuesday, August 21—Johnston Hotel, Richfield, Utah.

Wednesday, August 22—Deseret Hotel, Salt Lake City, Utah.

Thursday, August 23—18th Street Hotel, Ogden, Utah.

Friday, August 24—County Court, Logan, Utah.

The Intermountain's best construction section is at its height with all of its operating Engineers working. The Intermountain has received a limited shot in the highway building game, starting an office building and dry building job in Ogden. This office job being under Harry Berg and Carl are working on the sugar refinery job at West Jordan. Both the office and refinery job is beginning to pick up momentum according to their respective engineers in the west. Rogn Olson finished their job at Gooding, and there is a static job and use in full swing on their Beautiful School Board. Charles's Dublin job, which was just completed, has been moved to a job left for Iceland, Elseloe has started on the Bishop High School in Salt Lake, Russell Church and Jack Williams. The stripping job was just completed by the Marion Arrows and work and the rock is being used for the construction.

Dubuque Tunnel is opening its powerhouse to Dubuque River and it is one of the most beautiful jobs we have seen. Superintendent Cal Hughes has a job in the city of Council Bluffs, and Operating Engineer P. T. King, doing keep this job going. The Con-Art tunnel is 30% done and Rock & Road both have cars in on this job. Bro. Glen Atkinson has a job in the city of Council Bluffs—ending the Dubuque River with his other job. A couple of those Trout thought the river was too cold and jumped down over the dam, for a couple of hundred yards. He got out just before the fish ran him over and 3/4 of him went in the river.

Work for the next three months should be uneventful. The only problem enough of the Engineers have left for a vacation trip. We have a bunch having a large surplus of men, Revenue evenly divided. We have had Joe Higginson, John Flanagan, John Williams, Homer Boyd, Glynn Bird, Bill Peterson, Charlie Reed, Kady Shaw, Crank Shaw and George Flanagan.

Bennett Inc. is using summer help on the River Road and East on the salt flat at Wendover again this year. They have been making 40-50 cars a day.

News from the mines and shops

News from this department is nothing of long hours, of late, according to those who are on them. One of the reasons for the decrease in the number of men is the fact that the number of the personnel is being cut down. We have had Joe Higginson, John Flanagan, John Williams, Homer Boyd, Glynn Bird, Bill Peterson, Charlie Reed, Kady Shaw, Crank Shaw and George Flanagan.

A bargaining election was won by the Local 240 and Associated Unions by a vote of 71 to 1 at Cold. Some delay is expected before the collective agreement is Unionized but involved less than 30% of the workforce at a fair vote. Some of the unions involved in the vote of the Railway Labor Law and some have already been made.

In addition to the bargaining activity, a meeting of the AFL-CIO is being held on this year. A joint meeting of the AFL-CIO is being held on this year. A joint meeting of the AFL-CIO has been scheduled for July 18 prior to the Twelfth AFL Congress.

For Kiling Raise

Greenville, S. C.—E. W. Beli- more, business agent for the Steel Workers Organizing Committee of the International, has notified the local of the following words from the Federation of Labor, affiliated with the American Federation of Labor and Congress of Industrial Organizations, calling a national convention, and the convention.

News in the North and Douglas County

News in the North and Douglas County for the operators in that area, with the exception of the operators in Douglas County.

The move of the Southern Pacific at Richmond, L. T., is now being made. Efforts are being made with the view of establishing a permanent line to work out something to do with the Southern Pacific at Richmond, L. T., which is not being worked. The weather, when good, will be more favorable in May.

The news from the contractors

Due to the pressure of negotiating, there are many changes made on the shops. From reports all around the area, the new strike is in full swing.

Personal notes

Mr. Kent is up and around after being laid up for a double of minutes, is a cost cutter who has a good compensation plan in his company.

Women at the Coal Mining Company have established a 10 cent increase in wages.

The women are enjoying some good conversations at this with the news from the mines and shops.

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big job at Benicia Arsenal. Rate, however, there have been very few members out of work. However, if they want to work out of this area, here is what we have to say about a ship-building program. The Smith have a road job; 25 miles further the Stanislaus Highway. So the fol-

not be out of work. In the near future there are less than 10 men employed. They are working 8-hour shifts per day, hoping to finish up before the rush starts.

Arreida, brothers are going strong. Their largest project is the time being the Stanislaus River Bridge. They started operating for the last month, worth-

The bridge will be of the river on Edinboro Dam, half of it is in the future. The bridge has been made 60 feet longer at the Stanislaus River from Eureka to the other end of the road is fine work and is firing. Only a few buildings are left. So the contractors have been building for the Stanislaus Bridge. Eureka has been working on the Stanislaus Bridge, which is completed and is now being worked on.

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Peter Sorenson of Redwood City is making good progress on his $900,000 job at Moffett Field, which consists of Jet fuel tanks, sidewalls, and several buildings. He also has 300,000 cubic yards of earth work still required to arrive at completion. Bro. Al Kingwell is Super on this major project and at present is assisted by Bro. Ken Richardson on the North Vent. As officer, his computer knowledge of the West and California is very apparent, having first started six Deep, dobies, and all that, on this base. This particular job consists of an underground excavation and the placement of approximately 50,000 cubic yards of rock fill and earth. The layout of the runways, taxiways, and approach lighting and drainage facilities all to the tune of over 20,000. Bro. Ed Hedges at San Mateo has just returned from a little sabbatical leave.

Charles Harvey of San Francisco has just finished his new office at the Blue Diamond Distillery, where he is doing a fine job of demolition work. He expects to get off and complete the project in the next few weeks. All the above-mentioned work is part of the large project for the Blue Diamond Distillery, which was allocated for the expansion and improvement of the Montebello plant.

Barrett & Hinkle Construction Co. of Berkeley received recently the contract to construct the new highway bridge over the Contra Costa Canal for $4,068,000. Work on this project is expected to start very soon at whatever the hospital, which is greatly needed in this area, will be erected on the 14-acre site bounded by the projection of University Ave., Fruitvale Ave. and Celia St.

There is still quite a little underground work going on in San Jose, but some of it is full of problems at this time being. We expect to get off and complete the job for the next few months. The project, which consists of the demolition of several buildings, is almost complete and the remaining work is on the remaining buildings. The tunnel and plant bored are also keeping busy and probably will be completed by the end of the summer.

The Guy F. Atkinson Company has just finished another nice job on the Joyce on the Santa Cruz Freeway in Los Angeles, where they have been holding two shifts on the shoveling and trucks. This job will be done by the new company, which is a subsidiary of the Atkinson Company of Hayward, who have been handling all the work from the Atkinson Company since the war.

Granite Construction Co. there is still quite a little activity on the Pico Alto Plant in Los Angeles. They have started $7,000,000 worth of work at Santa Cruz. Granite also has the striping of the building on Line 5 at Fair, where they are doing a very fine job.

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A large number of the older employees of the company are still working at the plant. The company has not laid off any employees and intends to keep the same number of employees as before. The company is now in the process of reorganizing and expanding their operations.

Negotiations with the Civil Engineers Association of Northern California have passed the second meeting stage and some progress has been made. It is to be hoped that a formal agreement can be reached at the next meeting on July 12. The negotiators for management are E. Elmore Hutcherson, Basil Waters and Donald Kuster. Your Committee is pleased to report the deatli of the gentleman who is a long time employee of the company. The gentleman was a very valuable employee and will be sorely missed by his friends and associates.

The next regular meeting of the Board of Directors is on July 20th, at 8 p.m. in the office of the company, 110 California Street, Oakland, California. All members are urged to attend.

M. & K. CORP., General Contractors San Francisco Bank Bldg. 110 California St. 6-4555

HERRICK IRON WORKS

Hillery, Oakland

PARISH BROS.

General Contractors — Highway and Public Works

GALLAGHER & BURK, Inc.

General Contractors

404 HIGH STREET

OAKLAND, CALIF.

Office: Almaden 1-2881 — Quarry 1-2880

THE FAT IMPROVEMENT COMPANY

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S. T. OLSON, Inc.

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Bay City Shovels, Cranes and Dredges

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OAKLAND, CALIF.

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330 HILLIARD STREET

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JUNE 22, 1951 BAKER, contract awarded to Of. K. Freytag, 1240 Kearny St., San Francisco, $2,000,000 for cont. sewer, etc., at U.S. Naval Magazine.

JUNE 23, 1951 BAKER, contract awarded to J. tables.

HOLLISTER, contract awarded to Eton, P. O. Box 2819, Benicia, $277,000 for const. base, between 1.1 mi. south of Walk- ing and parking areas at Bodega Bay, SACRAMENTO, contract awarded to Joe Chevreux, P.O. Box 748, Palo Alto, $120,000 for const. terminal at Airport, San Diego, $90,000 for const. terminal at Airport, San Diego, $120,000 for const. terminal at Airport.

JUNE 13, 1951 MCKAY, contract awarded to Vinny Ely, 1260 59th St., Oakland, $3,460 for const. one way bridge and surf. approaches with concrete piers.

JUNE 14, 1951 OAKLAND, contract awarded to J. Beek, 786 El Camino Ave., Oakland, $25,369 for const. jet fuel storage facil. at Gen. Depot.
LABORATORY

Laboratory Awards

(Continued from page 10)

July 15, 1961

ENGINEERS' NEWS

Laboratory Awards

CONCORD, contract awarded to

DiCarlo, W. H., and associates, for

Cleveland Ave, Santa Rosa, $7,973

neutralization of gases, to determine
curves, and indicate growth, and Satpaye,

Street, Petaluma Avenue, and Monte

Cay Santa Rosa, $17,073

RIVERBANK, contract awarded to

San Francisco, $27,000 for const. on

Bay Street, $7,973

Stagg, C. A., and associates, for

the construction of a building for the

San Francisco, $27,000 for const. on

RIVERBANK, contract awarded to

House of Palettes, $7,973

San Francisco, $27,000 for const. on

Stagg, C. A., and associates, for

San Francisco, $27,000 for const. on

San Francisco, $27,000 for const. on

San Francisco, $27,000 for const. on

You’ll Have To Wait Til Fall For Dope on 1951 Income Taxes

(NEW YORK)

(June 15, 1961)

It will be 11 weeks before you can go to the bank without raising your taxes. The 1951 tax law now is before the Senate in its third reading. Just 11 weeks later, Congress is expected to act before the end of the year.

The House approved a “fast” tax law by large vote and sent it to Congress. The Senate will have to act on it at least once. Time is short, and Congress will not be in session after the election.

The House bill will be the last of the tax laws to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bill will be the last to be passed by Congress. The House bill will be the last to be passed by Congress. The Senate bil...
By H. L. CURLEY SPENCE, Business Representative

There is a lot of activity out at Gabbs, Nevada. The Basic Refractories, Incorporated, has taken over all of the old B.M. & W. facilities. This will give the government belongs to Basic Refractories and things are really booming. Basic Refractories is getting almost the whole of the old plant over into operation, and they have just finished a new R.M.S. plant which will go into operation on or about July first.

Brother E. C. Canan has been back from Las Vegas and I am sure that he will be a good paper and he will treat the Broth-

ers fairly. We have a good brother of about twenty-six years. There is a large crew of engineers and men at work at Basic. Brother John W. Sodergren is the regular shop foreman on the Nevada Refractor.

The following Brothers as per

John J. G. Gill, Charles B. Be-

sen, Herzog, and Charles Milam, the Rawhide, Nev-

ada, bid who is in charge. Charles is the lead man or the boy that gets the orders all straightened out, even his family or business trouble, and Charles takes care of every detail in his department and avoids any trou-

bles to Charles.

Ralph Hasse, a very active Brother at S. P. Foundry, is on the showers, showing off products.

Brothers Jack A. and James B. Round up have been looking over the Nevada plant. Charles Minick is the head man, and they tell me that they have a lot of things to look after.

F. E. Young is working the finishing touches on the Highway M. near Glensheen, Nevada, on the shores of Lake Tahoe.

Harmon Brothers are well on their way to be on their job on highway 40 near Carson City. We expect them to be moving in on their job on highway 40 between Truckee, California, and Reno, Nevada, in the near future.

Back East, George and Smith has started their bridge job at Clark Station, out of Chicago. Brothers Kelly Cross and Robert Robb are working on that job.

Vic Swanson of the Operating Engineers' Local 416, is a man who wears a torn on his face.

Frank E. Campbell of the AFL, brings you up-to-the-minute news. Listen to him on your Normal Broadcasting station.

Knowland, Nixon Back Profiteers

California's two U. S. Senators, William Knowland and Richard Nixon, both voted in the Senate recently in favor of the large scale real price cuts of beef and other foods. This vote was the first serious attempt of the American consumers from profiteering. Nixon, and Thurman Mattingly, are on a slate where Knowland and Nixon stand, and Knowland comes up for re-election next year.

San Francisco—Few Big Projects in F. U. Out of Work List Stays Low

By HARRY METZ, PAT CLANCY and RUS SWANSON

Business

At this writing there is little action in San Francisco is good but on looking at the various jobs where engineers and men are employed we find that within the city limits there is very little available. This is of that any size up and the bulk of the me.

This is also true of the same contractors for some time. However, the orders have been coming in for some time. The offices for black, roller, and cat en-

have not been able to find the required amount of work. The end of the work list is as low as it has been in some time.

STANDARD SLAG

Now down at the Basic Refracto-

ries, Incorporated, John J. Gilman, Sr., a long time union man, and his Assistant, Brother Donal-McMichael are in charge of the Standard Slag Work. Brother Jomans Campbell is the head man, and the men are working very hard, but they are just the men that can handle a tough job.

Standard Slag Company has quite a set of men at Gabbs, Nevada, and they are building dams in Nevada, and they are building all over the country. Brother Jack Jakubow is the gen-

eral shop foreman. Brother Joe Gose is the first man that I am sure will come back from the air on the job.

Give me that job as an all around machine man. I think that all of the men are good men. Brothers are in the mill; Charles Oliver is in the yard, Bud Kees is in the shop, Pete A. Archee, and Elton Brown are also with them. Some people seem to want to call names and say they are not a good man, they are all good men.

Brothers William Neal Smith and Charles Classy are on the show at the Union job pit in Standard Slag.

GOLD OUTLET

Out at Round Mountain, Nevada, the Golden Outlets are in oper-

ation. No. 3 has a signed agreement with the Delco-Degreasing Corporation. A set of-credits is due to the companies, especi-

ally to Louie A. Wills.

Material Materials Company (from Atalbo, California, has started an operation out at the mines south-east of Laverne, Ne-

vada, where they are in full operation. They are mining the slate and the black and there are a lot of these ore deposits.

Utah Construction Company has an iron ore operation South of Be-

wry, Utah. They are mining the Kallie Peak, a Hill on a Northwest 80 acre unde-

restricted homestead near Pahla-

nes, Nevada.

Brother Parker Smith is the assistant foreman at South Wil-

son Company near Sparks, Nevada. Brothers are in the mill, and they are on ore duties out there.

DEWEY CALLED

ENEMY OF LABOR

By F. A. HEISTER, Business Representative, Local 2

During the last three months work has been exceptionally good and we believe it will continue that way throughout this year or until the snow and rain forces them to stop.

Over in no man's land at a place called Fl. Elbdsey, Tyson and Watters of Sacramento are well under way on their 12 miles of railroad construction. The grading plant is up and going out.

Brother House, out of Adin in Lassen County, has added a lot of work to his equipment to his fifteen mile stretch of highway and has recently put out a number of our Brothers on this job. In addition to that, we have an increase in the number of workmen on this highway and we think it will be quite good.

At M. R. Eckert Highway 39 Land Construction Co. are past the half way mark on this project with the job of paving and grading. Brothers Alex Alonzo, Leon Howitt, and Alvin V. J. Blakney were making their job a success. Brother Robert Hamilton, State Federa-

tion, is working in the convention a year-round political action program is served to Dewey and his kind.

Redding Work Load Continues in Redding Area Till Winter

SHINS CONTRACT FOR INDIA GRAIN—Madanipv Bamla, the Indian High Commissary in New York, has purchased over a million dollars worth of grain, and that will enable India to extend her food relief operations to India. The United States government has already contracted for India and will help feed nearly five million people. The wheat is going to be sent to India as a gift, and that was paid for by the U.S. government. We give the work of reconstituting 100 million

COUNTY ROAD DEPARTMENT. Thank you have them about fifty-five per cent of rest and we hope that it won't be long until they are one hundred percent of rest. For-}

merly everything is going along very closely in that department and the boys have to be lucky, particularly about their union affiliation, and feel that they should have a little more money for the work. Their wages are down a little. A tractor operator's wages are $18.00 an hour, based on a five day week. This is the usual rule, and we believe that we will continue that way throughout this year or until the snow and rain forces them to stop.