



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 8

SAN FRANCISCO, CALIF.



August 22, 1947

## RECORD UNION GAINS

### Repeal the T-H Law--Labor Day Pledge of Green

By WM. GREEN

Pres. American Fed. of Labor

This year Labor Day finds the nation's workers existing under the ominous shadow of the most oppressive anti-labor law ever enacted by Congress

There can be no real hope for future progress and the enjoyment of the free, American way of life for the wage-earners of our country while the Taft-Hartley Act remains on the statute books.

As yet, the full impact of this reactionary law has not been felt by labor, but as time goes on its provisions will stifle the growth of organized labor, weaken the trade union movement in our land and make it increasingly difficult for American working men and women to keep their heads above water.

The American Federation of Labor does not propose to submit to such oppressive and repressive conditions.

On this Labor Day, I call upon every member of our organization to join in the unrelenting campaign for the repeal of the Taft-Hartley Act.

#### Rally to Challenge

As true Americans, the members of the American Federation of Labor will rally to meet this challenge. We are determined not to let our freedoms be throttled. We are ready to fight with every legitimate weapon at our command to protect our right to improve working and living conditions for ourselves and our fellow workers. We will not willingly.

(Continued on Page 4)

### This Paper Well Read

Most offices of Local 3 receive statements of appreciation from members employed in Guam, Alaska and other far-away points, for receiving copies of the "Engineers News." "They all write that they look forward to the time that the Engineers News arrives, and it is passed around among the boys so much that it looks like tissue paper when they get it back," reports Bro. H. L. Spence from Local 3's Reno office.

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### Crabs & Snakes

Up in the beautiful coastal mountain country of northern California, members of Local 3 are very busy crawling over steep hills, building bridges, harbors and highways. Bro. Otto Never reports. On an N. M. Ball road job at Dos Rios the brothers are imitating goats on hills so steep that even the snakes wear skid chains, he says. Next meeting for the area will be Sept. 20 at Eureka Labor Temple, at which time a crab feed will be enjoyed.



### Conventions Tell Story of Great Strides in West

There's a bigger and better labor movement in California, Nevada, Utah and other western states on this Labor Day, 1947, than any time in the history of the West, and it is growing larger and stronger every day.

This is the story of labor's progress as shown in annual conventions and conferences now being held by AFL labor organizations, in which Operating Engineers Local 3 and Stationary Engineers Local 39 are taking active, important roles.

It is a very heartening picture, coming on the heels of one of history's most vicious, undemocratic, anti-union laws passed by the recent, corrupt 80th U. S. Congress, the Taft-Hartley law, and smaller counterparts undertaken in the various state legislatures.

Union membership is at an all-time high, reports show. Membership participation in union activities is at its highest degree of enthusiasm and accomplishment, making it pretty plain that the working man is not going to give up without a fight those basic union rights it has taken half a century of struggle to win.

Along with the West's unprecedented postwar immigration and expansion there is an accompanying growth in union membership and prevalence of union working conditions, according to reports at California State Federation of Labor convention in Sacramento the week of August 4, Nevada State Federation at Ely August 7, and Utah State Federation at Provo August 18.

#### Engineers Meet

California AFL Engineers held their conference just before the Sacramento convention, and at this meeting it was apparent this large, influential block of union members is taking a leading part.

(Continued on Page 3)

### Notice to All Members of Local Unions No. 3, 3-A, 3-B, 3-C

At the regular meeting of July 12th, a resolution was presented to the membership for the first reading, and carried by a unanimous vote. This resolution called for a raise of dues of \$1.00 per month for all members of Local Unions No. 3, 3-A, 3-B, and 3-C, to be effective as of October 1, 1947.

At the following regular meeting of August 2nd, the resolution came up for final adoption, or rejection. A large number of members were present at this meeting as everyone knew that the resolution was to come up. Not a single vote was registered in opposition, and it was adopted by a unanimous vote.

The members recognized the necessity of an increase in dues to take care of the increase in operation costs of the Local Union, largely due to the Taft-Hartley Anti-Labor Law, which we are now compelled to fight in the courts. These costs alone will be enormous! This, therefore, is an official notice that commencing October 1, 1947 the dues will be as follows:

Local Union No. 3.....	\$5.00 per month.....	\$15.00 per quarter
Local Union No. 3-A. 4.00 per month.....	12.00 per quarter	
Local Union No. 3-B. 4.00 per month.....	12.00 per quarter	
Local Union No. 3-C. 4.00 per month.....	12.00 per quarter	
Local Union No. 3-D. 3.00 per month.....	9.00 per quarter	

Respectfully submitted,

EXECUTIVE BOARD— LOCAL UNION NO. 3.

### Bro. Swanson Named 7th Vice-Pres., IUOE

Bro. Victor S. Swanson, business manager of Local 3, has been named seventh vice president of the International Union, according to word received from Pres. William E. Maloney. This marks 41 years of membership in the union and 27 years of service with Local 3 for Bro. Swanson, and it is the first time a west coast man has been named to this position. Bro. Swanson has been a trustee of the international for many years. He will join the executive board when it meets in San Francisco just prior to the October AFL convention. Bro. Swanson was also re-elected as one of the ninth region vice presidents of the State Federation of Labor at its recent convention in Sacramento.

### Much Engineer Work

Work for operating engineers is holding up to a high level throughout the northern California, Nevada and Utah jurisdiction of Local 3, regular reports of business agents from throughout the territory indicate. Public and private projects are going full blast during the good weather of the summer months, and there is practically no unemployment. Oakland office cleared 566 men on jobs in the past month.

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### Engineer, Grand Marshal

Tom Roberts, veteran leader of Stationary Engineers Local 39 in Oakland, has been selected as grand marshal of Oakland's big Labor Day parade. Bro. Roberts, 83, recently resigned from office in Local 39 after 61 years of union membership and leadership. Local 39 will march in the parade.

## Report of last meeting

The meeting was called to order at 8:05 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 160 members present.

A synopsis of the Regular Meeting Minutes of July 12 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of August 4 was read and the acts and recommendations of the Board were by motion approved as read.

Letter of thanks from Mrs. Lee Patters and Cards of Thanks from Mrs. Austin Bibby, Allan and Richard; Mrs. Arthur Whitlock; Clara Flynn; Dorothy Crouch and babies; and Lillian Carsan. All were received and filed.

Resolution regarding dues was read as the final reading. It was regularly moved and seconded the Resolution be adopted as the final reading. Carried unanimously.

The following Brothers were reported ill: Elmer Denver, Charles A. Day, A. B. Duncan, Manuel L. Herrera, J. Edward Hamilton, Elmer C. Hansen, Glen F. Jensen, Chas. E. LeRoy, Walter P. McGary, James E. Marion, Lawrence Munro, Joe Medeiros, Patrick J. Mulcahy, Frank E. Owens, George E. O'Brien, Byron Prior, Nils Hageland, L. A. Dutton, Leonard G. Kendall, Albert C. Couly, Peter Vogrinec, Charles B. Wallace, Raymond B. Smith, James B. Carpenter, W. D. Bauguess, Harry Brady, Artie B. Cook, Elmer Constanz, Victor Fehrni, Arden Gregory, Al Gianinni, Carl Gomes, Marion Imel, David Kelsay, Jack Madruga, Joseph Morris, Nephi Nemelka, Jim Obester, Charles A. Motschman, Leonard Prosser, Raymond Willis, Arthur Whitlock, C. R. Wilson, A. C. Bonds, A. L. Bittleston, Henry Thompson, Al J. Wyckoff.

The following Brothers were reported deceased: Lee Patters, Clarence Edwards, Glen A. Palmer, Wm. H. Glover, E. A. Bibby, Hubert Crouch, D. Cavalero.

The Business Agents gave their reports which were received as given. A report was made on boom trucks by President Clancy.

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

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

## Veterans' information

By JOE RILEY

C DAY "COME AND GET IT" — SEPTEMBER 1, 1947.

Long awaited cash is now in the bag for any veteran that wants it. Both Democratic and Republican leaders were convinced that President Truman would not veto the bill.

The House Armed Services Committee reached its decision a day after its subcommittee had concluded the second session of public hearing on the measure.

Apparently aware that Congress intended to pass this bill, Fiscal Assistant Secretary of the Treasury adds a word of advice to veterans, "after inflationary conditions ease, dollars provided by cashing the bonds will undoubtedly buy more." This was regarded as a plea to veterans to hold on to their bonds if they possibly can do so until maturity date. Veterans will be given this privilege under the approved legislation.

The secretary also urged the committee to provide that bonds be cashed at the fifteen or sixteen thousand banks now used by the Treasury Department to cash war bonds, rather than post offices as

many of the post offices will not have sufficient cash on hand to meet the demands entailed.

The legislation also extends for one year to September 1, 1948, the time in which former enlisted men can apply for compensation for unused furlough time.

As the legislation now stands, veterans would have the option of cashing the bonds or keeping them for a five-year period to collect interest at a flat rate of two and one-half percent.

Under the bill, vets who have not applied for the benefit may request payment either by bond or cash. Those who have already filed, but not received payment, will receive bonds.

To date, it is estimated about 8,500,000 enlisted men have received their bonds, approximately 3,000,000 more are eligible and according to Treasury Department officials, there are about 500,000 applications awaiting action.

The average face value of the bonds is \$214, the Treasury Department estimated, and like all other government bonds, the interest on both the bonds or cash is subject to federal income tax, a vicious but necessary evil!

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## Unnecessary Deaths

The three-day Fourth of July holiday was marked by 553 violent deaths in the United States, including 271 traffic fatalities.

Casualties on our highways average about eighty per day. This seems to indicate that the holiday rate was about ten per day above the national average.

The tabulation of fatal accidents on the highways, however, tends to call public attention to a death toll that is inexorable. It is not a matter of holidays but Americans are dying every day in unnecessary traffic accidents.

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## The Useless Stomach

"Do you really need a stomach?" a headline in a paper asks. It seems that an 8-year-old colored girl in Washington is getting on well without one. She has been without one, and digests all her food, including eight bottles of beer a day, in her intestines.

## Political Song For Labor Day Celebrations

AFL Labor Day rallies throughout the country have been chosen for the introduction of a new song written by Jack Lawrence, writer of popular hit tunes.

Entitled "Have a Heart, Taft-Hartley, Have a Heart," the song is aimed at the foes of the labor movement who foisted the Taft-Hartley law upon the nation's workers.

Mr. Lawrence, a member of the American Federation of Musicians and the American Federation of Radio Artists, was so incensed at the injustices contained in the labor-regulating measure that he turned his talents to work in his favorite medium, song writing.

Turning from love to politics has not spoiled the quality of Mr. Lawrence's work, according to reports received about the song. It is a rollicking political jingle, which, if it catches on, may well prove to be embarrassing to labor's enemies in Congress. This is especially true with an election year coming up in 1948.

The following excerpt is a sample of the style of the song:

\* "It's no joke Taft-Hartley, it's no joke—

'Cause you're dealin' with a democratic folk—

Maybe now you're settin', gloatin'

But when Labor starts a-votin' Then your fancy bills 'll all go up in smoke;

Politics! Politics!

I don't like it when they play me dirty tricks—"

Mr. Lawrence is well known to the devotees of the products of Tin Pan Alley. Each year he manages to turn out one or more of the hit tunes. He is remembered for such songs as "Linda," "Symphony," "All or Nothing at All," "If I Didn't Care" and "Sleepy Lagoon."

A sidelight to the introduction of the new song is the story of Mr. Lawrence's difficulty in obtaining the services of a music publisher. When told of the subject matter, they almost invariably told him they were not interested. The same was found to be true with the recording companies and radio stations. Apparently, they know which interests will protect them, and so they steered clear of any material presenting labor's side of the story.

After much effort on his part, Lawrence arranged with Mercury Records for a recording of the song performed by the Prairie Ramblers.

The Ramblers will introduce the song to the assembled Labor Day crowds which will jam Soldier's Field in Chicago for the rally sponsored by the Chicago Federation of Labor. The Ramblers, however, will be unable to perform the song over their home station WLS in Chicago, which has banned its use.

(\*Reprinted by special permission of Whale Music Corp., New York City.)

## "THE BEEFER"

There's one in every local—  
You know the type we mean;  
The guy who's always beefin'  
But at meetings never seen.

He's always launching rumors,  
And he always thinks it best  
To stay away, and not come up  
To get it off his chest.

He puts the unions on the pan,  
It never does what's right,  
But when we hold a meeting  
This bird is not in sight.

We all admit his right to grouse,  
That's only just and fair,  
But the place is at the meeting,  
So, bub, why not BE there?

## LABOR DAYS MARK LABOR'S BIG FIGHT

Labor's long fight against oppression is highlighted by the issues it has raised on Labor Day since the national holiday was established in 1894.

1894 - 1905—the crucial issue of the period was the rapid development of the trusts. Golden-tongued William Jennings Bryan was one of the most popular speakers at Labor Day

demonstrations, where unionists raised the cry for a boycott. On Labor Day 1901 workers demonstrated in support of a strike against J. P. Morgan's new steel trust, U.S. Steel, and in 1903 parade placards: "The trusts fight us—let's fight the trusts by not using their goods."

1905-1915 — As the trusts grew, so grew the violence against labor. The use of injunctions drew Labor Day wrath. AFL Pres. Samuel Gompers told a 1907 Labor Day demonstration: "The injunctions as issued against workmen are never issued against any other citizens. It is an effort to fasten an offense against them when they are innocent of wrongdoing." A 1910 parader carried the slogan: "Plutocracy steals our soap, then calls us the great unwashed."

1915-1920—As the first World War hung over the land, labor opposed U.S. participation. On Labor Day 1915 AFL Sec. Frank Morrison declared: "Labor sees the wolf of militarism concealed behind the Little Red Riding Hood pretense of those men responsible

## FAMOUS 'FIRSTS'

(Some famous historical facts about Organized Labor that you should know.)

First workers' organization in America, the Carpenters' Company (1724).

First strike in the United States, that of the Philadelphia carpenters in 1791.

First real trade union in this country, organized by the shoemakers of Philadelphia in 1791, reorganized in 1794 as the Federal Society of Journeymen Cordwainers. First prolonged and organized strike, by the Philadelphia shoemakers, 1799 (lasting almost 10 weeks).

First form of closed shop, obtained by the shoemakers, Philadelphia, 1799.

First appeal to the courts by employers, 1806; beginning of rule by injunction and "criminal conspiracy" charges; shoemakers indicted on this charge in 1806 and again in 1809.

First central labor body, the Machinists, Union of Trade Associations, Philadelphia, 1827.

First political labor party in the world, the Workingmen's Party, organized under the Mechanics' Union of Trades Associations, for participation in the city and state election, 1828.

First working-class paper in America, the Mechanics' Free Press, 1828-1831.

First miners' union, organized by John Bates, followed six months later by the first strike in the anthracite mines, 1849.

First international trade union, the Molders' International Union, organized in Philadelphia, 1859, under leadership of William H. Sylvis.

First branch of the Knights of Labor, organized by Philadelphia garment cutters, 1869.

First industrial union, the formation of the Amalgamated Association of Iron, Tin and Steel Workers, under the leadership of William Martin, 1876.

First company unions, in the Pennsylvania steel industry, 1893.

Richmond members are looking awfully rough with their long whiskers, grown for the city's golden jubilee party August 22-24. GARY (CANADA) CALL.

for Ludlow." His reference: the massacre of 33 women and children in the historic strike against John D. Rockefeller's Colorado Fuel & Iron Co. Labor Day 1917 saw most of labor swing to support the war which the U.S. had entered.

1920-1925 — End of the war brought quick renewal of the onslaught against labor. Labor Day 1922 saw the union movement, threatening a general strike, rallied in opposition to Atty. Gen. Harry Daugherty's sweeping injunction against striking railroad shopmen. Charged Sam Gompers: Daugherty is "exercising a power never dreamed of in the history of the republic." Slogan of the times: "We fought for democracy and got 23c an hour."

1925-1930—The so-called Golden '20s brought a lull in union militancy, a slump in union membership as many thought the millennium had come to stay.

1930-1935—But the end came with a crash, bringing with it bewilderment, bitter criticism of Herbert Hoover's do-nothingism, growing demands for unemployment relief, jobs, security. The advent of the New Deal brought the NRA and section 7 (a) and labor's resentment channeled itself into sudden union growth. Employer's opposition drew from AFL Pres. William Green on Labor Day 1933 a demand for court action against violators of NRA collective bargaining agreements.

1935-1940 — The labor upsurge sharpened the split on craft vs. industrial unionism, brought the sudden bursting birth of the CIO, headed by John L. Lewis. On Labor Day 1937, Green hailed the U.S. Supreme Court's decision upholding the Wagner act establishing labor's right to bargain collectively.

1940-1945—Labor Days at the turn of the decade found labor divided on its attitude toward World War II. Some unions favored all aid to those fighting the Axis short of U.S. involvement. Others held a hands-off position. But Labor Day 1942, nine months after U.S. entry, found labor united in support of the fight. Labor Day 1945 was a day of victory and mourning. The war was won. Franklin D. Roosevelt was dead.

1945-1947—Keynote of the post-war period was struck by William Green, Labor Day 1946, when he declared: "The forces of fascism in America have determined . . . to smash trade unions."

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## We Won't Return to These Conditions!

The first real trade union in the United States began in Philadelphia in 1794. It was the Federal Society of Cordwainers (or shoemakers). In 1805 they struck for higher wages; they put out the first picket lines and were first to yell "scab" at those who would not join.

The frightened employers invoked the courts. The union officials were indicted on a charge of "conspiracy to raise their wages." After a famous trial they were convicted and fined.

Other states followed suit and for a while it looked dark for the labor unions.

Afterwards every combination for better conditions was promptly called a "conspiracy."—THE CAL-golden jubilee party August 22-24. GARY (CANADA) CALL.

### ENGINEERS' NEWS

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## BIG PULGA DIVERSION TUNNEL STARTS, DREDGING OPERATORS INSTALLING MORE EQUIPMENT

By WILLIAM C. WAACK and LES COLLETT

Business Representatives, Local 3

**Marysville**—T. E. Connelly started the diversion tunnel at Pulga on the 21st of July. There are two sections to this project. The first section is 17 feet high, 27 feet wide and 300 feet long, shaped like a horseshoe. The second section is 27x27, 800 feet long. Earl Walsh, well known to members of Local 3, figures

that it will take five months to finish the job. Earl is general superintendent. By the time this reaches the reader, there will be three shifts on the mucking machine and compressors as well as three mechanics and the master mechanic. This is the start of a heavy construction program in this section of the country in the heart of the finest vacation land known.

Bill and Barney Richter, two young men well known in mining, lumbering, land-leveling and construction, operating out of Oroville, have some 14 units coming under Local 3's jurisdiction. Barney and Bill signed a contract with Local 3 and everyone on the job seems happy about it. Barney, by the way, is councilman at Oroville.

Pomeroy is just about wound up on the Yuba City-Marysville bridge. There are only two rigs left and of course Mark Foster, master mechanic. This has been a good job. Nels Pomeroy and Local 3, with the exception of a few minor beefs got along in swell shape. But all good jobs must end.

Johnson-Western, on their Butte City job are coming along in good shape. Raymond finished the pile driving on the piers but will be back in September to finish the fenders. Steel erection will start as soon as the piers are poured.

Lord and Bishop are started on their Colusa bridge job. The iron workers are on the job but there will be no rigs in until the 15th. South of Marysville, 2½ miles, is a midget auto track project. Earl Parker started this with a couple of rigs.

### Contracts Signed

Ben C. Dey, former construction superintendent and ex-Marine, with a South Pacific background, had time between trying to outfox the sons of Tojo to lay plans for a career as a contractor. Ben got off to a good start when he got back. He took on a five-span concrete bridge at Bidwell Bar. The Ben C. Dey Co. signed a contract with the Engineers. This is a job that will run \$100,000 or better.

Clarence Baker is operating a land-leveling project at the Haynes ranch north of Chico on the Redding road. Walter Poore and "Swede" Larsen keep Clarence's

gear in running order.

Rice Brothers are resurfacing the plant area at the High Sierra Pine Mills at Feather Falls. Bro. Carey is foreman on this job.

Archie Till, Valley Construction, has a dragline at Hammonton. The cats are land-leveling.

Bro. Ray Nieto became the proprietor of the Marysville Welding Works. He has signed a contract with Local 3 and deserves the patronage of our membership. We wish you success, Brother Nieto.

Brother Harry Crawford has his gear land-leveling in the Meridian area.

Fredrickson and Watson on the Greenville-Westwood highway are busy with 55,000 tons of slurry base and a full crew of Local 3 men, with Archie Harsh as superintendent and Walt Galbraith in the office. Bill Hollowill is master mechanic.

Edward S. "Red" King has his equipment land-leveling out of Yuba City.

Laswell Brothers of Oroville have their dragline operating on the rock piles at Excavators, Oroville.

Bro. Art Cook, dozer operator, last on Excavators at Oroville, went to San Francisco for an operation of a most delicate nature. Brother Cook had a head injury several years ago and at given intervals a brain pressure develops. The gang at Excavators, typical of Engineers, voluntarily took up a collection for the relief of the brother and as a result the 34 members of Local 3 raised a substantial sum. It is questionable at this time whether or not Brother Cook will be able to get back on the job this year. Any information regarding Cook's recovery will be appreciated by this office.

### Plug for Ben Dey

In the past month the Marysville office has signed contracts with the Hallwood Gravel Company, sand and gravel; Ben C. Dey Co., general contractors; Edward S. King, land leveler; Richter Brothers, contractor and land leveler; T. S. Rich, land leveler; Harry Crawford, land leveler; Harold Ainger, land leveler; Laswell Brothers, dragline operators; Marysville Welding Works, shop; Murl Giboney, land leveler.

## Dredge News

### Gold Dredge News

Jim Barrie should know about gold dredges. When Bro. Jim first saw the light of day, California too, as a commonwealth was in its swaddling clothes. June 7, 1876, it was, at West Bear River. What Jim did until he was 32 years old is not a part of this write-up. His life must have been an exciting one, for this country at that time was excitement. Like many other young men we could guess—horses, freighting and mining.

In February, 1908, however, he went to work for Hammon on their gold dredges and if he stayed on for another six months he would have rounded out 40 years of service with this firm now known as Yuba Consolidated. Jim was a staunch advocate of organization of the dredge workers. Old timers like himself could look back over the years realizing that if a union were affected in the past, the lot of dredgemen's conditions would have been improved today. Jim is going to retire when 14 shuts down. Good luck, Jim. Drop by the office and say "hello." Tell us how you fellows did it 40 years ago.

Called at Capital's boat at Folsom twice in the past month expecting of course, to meet Walter Hefin, our committeeman. Had quite a visit the first time I went aboard. The second visit didn't even get me closer than the bank

for the gangplank was off and no skiff in sight. I had to satisfy myself with a visit of the shore crew. I left word with the cat operator, of our Natomas meeting but none of the Capital gang showed up.

Met quite a few of the old hands at Snelling, the Estep boat and at Derby's boat out of LaGrange and of course the Tuolumne's dredge on the hill. It is impossible at the present time to mention the names of the men I spoke to but I appreciate their cooperativeness. We shall drop by again in the near future. Also to Consumnes dredge at Slough House.

The Natomas Company crew is in good shape. There are a few that feel they should take a free ride but they are being convinced that they belong in the union for the best interests of the industry. We held a very interesting meeting both morning and evening on August 5. The morning meeting was well attended. At the evening meeting, due possibly to the ball games, it was rather light. It was agreed that the regular Natomas-Capital meeting would be held at the assembly hall back of the Natomas shops on the first Tuesday of each month. Yuba meets on the last Tuesday of each month at 321 E Street, Marysville. These meetings wax pretty hot at times but much good comes from them. The Hammonton ball club stands today at the top of the Foothill

## CONVENTIONS TELL STORY OF GREAT STRIDES IN WEST

(Continued from Page 1)

in the industrial and union expansion now going on in the West.

California's Federation took the lead in mapping the most vigorous and enthusiastic program in its history for the protection and furtherance of union rights. John Shelley, former state senator and president of San Francisco Labor Council, was elected as the new president, and he pledged himself to a relentless effort to the chief tasks at hand—offense against the T-H law and the defeat of every legislator who voted for it, plus the election of those who come out flatly for labor.

### Labor's New Duty

"Labor must be radical in its fight for improvements in society and in the country," he said. "It is our chief duty to be radical, not in the distorted sense, but in not being afraid of change for the better.

"We must dedicate ourselves to opposition to Communism without being afraid of becoming reactionary, and we must also dedicate ourselves to liberalism without being afraid of being labelled Communists.

"We must organize completely and effectively within the AFL to reward our friends, with plenty of doorbell work, and elect them to office, and to that end I dedicate myself while in this office.

"The efforts to break the labor movement will be doubled in the months and years ahead, from the big start thus far made with the Taft-Hartley law and the various state laws, and to the last man we must work day and night in defense of any and every union which falls victim to this attack."

League. They copped the second half of the league championship but by no means was this a push-over. Fighting and slashing every inch of the way these engineers wound up the season by blasting Wheatland 17 to 2. A three-game playoff will settle the championship of the league. Hammonton took the first game.

Bro. Al Goss, Jr., the team manager, is due a big hand for keeping this team in front, fighting all the time. And as to the sluggers—Bud Curtis in six trips to the plate grabs a homer, a triple and two singles. Homer Dunning, three hits in four times at bat. Pitching, well Floyd DeVine wins his seventh straight game.

Now at the Marysville office is a complete team's uniforms, for the young fellows "Engineers Local 2" and Local 3 will have a team on the field come spring, or maybe playing winter ball.

Bro. Les Collett, handling construction out of the Marysville office, will be interested in any interviews as to the prospects of this junior team. Drop in and see him, you engineers who have sons that are ball players, or if you should know of a good prospect who would be interested in winter baseball.

Bill Relvas, 17 years with Natomas and two years with Gold Hill, is now serving across the mahogany at the Sutter Club in Folsom. During the Gold Hill fracas, Bro. Bill was away out in front for the union—with his neck, and when this Comanche boat shut down, Bill, of course, was released with no regrets on the part of Superintendent Sommers. When Sommers gets dumped, which many of us hope he will, Bill will still be working and with a lot of friends to back him up.

The crew of Natomas 6 got a laugh. Digging mud and trying to keep the boat clean they got much of it on them. But so did Gallagher and Waack. The ladder from the gangplank jumped a few links while we were both on it. It was perfectly timed, for when we hit the ground it was in the middle of the feeder ditch to the dredge pond—straw hats and all. Charlie Gallagher is safety engineer at Natomas.

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A two-year tunnel job at Aspin, Wyo., signed up by Local 3 with Morrison-Knudsen.

## JOB IN SACRAMENTO REGION HOLD UP WELL, FULL SWINGS USED ON LEVEE JOB IN YOLO

By F. A. LAWRENCE and ED PARKS

Business Representatives, Local 3

**Sacramento**—Work is still holding up in this area with the Yolo levee job in full swing working two 7-hour shifts six days. About ninety members are employed on this job at present. It is very easy to keep supplied inasmuch as it is only six miles from Sacramento.

Guy F. Atkinson's freeway job in North Sacramento continues to use several members. Due to a labor shortage in some crafts this job will not be completed as soon as expected. It was anticipated this new highway would be opened in conjunction with the opening of the State Fair.

Several members are being used at the Fair Grounds preparing buildings and streets for the Fair, which opens August 28 and runs through September 7.

Fredrickson Bros. have about cleaned up on their two highway jobs and several members are moving to their Jackson job with them. McGillivray Construction Co. has about completed its job at Woodland also. Bill Hogg reports they have closed their hot plant at Woodland and have moved their crew to their plant in Sacramento on Folsom Boulevard.

### End Concrete Pour

Fredrickson & Watson have completed the concrete pour on the new Auburn Freeway, and are starting their hot plant to do the access roads and shoulders. The first section of their road to Grass Valley is to be completed August 30 and the second stretch from Gasoline Alley to Dewitt Hospital is to be completed by March 20. A number of men are employed here and will have quite a little work yet.

The C. T. Brown job at Scotts Flat put their cats on a two-shift basis July 7. A third shift has been added for the shovels, with Bro. Virgil Guptill in charge. Some pulls have been rented and Bro. Del Switzer is taking care of this end of the operation.

The L. G. Lynch job at Michigan Bluff is still moving along, but without the services of Foreman Bro. Ray Bishop. Ray had the misfortune of upsetting the company jeep and is now confined in the Highland Hospital at Auburn with severe chest and shoulder injuries. He would appreciate a visit from any of the brothers who happen to be passing through Auburn.

C. M. Syar is setting up his rock crusher and hot plant near Applegate with three of the members on the job at the present time—Bro. Frank Beck, plant engineer; Bro. Charlie England, operator, and Bill England, the oiler.

Three members from the Bay Area, Bros. Jimmie Layne, Tony Santos and G. P. Griffing, have moved into Michigan Bluff area and are setting the steel for Judson Pacific on the Kyle Bridge job.

Bro. Jack Perkins is the new shifter on the W. C. Thompson job at Foresthill. Baker Bros. have moved in to finish the lower end of this job with Andrew Kucor in charge.

J. Henry Harris' job at Nevada City should be in full swing by the time this edition is printed. At the present time, Bros. Dale Marr, L. E. Gritman, Harry Browning and Jim Thompson are on the payroll.

Stopped in at the Nevada County Sheriff's office the other day and found Bro. Floyd Pond working there. This is a good thing to remember for you fellows working in that area.

The trouble at Georgetown has been satisfactorily settled as to wages and the pickets have been removed. Several other jobs in this territory are using numerous members.

We still have several members on Highway 50 at Meyers Grade with Elliott Construction Co. Ted Watkins' hot plant is doing the hot stuff.

Land leveling is getting started now as the crops are harvested. The Schlegel & Lewis outfit has

moved into the Knights Landing area and are using a few men leveling land. We wish to extend our sympathy to the family and friends of Bro. Louis Schlegel, who passed away last month. All who have worked with Louis will grieve at his passing for he was one grand guy.

There are numerous small jobs and land leveling operators working around Woodland. The Moore & Roberts job on Davis College building is moving along, using several members.

Numerous building jobs as well as quite a number of small street and sewer jobs at present in Sacramento with more to start soon keeps a lot of the Brothers working.

The Rock, Sand and Gravel industry is quite busy throughout the territory with the Brothers feeling somewhat better because of the 15-cents-per-hour increase received.

The following have signed the regular agreement: Miles & Bailey of Madera, Peter L. Ferry & Son of Glendale, and Piburn of Grass Valley.

Bro. Paul Johnson was hurt in an accident on the Campbell Soup job and will have to be off work for a few weeks.

Joseph Morris has been on the sick list since July 11. We have received word that Samuel R. Phillips is recovering after being unable to work for three months. All good wishes to these members.

Rusty Keown who has been on the sick list for a long time, reports his doctor has told him not to go back to work for at least a year.

Any member traveling Route 40 toward Truckee should stop and sample the hospitality Bro. Whitey Collett dispenses at Dutch Flat in his Casa Da Roza.

Due to the State Federation of Labor convention being held in Sacramento from August 4th to the 9th, the Representatives were unable to be in the office.

The office still remains open on Wednesday evenings from 7 to 9 o'clock for those of you who are unable to make it in during the day.

We also want to add that when mailing your dues to this office, if you will enclose your membership card, we will stamp it and return it to you at once. In this manner we won't have so many discrepancies as to standing and mis-stamped cards.

In closing we would like to say Bro. Joe Riley is doing a hell of a good job on the shops in this district and expects to be able to report an agreement after August 22, 1947.

P.S.—Any member who finds Representative Parks a little late in arriving these mornings should bear with him inasmuch as he has his laundry of those little "three-cornered" articles to put on the line. Congratulations go to Representative and Mrs. Park on the arrival of Dennis Michael on July 16, 1947.

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Locals 3 and 39 took an active part in the State Engineers conference held in Sacramento just prior to the State Federation of Labor convention.

## In Memoriam

(Local 3 Members, July, 1947)

Clarence Edwards—July 5.  
William H. Glover—July 6.  
Lee Patters—July 13.  
Glenn A. Palmer—July 14.  
Hubert Crouch—July 19.  
E. A. Bibby—July 20.  
D. Cavallero—July 28.

## REDWOOD EMPIRE DISTRICT REALLY ZOOMING, ALL ARE EMPLOYED. SEE MORE JOBS

By OTTO E. NEVER

Business Representatives, Local 3

**Eureka**—The report of the Redwood Empire district is particularly good. There are absolutely no men out of work and more jobs are breaking each week.

The bridge job on the south fork of the Smith river which was let to Grant L. Miner Co. for \$96,000, was cancelled by the Del Norte Board of Supervisors at

their meeting on July 28. New bids will be called for immediately.

Basalt Rock Co. has really begun to pour the rock on the jetty at Crescent City. They are averaging close to 3,000 tons a day and have the job well organized. We have had a hard time furnishing deckhands for this job and have had to use a lot of local help, particularly fishermen. Basalt hopes to finish this job by October 1st and are working seven 10-hour shifts.

Paragon Terminal Co. is having trouble getting their right-of-way for their dock but have decided to file with the State Public Utilities Commission so that they may use condemnation proceedings in getting the necessary property. The president of the Paragon Terminal Co. advises me that both the Stinson and the Stimson Lumber Companies expect to start building their mills within the next five months and should be operating by July 1 of next year. Two other large companies are also ready to start but have made no definite commitments. As soon as the dock building commences, however, the lumber companies will commence a definite construction program. This will also entail the building of logging roads and camp sites.

### Dunn Starts Bridge

Clifford Dunn has started his bridge and approach job at Weitchpec and hopes to be done before the rainy season starts, and although we wish him luck, we doubt very much if he will finish before the middle of next year. The job calls for the expenditure of \$200,000. Tom Hull has the sub-contract for furnishing the rock and has set up his plant at Hoopa.

The State is still straightening the road between Redwood Summit and Blue Lake, and is using rented equipment to do the job. Local 3 is furnishing the operators. W. C. Railing has moved his portable crushing plant from Blue Lake to Seiad Valley. We understand he has about a \$250,000 job for the State there. Bros. Roy Alley and Sam Bates went with the rig. Bro. Bud Henderson is still loading trucks from Railing's stock pile for the State job above Blue Lake on Highway 299.

Carlin Bros. are still moving plenty of dirt at Big Lagoon and expect a job with Hammond Lumber Co. building the main logging road out of Crannell.

Louis Conner was successful bidder on the graded road for Hammond that runs in back of Little Red Hen toward Crannell.

Byers still keeps several cats busy clearing the right of way for the PG&E. Trisdale has three cats at Alder Point doing the clearing for the PG&E right of way in southern Humboldt County.

Mercer, Fraser have started pioneering the road job for the County at Korbelt, and have just about finished the old Arcata Road. They are also well along on the Elk River Road.

Fred Maurer uses a brother or two occasionally but is not doing much in this territory.

Buran Equipment Co. continues to put on heavy duty mechanics from time to time until they seem to have more repairmen than room for the worthy brothers to work in.

Joppas and Alkern are quite busy loading gravel for Hammond at Singley Bar.

### Ice Contract Up

The Eureka Ice and Cold Storage contract comes up for renewal September 1. What increases and changes in conditions will be secured is not assured at this time. Farrallone Fisheries keep busy

with two shifts; six, and sometimes, seven days a week.

Clements & Co. have finished laying their hot stuff below Scotia and are now putting on an armor coat. Phoenix Construction Co. has finished most of its pioneering but is still working five 10s and one 8-hour shift. Looks like this job will go clear through the winter.

N. M. Ball is making good time on their job at Dos Rios. They are moving a lot of dirt and working two shifts. Believe you me, the brothers on this job are really getting an experience in moving dirt in a country that originally was intended for raising goats. Even the snakes wear skid chains.

McEwen and Syar have finished moving dirt on the cut-off south of Willits on Highway 101 and should be laying base material by the time this paper goes to press.

Atkinson is now running six days and is moving plenty of dirt on the approaches to the Noyo River bridge. They were not successful bidders, however, on the steel work for the bridge. Pomeroy got all the steel work. Atkinson has set up their crushing plant about 10 miles north of Fort Bragg near one of the Union Lumber Company's camps.

Arthur B. Siri has started his bridge approach job 11 miles north of Fort Bragg. He probably won't use more than two pieces of equipment. Job should not take much over 60 days.

Burman Bros. are still building logging roads for the M&M Lumber Co. on the Rockport-Westport Road just west of Lanes Flat. They undoubtedly will be busy until the rainy season starts.

### Perham Gets Bridge

E. G. Perham was successful bidder on the Rattlesnake Creek bridge about 39 miles north of Willits. Work should start immediately unless the Highway Division cancels the bid, which they often do. The bridge across Rock Creek is to be rebuilt as a reinforced concrete arch bridge. Bids have been asked for this for August 20.

Although the rainy season does curtail our work in this area, we look for as much work in the coming year as we have had in the past year, and with the building of new access roads into virgin timber, there should be a great deal of development in all lines of business in northern Humboldt County and all of Del Norte County.

In closing, I regret to state that we are unable to have our meeting here during the month of August as all of our officers will be tied up in meetings and conventions. Our earliest chance of a meeting will be September 20th at 8 p.m. in the Labor Temple in Eureka. Please make every effort to be there. We will have the usual business meeting and a crab feed following the meeting.

### Justifiable Homicide?

From press items we glean the following jewel:

"Sam Murman, 65, owner of a west side apartment house, today was held in Los Angeles County jail at his own request to escape the possible vengeance of veterans he allegedly swindled in a rent fraud. Victims of the reported swindle said he attempted to squeeze 67 families into 12 units in his apartment house and that he bilked them of \$35,000 in the deal."

Have you had enough?

Local 39 in the past year has gained wage increases for its members amounting to more than a million dollars per year.

## Repeal the T-H Law--Labor Day Pledge of Green

(Continued from Page 1)

ly or supinely permit the forces of reaction to capture control of our country.

Let me make this clear. The American Federation of Labor has just begun to fight. We will use our economic strength to the fullest extent to protect the rights of our members in contract negotiations with employers. We will take advantage of every opportunity to challenge the legality of the slave labor law in the courts. **Show Political Strength**

But even such measures are not enough. In the coming year, labor must exert its political strength as never before in history. We must unite to defeat for reelection every member of Congress who voted for this obnoxious law. We must join in electing to our national and State law-making bodies candidates who are truly representative of the will of the people and will not succumb to pressure by the selfish, big-business interests now dominating the 80th Congress.

Only in this way can we bring about the prompt repeal of the Taft-Hartley Act. Only in this way can we succeed in the enactment of social justice legislation which is so acutely needed by the American people, like health insurance, an adequate housing program and a minimum wage measuring up to the standards of health and decency.

### Only Surface Prosperity

Today full employment has become a reality in America. The goal of sixty million jobs has been reached. But this surface prosperity is based upon a number of temporary factors, such as the huge export demand and consumer shortages resulting from the war. Now is the time to build for permanent prosperity in America, a prosperity shared by all of our people, a prosperity which will eliminate poverty and needless human suffering.

This kind of prosperity is within our grasp. It requires the fullest cooperation between free labor and free management, with Government intervention limited to the establishment of minimum standards which will assure decent homes, decent wage floors and decent health conditions for the American people.

In fighting for the repeal of the Taft-Hartley Act, labor is striving for the attainment of these goals.

## Crosses and Double Crosses

In Flanders fields the poppies blow Between the crosses, row on row, That mark our place; and in the sky

The larks, still briefly singing, fly Scarce heard amid the guns below.

We are the dead. Short days ago We lived, felt dawn, saw sunset glow,

Loved and were loved, and now we lie In Flanders fields.

Take up our quarrel with the foe; To you from failing hands we throw The torch; be yours to hold it high. If ye break faith with those who die We shall not sleep, though poppies grow In Flanders fields.

—JOHN McCRAE.

## What—Again?

Life is merely an expression Don't you know? Of an absolute obsession, Don't you know? It's a march; without digression— Just one devilish long procession From Depression to Depression! Don't you know? —EDMUND VANCE COOKE.

The weighing scale was invented by Thaddeus Fairbanks of Vermont in 1831.

## ADDITIONAL WORK FOR SAN JOSE AREA SEEN WITH LOS GATOS DAM, HIGHWAY JOBS

By M. G. MURPHY

Representative, Local 3

**San Jose**—Prospects are brighter now for the Los Gatos dam and relocation of a portion of the Santa Cruz-Los Gatos highway. Recently Governor Warren signed a bill appropriating \$2,475,000 to be used in the relocation of a portion of (or Windy Point) dam site. This is the job about which many of the brothers have inquired in recent months.

However, before the highway can be built, I understand the Water District must give a guarantee of sufficient funds to proceed with the construction of the dam itself. I believe the Water District intends to sell bonds to the extent of \$2,500,000 to cover construction costs of the dam. (So, brothers, if this is a fact and if you want this job to start in a hurry, I'd advise you to investigate as to when and where you can purchase these bonds, and buy a whole flock of them.)

### Sewer Financing

The State Department of Finance has made available to the City of San Jose \$609,104 for a sewer to separate storm water from the sanitation system. The money, which is part of California's \$90,000,000 "Christmas tree" fund allotted to cities and counties for public works, has been held up for many months because it was originally earmarked for a new sanitary sewer only. It is believed that it will be a few months before this work really gets under way.

The numerous housing projects in and around San Jose are going ahead at great speed. Two hundred of the 330 homes in the first unit of the Rosemary Gardens subdivision on North First Street and Gish Road have been sold. The entire first unit will be completed in 46 to 60 days. McKeon Construction Co. reports that engineering plans are already being developed for the second unit of the Rosemary Gardens subdivision. **This will contain 350 homes to be completed early next year. I understand a third unit to contain 325 homes will be started sometime next year.**

Richmond Lowell and Joseph T. Conow subdivision on Homestead and Saratoga Roads in Old Mission Park has announced completion of 60 of the 101 homes in the tract.

Other subdivisions in addition to the Old Mission Park being built by Richmond Lowell and Joseph T. Conow are the Bradley Manor and El Camino Real. The Bradley Manor subdivision contains 100 homes and the El Camino Real (one mile out of Santa Clara) 183 homes. This subdivision has just been started. The entire first unit of the Kaiser Community Homes tract on Bascom Avenue and Newhall Street has been sold. So far, I don't believe a date has been set for construction of the second unit of the Kaiser Community Homes originally scheduled for this summer. The second unit will be on Bascom Avenue and Newhall Street, in the area of the first unit. Think it is to contain 70 homes.

San Jose Steel Company, located at 30th and Bayshore, have also felt the need for more space and are now in the process of putting on another addition to their present plant which will cost approximately \$250,000 to \$300,000. This concern fabricates practically any kind of steel—structural and reinforcing iron.

A small state highway job is to be let August 20 on Stevens Creek Road. It will be of considerable length but there will not be much excavation. It will be a case of widening the highway, a couple of bridges and resurfacing.

Store-It-Cold Co. of San Francisco has purchased a 14-acre tract on South First Street on which they intend to build a large freezing and cold storage plant. A 700-foot spur track has just been completed to the site, so we expect excavation to start very shortly.

### Palo Alto News

Fred J. Early Company are progressing nicely on their sewage disposal plant for the City of Palo Alto. They recently moved a driver in on the job and are hammer-

ing away at the piling. It will be many months before this job will be completed.

Leo Piazza of San Jose has started his street work in Palo Alto. O. V. Freeman also has considerable work in and around his own home town. Harvey Connors has a ditch job in a new subdivision in the same city.

There is considerable activity—mostly in home construction and street work, all through the neighborhood of Palo Alto, Sunnyvale, Mountain View and Saratoga.

### Monterey Doings

The Monterey post graduate school for officers is practically assured. Congressional action, I believe, has been virtually completed on a bill authorizing the purchase of the Del Monte Hotel for \$2,500,000 for this purpose. When completed it will accommodate five to six hundred Navy line officers. We should get some more definite news on this soon.

Granite Construction Company, Monterey Division, are going full blast with their new hot plant and several new jobs which they just recently acquired in this locality.

Superintendent Sam Matoon of N. M. Ball informs me they will have completed their job on Highway 1 between the Airport and Ord Village, sometime this week. Practically all of their equipment, with the exception of one blade, was gone from there August 1. Sam also informs me that he will be transferred to a job in the southern part of the state. I believe he said Santa Barbara.

### Hollister-Salinas

Teichert has just about completed their job at Hollister. At the present time they are laying their hot stuff and expect to have it complete in about two weeks. The Salinas 101 job will not finish for quite some time. There is a possibility that another job or two will be let in that locality before long.

### Santa Cruz Report

From information that I can gather, the job which we have all been waiting for—members and contractors alike—the Rob Roy Junction-Santa Cruz highway, will not come up for bids until sometime in October. It is disappointing to have this job postponed so long but IF it is let in October, it will make a nice winter job.

Well, brothers, guess this will give you some idea of what is going on in this territory at the present time and what is on the calendar for the future. Needless to say, the many gravel and cement plants are still going full blast and at the present writing there is practically no unemployment in this district.

### News of the Brothers

It is with deep regret that I report the accidental death of Bro. Hubert E. "Al" Crouch. Brother Crouch was fatally injured while unloading a cat for Leo Piazza. The cat slipped and fell on Brother Crouch, crushing him. Bro. E. A. Bibby was also killed in a freak accident. Brother Bibby was riding a colt which shied, reared up and fell over backwards crushing Brother Bibby in the saddle. To each of these brothers' families goes the deepest sympathy of myself and the rest of the members of the union. Bro. Emil Plants, who was employed at the rock plant of Permanente Corporation, suffered severe head and leg injuries recently.

## The Pig Is Champ

Maybe the cow jumped over the moon, but present pork chop prices indicate that the pig jumped over the cow.—ST. LOUIS UNION LABOR ADVOCATE.

# What's doing in the Oakland office

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

**Oakland**—The work in this area is still holding up very well for tractor, blade and roller operators, which is evident by the fact that during the last four weeks we have cleared 566 men on jobs.

We think the most outstanding accomplishment we have to report to the members is that we have conditions stabilized in the Equipment Dealers industry. With the assistance of Brothers Swanson, Mathews and Clancy we were able to sit down, for the first time, with the four major Equipment Dealers in the East Bay area and work out a satisfactory agreement, which we ultimately hope to apply to the whole industry. Although this agreement may not be the complete fulfillment of all our desires, we feel that after reviewing the history of negotiations with these firms, for the past three years, that the employees who are members of Local No. 3 have not only gained a substantial increase in wages but improved working conditions and vacation with pay.

Throughout our negotiations with the Equipment Dealers we found them to be an open-minded group, amenable to most of our requests. Conversely they seemed to respect our judgment in what is right and fair for our members.

### New Agreements

Considerable time and effort has gone into working with contractors, with the result that we have renewed and signed agreements with the following contractors and shops: R. W. Reade, Flood Morss, F. Stamm & Son, Thomas D. Walters, John P. Murphy, Cleverdon Company, Pacific Pipe Co., Robert Mulloy, Albany Block & Cement Company, Asta Construction, J. J. Bullington, James Cadinasso & M. Thiel, Claren Construction Co., Johnnie E. Conklin, Delta Contractors, Charles G. Doty, Ferrabee, Kennedy & Richmond, E. Henas, Herringer Co., R. C. King, Leboeuf & Dougherty Construction Co., Le Boeuf & Dougherty Inc., LeBoeuf Dougherty & Co., George Peres, River Motor Co., O. J. Smith, J. H. Baxter Co., California Pete, Canal Steel, Fessenden & Cook,

Peterson Tractor & Equipment, Richard I. Blackmore, Soule Equipment, Bay Equipment Co., Bay Cities Equipment Inc., Buren Equipment Co., George L. Sole, A. C. Dredging Company.

### San Leandro Plant

Announcement of a new plant to be erected in San Leandro for the assembly of Dodge cars and trucks has been released.

The general contract has just been awarded to Swinerton & Walberg. The plant is to consist of a new building with approximately 102,000 square feet of floor space to be erected adjacent to the present Chrysler motor parts plant on Davis Street.

The new plant is to be erected on property purchased some time ago from National Automotive Fibres Inc. This building will help to meet the growing demands for new cars and trucks in this area.

It is anticipated that the eventual assembly will be approximately 150 passenger cars and 80 trucks a day on an eight-hour day. This will put about 800 people to work.

We expect to be able to report many such industrial plants to be erected in the East Bay in the future.

### DREDGE NEWS

The dredging situation has not changed much since last report. The Johnson Western Company has finished their job on the Stockton Channel and are moving their Dredge Olympia back to Oakland where they are getting ready for the East Shore Freeway job. This job involves considerable preparatory work before they can start pumping. There is over 200,000 yards of clamshell work to be done before they can start pumping, and there is also approximately five miles of pipe to be put in to bring the sand for fill from Bay Farm Island, this will require a Booster Station in San Leandro Bay, and I understand that they are going to use the Dredge Paopoe for a booster. They are using quite a crew of men on the pipeline.

The Associated Dredging Company have three of their Clamshell Dredges digging the channel and throwing up levees getting

ready for the fill. The "Alamitos" has not yet started pumping on the Leslie Salt Company job, at the Port of Redwood, this job involves considerable pipeline, which is going along pretty good and they expect to get started pumping by August 10th, both jobs are experiencing some difficulty keeping levee-men.

The Associated Dredging Company will finish their Petaluma job sometime this month and I understand that they have another job for the Dredge Sucker as soon as they are finished.

The Olympian Dredging Company has the Neptune busy on the Hastings Tract where they will be for several months to come. The Monarch has finished the job on the Grant Line Canal and moved into the Rio Vista yard for some repairs before going on another job. The Golden Gate will be going out soon, understand they have a barge job at Malotti Point.

The American Dredging Company is still going good on the McAvoy job where they will be busy for some time.

## Getting around the jobs

The Stolte job at Fairfield is still one of the most satisfactory jobs so far as steady work is concerned. They are erecting a \$3,000,000 hospital, on which they have been working about four months and will continue about six months more.

One of the men on the job is Cornelius Reneau, formerly a foreman for Morrison Knudsen on their job in Arabia.

### Immel at Army Base

Lee Immel has a number of jobs in this area, the largest being at the Oakland Army Base. It is a \$82,828 job and will run about 200 days. The job is a storage area, which necessitates grading upon which 13,000 tons of crushed rock will be laid before the double

armour coat pavement is completed. Bill Hegy is the superintendent, Ray Ferdig and Russell Bates are taking care of the Motor Patrol work and Leonard Ackert is operating the clam shell. There is a total of about ten of our men on the job.

A few of Lee Immel's other jobs are Naval Supply, another small one at the Oakland Army Base and a street improvement job on Pullman Street in Richmond.

The firm who was the successful bidder on the pumping station for the Delta-Mendota Canal is Stolte Inc. It is a little early to report any activity on the job, but we hope by the time the next paper comes out we will be able to give you more details concerning

the job.

Not much activity around Rio Vista now except H. C. Russell who has six jeeps on a job at Fontana Farms.

Parrish Bros.' job on the Contra Costa Canal is still going strong with Mike Sasparate bossing the job and Jess Birch is steward.

250,000 yards of dirt have been moved. They are expecting to put a Trimming Machine on the job within the next week, which will mean work for four or five more of our men. This job will run about another year.

F. Stamm has just started excavating for a theatre in Antioch. This job will take about eight or nine months to complete. Brother

Walter A. Rogers is running the dragline.

McGuire & Hester have been keeping about 25 Local No. 3 men busy on various small jobs in this area. Prospects look good for an even larger number to be put to work in the near future.

Brother Don Kinchloe is foreman for the Marine Steel Company at Antioch. They are working on scrapping four old hulls at the present time and will soon tie into two destroyers.

Ebentraut & Summers are working on the new Forestry Building on the University of California campus. This is a \$1,250,000 erection. R. W. Peach is the superin-

tendent on the job and Brother Carl Anderson is the operator on the crane.

The Gravel plants in the Livermore Valley all seem to be very busy operating at full capacity. The R. G. Clifford Bridge job in Niles Canyon is going along nicely, they expect to complete the job by January 1, 1948.

Peterson Tractor have recently enlarged their yard to make room for all the new work they have coming in. They have eighty-one D-6 cats to rebuild and repair, so it looks like their shop will be a beehive of activity for some time to come.

## News about the brothers:

Throughout the past years some of our Brothers have gone into other fields of endeavor. Although R. W. McClure left crane operating to operate a paint store about three years ago we have just now learned about it. His establishment is called "McClure's Norwear Paint Store" located at 1358 East 14th Street, San Leandro.

You might tuck this information away in the back of your mind, it will probably be of value next winter when things are slack and the Better Half is trying to think up things to keep you busy. Brother McClure undoubtedly will be glad to be of service. We've got a hunch that not only will he offer many suggestions that will please the little woman but also offer many ideas as to the easiest way to do the work, which will no doubt make you guys happy too.

### "Vic" Healing Up

You will remember a couple of months ago we told you about Vic Fahrni having an accident in which he incurred a broken back. He was in the hall a few days ago and we learned he is not only encased in plaster cast but he has his paw all wired up. Yes, his jaw was broken in the same accident. Needless to say he is on a liquid diet and is waiting impatiently for the day when he can sink his teeth into a steak.

Brother Louis Dietz is recuperating from an injury received while working on Pacific Pipe Line job at the Santa Fe depot in Richmond. He was caught between the counter weight and the crane cab. Things are rarely ever so bad, but what they can be worse Brother Dietz escaped with bruises but no broken bones. He is at Veteran Hospital, room 374, at 14th and Harrison, Oakland, and

will be glad to see any of you fellows.

You may recall a few months ago we told you about Brother Ben Edin and his wife fulfilling a lifetime desire to go to his native land—Sweden. We have just had a most enthusiastic report of the beauty of the country. I'm sure he regrets that his vacation will soon be over, he said he'll see us about September 1st.

### Hi, Thar, Podner!

We were somewhat startled the other day when Brother Paul Chipchase sauntered up to the window, his manly features almost completely obscured behind a luxuriant growth of whiskers. We wondered for a moment if Paul had gone native on us. Then we happened to notice that he had recently lost part of his thumb and naturally assumed that the accident had made whisker whittling difficult and he had decided to skip it for awhile. He hastened to assure us however, that such was not the case—sure he'd lost his thumb—got the thing caught in a cable, but it wasn't impeding his progress at all. The whiskers were not an accident—he'd gone and done it on purpose. Being a member of the Contra Costa Rangers he's been preparing for their big celebration in Richmond on August 22nd, 23rd, and 24th, the occasion being Richmond's 50th birthday.

Brother Ward Smith is trying his hand at running a service station at School and Maple Streets Oakland, it is the Smith-Norwalk. He reports that the business is building up rapidly and will appreciate the opportunity of servicing the cars for any of you who pass his way. Our best wishes to you Ward.

Brother Curtis Ball who has been employed by the DeVilbiss Company, as a roller operator, for a number of years, is recovering nicely from a stroke incurred November of last year and expects to be back to work in a few months.

### Alaska Bound

It's hard to say who is the more enthusiastic at the prospects of moving to Alaska, Jack or Mrs. Munford! We think perhaps Mrs. Munford's pulse is just a wee bit faster, however, that is understandable when you know that she will be going home. She was born in Anchorage. Her folks were truly pioneers, they went in by dog team and walked, arriving in Anchorage when it was only a Tent City. When the war broke out they sent their daughter to California where she became Mrs. Munford.

Jack isn't exactly a stranger there either. He has worked on various jobs in Alaska, the largest being the Alcan Highway. He is going to scan the field before signing up on a job.

They have a daughter of five years who thinks it will be lots of fun to play in the snow.

The stork must be partial to the Dunaways. He has just made his fourth call at their home leaving a baby girl, Shirley-All. They now have two boys and two girls, which is "just right" says Brother James.

Have you been up to see Nick Backovich yet? If not please do so. He is back home now after spending about two months in a hospital in San Jose. Although he is recovering nicely it will probably be several months before he will be able to be out, so put him on your visiting list. His phone

is Piedmont 5-0941-W and his address is Apt. 18, 1925 Grove Street, Oakland.

Recently we received dainty little envelopes for which we had to relinquish one and one-half cents to the postman. They were from one of the Business Agents announcing the arrival of a son. We take this opportunity to extend our congratulations and also to offer our sympathies for his straightened circumstances.

Brother George Jeremiason took a months' leave of absence to take a trip to Belle Fourche, South Dakota, his former home. George has been employed at United Engineering in Alameda for the past year.

Intestinal fortitude is the name

## PURPOSE OF A UNION

This Nation began with the statement, "All men are created free and equal." That statement did not mean that all men were equally strong, wise or well fixed. It did obviously mean that we aspired to be a Nation in which that equality and freedom of men were ever more nearly homogeneous.

The trade union is a democratic institution and a vital part of our State because, as we passed from an agricultural to an industrial society, large groups of men lost the equality of opportunity and the freedom of action that they had formerly had.

By the device of the corporation, men of property were made freer, men without property less free.

The corporation took, from larger groups of men, parts of the

freedom they had had by limiting their opportunities for employment and their welfare—not only their wages but also their working conditions and their opportunity to improve themselves—became more and more dependent upon the will, good or evil, of the responsible, free men, who ran the corporations that employed them.

We're afraid Brother Ira Beaulieu has learned the hard way "not to put off to Sunday what should be done on Saturday." Ira is in the Permanente Hospital recovering from a broken rib and leg received from a fall in the bathtub last Sunday. We offer our sympathies to Brother Beaulieu and hope he recovers rapidly.

It was to equalize this disparity that the trade union fitted itself into society and was recognized as good. Its purpose is neither to censure nor to punish the employer but to give to his employees, joined together in a trade union, a measure of freedom of action and the equality of power that the owner of the corporation has.

The translation of that freedom and equality into higher wages and better working conditions is the fruit of the tree. The tree is the dignity of the individual.

—ROBERT INGERSOLL

# News from the San Francisco office

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

**San Francisco**—Much time has been spent in the outlying area and around Sacramento since our last News Letter. In Sacramento there was a strike and this matter has been satisfactorily adjusted to meet the requirements of the Engineers and other crafts involved.

The State Conference of Engineers was held in Sacramento, as well as the 45th annual convention of the State Federation of Labor. Numerous resolutions and bills were introduced at this session dealing mainly with the new laws regarding organized labor. The balance of time was spent in routine work in and around San Francisco.

### Construction Improves

Construction work keeps improving steadily with each new addition of the News, apparently from the looks of the out-of-work list in this office. No catskinners or heavy duty repairmen and welders are out of work at the present time.

A large amount of the work in San Francisco is small jobs, but for all of that, each job has at least two engineers employed. A large variety of work is in progress including building remodeling, new building construction, sewers and underground conduits, street paving, pile driving and railway removal and rebuilding.

Ben C. Gerwick's pier job at Hunters Point is progressing smoothly with a large amount of the brothers employed on pile drivers, shop work and welding.

Construction Aggregates Corporation have started their sand pumping operation filling in the cellular piers on Gerwick's job. The shore gang is busy laying out the pipe line discharges at present.

Stone and Webster have started work on their large job for the PG&E power house located on

Evans Avenue. There will also be several large sub-contractors on this particular job, doing a large variety of work.

Healy-Tibbetts have three large jobs in progress, a sewer outfall job at the beach; another one at Islais Creek and both of these jobs have several rigs in operation. Some rock still remains to be placed on their Mission Rock pier job. They also have their derrick barges working on various other small jobs.

Duncanson and Harrellson have about completed the heavy work on the Mission Rock piers although there is still considerable pile driving yet to be done.

Swinnerton & Walberg have several building jobs in progress, with material hoists and compressors in operation.

### Harney is Busy

Chas. Harney Company has a large number of jobs in progress at the present time. A street paving job on Alemany Boulevard, traffic islands and additional lanes at Golden Gate bridge, the same type of job on Bayshore Boulevard in Visitation Valley. Street paving in the Sunset district. All of these jobs are using blades, cats, jeeps and rollers keeping a large number of Engineers busy. Several of the brothers are also busy in the shop keeping the equipment rolling.

Piombo Brothers have two small jobs in operation with several rigs in operation.

Monson has two building construction jobs in operation with material hoists, guy derricks and compressors in operation.

There are several small pier repair jobs along the waterfront, most of which is floating rig work. Most of the pile driving contractors have one or two of these jobs in operation.

Ship repair work remains on an even keel with the same brothers being retained in the yards, steadily employed.

M&K Corporation was awarded

a contract for a 72" pipe line by the Water Department, running from Colma to the Sunset reservoir. This is a large job and will require the services of quite a number of Engineers.

### Back from Liberia

Going around the world with our members, we find William Martin home from Liberia. After having malaria three times, he decided to leave the work to Curley Atkinson and his pal "Sidebottom" who are doing all they can to further friendly relations.

Alaska proved enticing to Luther Woods and Mike Hatton with Sandy Butler, George Freeland and Jack Dill coming back home. George was sick most of the time but is now resting in Southern California with his family.

We find Red Williams, Yates Hammett, Bill Lake and Paul Harper home from the Pacific Southwest. Yates reported operations on Anguar turned over to the Japanese to work. We understand the Guam project is slowly reducing their forces.

An irate letter was received from Virgil Davis, who thought he was going to "Oklahoma" and wound up in Okinawa instead! Ted DeWilde is back from Okinawa.

We hear via the rumor route that George Franks, Bobby Knapp and Bob Junior will be in presently from Okinawa. Our boy Louie, with the assistance of Local 3 members, keeps banging away at the workers, incidentally, showing excellent results.

Mr. and Mrs. Dee Stejwer, who were employed by the U. S. Navy on Guam, finished their work and are back in the States. Dee was in charge of transportation of the island—this was quite an important job entailing a survey before turning it over to the "Guaman-

ians." After a rest, it is probable Dee and Mrs. Dee will be lighting out for some place.

Charles Allen and his family, making a tour of the parks in Canada, ran into Carl Schrupp (formerly with Macco M&K) in Calgary, Alberta, and Charlie was hired on the spot by Carl, who is employed by the Fred Manix Company as traveling master mechanic. Wages are \$250 per month for a 40-hour week with time and a half for holiday pay. Living was very reasonable, according to Charlie, but it's the same old story—no housing facilities.

Louie Morse and Frank Meacham picked up their passports for Okinawa and China for the Marsman people. Loren Squier picked up a transfer going to Guy Atkinson Company, Dorena Dam with Jim Rogers going to Afghanistan.

Ed. Vadness and Manuel Cardoza are slated for Arabia. Lester Brundage is still on the job in Arabia and will stay for the completion of his contract which isn't too long.

### Peterson Accident

Robert Peterson, who suffered an unfortunate accident over a year ago, losing both legs and being hospitalized until recently, was seen gayly walking down 14th Street with the aid of a cane, smiling a yard wide—he drove away in a new Oldsmobile and looked just like an Engineer who might have stubbed his toe. He was invited to attend the meeting, but happily replied, "Sorry, am going to pick up my girl." So here's our hats off to a "quality young man" as they say in the deep South and our firmest handshake to a hardy Engineer.

### Peninsula District

The position of the engineer is about the same as it was at the

time of the last edition of the Engineer News, very few men on the out-of-work list and plenty of jobs.

The Metropolitan Construction Company was low bidder on the Stone Dam aqueduct near the Spring Valley Lakes. This project promises to be a good long job for several of our members.

Carrico & Gauthier are very active on the Bayshore Freeway in addition to their former contracts on the sub-structures of the four overpasses. This firm also has been awarded the super-structures. This new contract involves around a million dollars. Overpasses are to be erected at Broadway, Burlingame; Millbrae, San Bruno and the entrance to the Administration building at the airport.

### Bids on Freeway

On August 13, the state was to open bids on three miles of Bayshore Freeway extending from the overpass at South San Francisco to the north city limits of South San Francisco. This project involves considerable grading and paving.

Keoble & Brown are busy on several jobs in this area and are employing many members of this union on the highway at Woodside. This is a cat and tournapull operation. Also at the Chinese cemetery job and the rock plant at Spring Valley Lakes several heavy duty mechanics and plant engineers are employed.

At Waddell Creek in the southern end of the district, Eaton and Smith are going ahead full blast on their state highway job. This is a cat and shovel operation. Ten cats and two shovels are being operated as well as drillers and compressor men.

The prospects for prosperity for members of Local 3 seem to be very good for some time to come in this area.

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## Vital Matters Discussed at State Engineers' Conference

The California State Conference of Operating Engineers held its First Annual Convention at the Hotel Senator, Sacramento, August 2 to 5, 1947.

Delegates from Locals 3, 12, 39, 63, and 526 attended.

Many problems of vital interest were discussed, and a number of resolutions were adopted, affecting the welfare of the Engineers and the people of the state of California as a whole.

The Taft-Hartley bill came in for analysis, and ways and means were discussed to combat the vicious aspects of this anti-labor measure.

Since the formation of the State Conference, there has developed a great deal of helpful cooperation between the various locals, with mutual exchange of viewpoints to give us a broader picture of the wages and working conditions of

the engineers throughout California.

The Convention unanimously supported Bro. Vic Swanson of Local 3 in his successful election for the vice-presidency of the State Federation of Labor.

The officers of the California State Conference, who have served since the Conference was organized, were reelected for the ensuing year. They are as follows: President, Pat Clancy; Vice-President, Fred Bierig; Secretary-Treasurer, Kevin A. Walsh; Trustees, Earl Smith, Chas. Evans and Newell Carman.

Respectfully submitted,  
**KEVIN A. WALSH,**  
Secretary-Treasurer.  
\* \* \*

Bro. Ben Edin of Local 3 and wife will return Sept. 1 from a visit to their native Sweden, a trip fulfilling a lifetime ambition.

## Flock of Dredge Equipment Being Set Up in North

By E. A. HESTER  
Representative, Local 3

**Redding—More gold dredges are being installed in Shasta, Trinity and Siskiyou counties. A six foot bucket dredge has recently been installed on the old Nash property on Coffee Creek, about ten miles above Carrville.**

A dredge and wash plant near Helena is being completed by the Donna Lane Dredging Company. Two dragline dredges are being worked by the Thompson Divide Mining Company in the Lewiston area. Supt. Dammon is looking for operators. The wages are \$1.75.

Harms Brothers are working two dragline dredges on the Klamath River near Hamburg and Happy Camp. There are several other dredges operating in this region.

Bids were rejected on the highway job near Fall River Mills. W. C. Railing of Redwood City was the low bidder. It has been reported that the bids will be called for again in March.

### Start Underpass

T. F. Bauns of Bakersfield have started on their underpass job at Hornbrook. Found things pretty ragged on the job, but things are straightened out now, and hope it stays that way.

Barrett and Hilp continues to work a lot of our men on their underground telephone project between the Oregon line and Redding. W. C. Railing is moving in equipment for his highway job near Seiad, Siskiyou County. Sheldon Oil Company is also getting underway on their repair and seal coat job near Fort Jones. W. J. Wiley is handling this job.

The Utah Construction Company is winding up their job on the highway out of Dorris. Farish, Fairy and Hammon is taking over the surfacing of this project, and will soon have their plant up. A lot of asphalt to lay on this job, 27 miles.

George Stacy seems to be going along on his Tule Lake drainage project, two draglines and three cats. Harms Brothers should be underway by the 15th of August on the Camby highway project. N. M. Ball and Son will be underway very shortly—9 rigs. Von Klien-smid now has 10 rigs on his federal road job out of Hayfork.

The out-of-work list continues to remain small. Bro. Roy Hickey, after spending more than five years under the jurisdiction of Uncle Sam, turns in his Service Withdrawal Card and is now walking the streets of Redding. His equipment consists of a blackjack and six-shooter. There is a star in his crown.

\* \* \*

### Colt & "Cat" Fatal

Two San Jose members of Local 3 were killed in accidents recently, Bro. M. G. Murphy reports. Bro. H. E. "Al" Crouch was crushed by a "cat" which fell on him when he was at work unloading it for Leo Piazza. Bro. E. A. Bibby was fatally injured when a colt he was riding reared and fell over backwards.

\* \* \*

### School Population

As a result of our rocketing birthrate during the war and the postwar years, more than 5,000,000 children will be added to the elementary school population in the next ten years. Statisticians calculate that elementary school population will increase from its present 18,200,000 to more than 23,400,000 in 1956.

\* \* \*

### No Superstition

Let our schools teach the nobility of labor and the beauty of human service; but the superstitions of ages past—never.—  
PETER COOPER.

## MOUNTAIN ROADS GIVE JOBS TO STOCKTON, MASTER PLAN FOR 5-COUNTY ROADS TOLD

By ED. DORAN and RENNY BURROUGHS  
Business Representatives, Local 3

**Stockton—The first thing I can think of when this newspaper report has to be written is why in the hell don't some of the dear brothers dig up some news about our members and bring it into the Stockton office, so it can be printed in our paper, then the thought hits me "what about the libel laws, and 'defamation of character' suits in our courts," so I will struggle along and give you some information about jobs in the area.**

A. Tiechert was low bidder on four miles of highway out of Pine Grove and will start work immediately.

Utah Construction was low bidder on another tunnel job south-east of Jackson and are expected to go to work right away—this is an enlargement of an existing tunnel.

I mentioned Charlie Giorgi who is running Piombo Brothers "80" Northwest at the West Point Power House and Dam in the last issue of this paper. W-e-l-l-l-l, Charlie gave me the "works"; said he had all the bill collectors in San Francisco after him—he doesn't owe a penny now.

### A Correction

I got all kinds of "beefs" sent in regarding a picture of a Marion Walker being erected at Patterson. (Incidentally, this rig was assembled in the record time of 1030 hours by members of the Engineers' Union.) Patterson, Calif., is in the Stockton area, not in the Marysville area, and the picture was sent in by Ed Doran. (Our sincere apologies, Ed.)

### Sewer Job Let

Stockton Construction Co. took the big sewer job in Stockton the other day. They left about \$7,000 on the table so Bros. Harold Lowry and Tom Davies, operating for the company, will have to be right on the beam particularly as much of the job is in a high water table area.

Pomeroy Sinnock's job on the Fish Ranch Bridge has been temporarily delayed until the County Engineers get a change in their specifications straightened out. His engineers, T. E. Doublas and Earl Todd, have scattered. "T. E." is on a roller for Biasotti and Earl has taken the batch plant engineer's job for Bro. Paul Christian on the new canal paving job just opening at Westley on the Everist contract.

Bros. Manuel Costa and W. E. Vest have been working this last week clearing up the wreckage at the Poultry Producers plant fire with Jack O'Brien's truck crane. What was thousands of dollars worth of grain and equipment is now a pile of hog feed and twisted metal. The fire took six days to burn out and all available fire equipment was called at the start.

Bro. Robin Wise has a pay check waiting for him. It is being held at this office.

Bros. Vern Moore, Bunt Reed, Don Fair, Floyd Lee are all on the sick list and confined to local hospitals.

Bro. Harry Brady, old time dredge man, died August 7, 1947, here in Stockton. Our sincere condolences to his family.

Also our sincere sympathy to Bro. Lloyd Thompson on the loss of his son, who was killed August 7, 1947 in a gun-cleaning accident.

### Road Jobs Open

Two good mountain road jobs in this area just opening up are Biasotti's job between Mt. Ranch and San Andreas, \$150,000, and Tiechert's job above Pioneer Station for \$170,000. Bro. Al Regalia of Biasotti's is moving his crew up this week.

The gravel plants are all operating under the Sand and Gravel agreement contract in this area and the members are now enjoying our recently negotiated increases. Bro. Clarence Gadbury of Wallace Engineering Co. at Escalon anticipates moving his rig to their new plant on the Tuolumne shortly. Bros. Leonard Becker and Leonard Norton will be happy to see their new overhead cat loader arrive at Putnam-Sand and Gravel

Co. as the old Allis-Chalmers is on its last legs.

Bro. Frank Laurence has replaced Bro. Veto McCarty as the swing shift mechanic at Claude Woods in Lodi. Veto is going to take a rest and then go back to Putnam's in Modesto or to Emeryville.

A good representation from the Stockton area was in at the last San Francisco meeting August 2. Bros. Bob Warnick, M. W. Griffing, Glen Galaven, Al Zaretska, and C. E. McNutt were among those making the trip. Let's get down to these meetings as often as possible, Brothers.

### Road Plans Told

Paul Harding, engineer for Highway District 10, gave a resume of the projected work that will be done within five years in the six counties included in the Central Valley Council of the State Chamber of Commerce.

Harding pointed out that even with the revenues expected from application of new legislation, there will not be enough money to get all of the needed work done in 10 years.

Under the new highway act the Highway Department can start construction in April, 1948, on those projects approved by the Legislature for the fiscal year—July 1, 1948 to June 30, 1949.

### Cities Lose Fund

Meanwhile, the one-quarter cent state highway allocations to the cities cease January 1, 1948. The state, under the act, takes over all state highways within cities. The money accumulated by 32 cities in the area must, therefore, be expended by July 1, 1948.

Harding said that Lodi, for example, had between \$70,000 and \$90,000 of road funds.

Projects outlined by the district engineer by counties:

Alpine—No work this summer. In the five-year planning there will be budgeted general improvements and portions of grading and surfacing of the route from Centerville Bridge to Markleeville, from Markleeville to Woodfords and also from the westerly boundary of the county to Picketts Junction.

### Amador County

Amador—No work this summer. In the five-year planning construction and improvements include a bridge over Dry Creek on Route 97, between Ione and Waite's Station; a bridge over the Mokelumne River on the Mother Lode Highway and portions of grading and surfacing of the road from the western boundary of the county to Ione and portions of the route from Cook's Station easterly to the eastern boundary.

Calaveras—No work this summer. In the five-year planning construction and improvements include the route from West Valley Springs to San Andreas, replacement of the Murray Creek Bridge between San Andreas and Mokelumne Hill, the road between San Andreas northerly to Mokelumne River and Ebbetts Pass from Angels Camp to the eastern boundary of the county.

### Local Projects

San Joaquin—Work will proceed immediately on construction of the superstructure for the proposed bridge over the San Joaquin River at Mossdale, construction of the Stockton through route on Highway 99 east of the city, including the connection by extension of Charter Way.

Harding said grading and building the structures for the latter project is expected to be done from funds in the current fiscal year. Paving will follow in the (Continued on Page 10)



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## Plenty of Work For Members in North Bay Area

By H. O. "HEINIE" FOSS  
Representative, Local 3  
San Rafael—The Stolte job at Vallejo is pretty near the finish end of their small job of curbs, gutters and sewers.

J. Henry Harris is getting on the taper end of his contract on street work in Vallejo.

Syar & Parish have small jobs at Vallejo. Syar advises me that he recently purchased a Standard hot plant and is attempting to get it set up on his Auburn job. Practically all of Tony's equipment is working.

Received a letter from one of our real old-timers, J. S. Brown, better known as Blackie or Haywire Brown. Blackie is working at Parkland, Washington, and is still tied to his roller. He would be glad to see any of the members who might be in that part of the country on vacation.

M&K have a \$500,000 job out at Two Rock on barracks, etc., but Local 3 will not benefit a great deal, only on streets and a few trenches.

### Form Partnership

A recent partnership was formed between Carol Madsen and Kenneth Shaffer. We are unable to understand how this can ever succeed, as this Shaffer is the boy who used to steal all the lunches at the shipyard, and it's a well known fact that a man can't work unless he eats.

We were very sorry to hear of Bro. L. A. Wooldridge's serious accident up on the Ball job at Covello. He fractured his leg, and all the brothers join in wishing him a speedy recovery.

A contractor by the name of Kohler has been installing some pipes in the Calistoga area, but has probably left by this time.

Big Ted Hicks from the Petaluma area is operating a gas station out at Hamilton Field, selling to the brass hats. This is a strictly cash deal, and he is staying till winter is over.

Bro. Aaron Smith is operating and is also in charge of E. E. Lowell's cat out Rockport way. Hope Aaron gets along all right with the wood butchers.

A. G. Raisch has picked off some small paving jobs at Vallejo. He will move his crew from the Highway 101 job, which is rapidly winding up.

Del de Rossier has a sub with Pacific Pipe Line Co. at Conn Dam but will undoubtedly be gone by the time this comes off the press. Clements Co. at Hopland is moving in their hot plant and their paving job there should be going at top speed at this date.

Crane & Cunningham in the Healdsburg area are having a temporary lull, but expect their equipment to be rolling in the near future.

E. E. Lowell is making good progress on his sewer job at Santa Rosa.

### Seeman Mourned

It is with deepest regret that we write of the sudden death of Bro. Roy Seeman of Novato, recently employed by Raisch on his Highway 101 job. Brother Seeman was widowed a few months ago, and leaves three small children.

Bros. Farrah & Talbot, cement contractors from Napa, don't seem to be starving to death.

George Slinsen's spread all seem busy out in the Napa vicinity.

Pacific Pipe Line Co. is getting strung out on their big job installing pipe from Conn Dam to Napa. C. P. Hamilton is the resident superintendent and Frank Beach is district superintendent. They have a few pieces of equipment but by the latter part of the month there should be considerable activity as this job represents approximately \$400,000. There will be several underpasses and siphons and they will want to get buttoned up ahead of the rains.

Cigars and candy are in order at the Leo Lowery household. However, it is a future engineer's wife, and not a cat skinner. Congratulations, Leo.

## Work on Nevada Highways Going Ahead; Peterson Gets Agent Post

By H. L. SPENCE  
Representative, Local 3  
Reno — Dodge Construction Co. was low bidder on the ten miles of road from Wells, Nev. to Moore, Nev. They are putting down the hot stuff on their job ten miles east of Wells. They have most of the dirt moved on their job near Battle Mountain. Their job at Baker, Nevada, is getting well on its way now.

Isbell Construction Co. was low bidder on the job from Pioche, Nevada to Ursine, Nevada. This job is in Local 12's area. They have their Crushing plant and Hot plant ready to start on their job at the Minden Airport. The tractor and blade are in high gear on the runways. They also have a reservoir jom at Portola, California. They are just about finished with their road job at Austin, Nevada. I received a phone call from the Business Representative of the Operating Engineers, Local 9, inquiring about the Isbell Construction Company for Local No. 9 is going to take care of the Silver City, New Mexico job. I told the Business Representative they were the best union contractors in the Great State of Nevada and not to expect any trouble, for they run a 100 per cent union job.

The Silver States Construction Co. has over one-half of the muck moved on their job east of Elko, Nevada. Brother Ross Bell put the finishing touches on their sod house job.

Clements & Company are putting the clamps on their job at Doyle, California. They will be moving out soon. I understand they are moving to a job at Hopland, California.

Frederickson & Kasler are still covering igloos on their job at Herlong, California. Ed Irvine is their superintendent and Brother W. J. Dill is the foreman that is pushing the crew.

### Teichert Road Job

A. Teichert and Son are starting their road job in Susanville, California. Charley Coyle is their Super on the job. It is going to be a good job for the Dear Brothers for Brother Charley Coyle always runs a good job.

Barney Stoutenburg is really going to town on his street job in Carson City, Nevada. He has a fine crew of Engineers and everything goes along smoothly.

Hunt & Frandsen have started to haul ore from the mine north of Dunphy, Nevada. They are stock piling some ore at Dunphy.

The J. E. Johnson job is coming along O.K. with Brother Kenneth Kidd on their shovel and Jim Melton on the tractor, Ira Cox on the blade. Brother Arthur Kruger is doing the heavy duty repair work.

Strong Company has all the dirt moved on their job and most of the select rock. Their Hot Plant will be going soon. Brother Bert Roark and George Thompson are burying the rock with the blade. They call it beautifying the highway.

W. W. Clyde is almost finished mixing oil on his Lamoille job.

Roy Cram finished the shoulders on the Wells job and is now doing some street work in Wells. Brother Al Jensen is doing the heavy duty repair work for Roy.

Gallerini & Baker have their rock crusher and hot plant going with full steam ahead. Brother W. E. Shaw and Brother Irvin Hudson are on the Hot Plant and you can bet with these two brothers on the job it will run top speed.

### Letters from Guam

The Reno office has received several letters from Vernon (Bud) Ross and Brother Jack Monroe in Guam, also from A. C. Blair in Okinawa. The boys are doing all right for themselves but will be happy when it is time for them to come back to the States. They all write that they look forward to the time that the Engineers News

## Recruit Specialist



FRANK P. FENTON

Frank Fenton is organization director for the American Federation of Labor.

## Mountain Roads Give Jobs

(Continued from Page 9)

1948-49 fiscal year. Installation of traffic signals in Tracy is pending. The district highway department has about \$6,000 to supplement the one-quarter cent highway funds in Tracy for this work.

### Signals For Lodi

Also within the next year there are several one-quarter cent fund expenditures expected in San Joaquin County, including installation of traffic signals in Lodi and the Victor Road project which is subject to negotiations between the highway department and the City of Lodi.

San Joaquin County's five-year planning includes portions of the Altamont Pass to the Grantline Road on Route 50. The job requires acquisition of rights of way for new alignment and will provide for a connection with the Westside Highway. Another project in the five-year work is the Old Middle River Bridge redecking and construction of revised approaches.

### Bridge Projects

Other bridge projects include alignment change for the new bridge over the Mokelumne River on the Ione Road, and repairs to crossings between Stockton and Copperopolis over Hunter Creek, branch of Mormon Slough, Walker Slough and Lone Oak Creek.

Stanislaus—No work this summer. In the five-year planning rights of way are expected to be acquired for construction of the road from Hatch Crossing to Modesto, including the widening of the bridge over the Tuolumne River. Rights of way are also expected to be acquired for construction from Merced County line to north of Keyes.

Tuolumne—Work will proceed immediately on the Stevens Bar Bridge and approaches. The county has already put up \$75,000 of federal secondary aid money to help pay for this job.

In the five-year planning, repairs will be made to the Moccasin Creek Bridge. Harding said that work "ought to be done" on portions of the Big Oak Flat Road including grading, surfacing and alignment, as well as work on Route 13 between Oakdale and Sonora.

arrives and it is passed around among the boys so much that it looks like tissue paper when they get it back.

Brother Leonard Miller has arrived back in Reno and will no doubt go out on a job in this area soon. He has been employed by Frederickson & Kasler in Westley and Patterson area.

Brother John F. Peterson of the Operating Engineers was elected Vice-President of the Building Trades Council of Reno, Nevada. Brother Peterson is doing a fine job as business representative of the different crafts at Lake Tahoe.  
★ ★ ★

Bro. Jack Munford and wife are going to Alaska. She was born in Anchorage, and he has worked there before. A small daughter goes with them.



# Round-up of the news from Utah

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

**Salt Lake City**—The contract with the Pacific Bridge company which was negotiated last month is working out very well. On my last visit to the plant at Park City there were no beefs. Some of the boys were on vacation and everything is, apparently in good order. We can also expect some new construction work at this plant, everyone has hopes of a bigger and longer operation.

Negotiations have been completed with other labor groups working for the Kennecott Copper Company at Bingham Canyon and the Engineers are to meet with the Copper Company the first of next week to re-negotiate some phases of our contract. These have been informally discussed and we look forward to securing some benefits for the members working for this company.

### Cedar City Situation

Reports from Cedar City Iron Mine operated by our good friends, the Utah Construction Company are all favorable. Our men are apparently happy and the relations continue excellent with this company. While we are unable to secure all the benefits we wish, we still believe we have the best contract and the highest wages in that industry.

We also have some gold mine jobs up in the Milford district where our men are working and these will be gone into during this current month.

The Phosphate Industry in Utah has not been as rapid in development as anticipated. The Leefe Plant of San Francisco Chemical is apparently undergoing some internal strife about which we are not fully informed. Forty men have been laid off and the plant is at a near standstill. Negotiations will continue as soon as we find out the difficulty.

### Rock, Sand Pacts

Rock, Sand & Gravel wage negotiations have been concluded. We secured a five cents an hour flat increase for all our members working in these plants throughout the State, retroactive until March 1, 1947. Anyone who has worked for the Association and has left the employment of these bonafide companies may pick up their retroactive checks any time prior to November 1, 1947. They may either call in person or write and the checks will be mailed to them.

Apparently this industry is not in a healthy condition. We have a great deal of alleged alley competition. These are smaller plants employing two or three men in different operations which would come under the Engineers jurisdiction. However, they are turning out a large amount of poor material. The same situation applies here as in our wage negotiations and we place the small raise and

the alley competition scale on the doorstep of a fellow union. It is apparent that their lack of perseverance and their inability to organize has greatly harmed the Engineers Local Union.

### Tunnel Negotiations

Another very important contract was consummated between the Morrison-Knudson Company and the Operating Engineers and the Laborers Local 206, Ogden, Utah, for their two-year tunnel job at Aspin, Wyoming. The contract not only covers this one tunnel but other contemplated tunnel work in that area. This is good news for the Engineers as there will be many of them working in that vicinity for the next several years.

The construction work in Utah is somewhat slow, while we have very few members out of work in the State, there are many jobs which have been awarded to the contractors and are being held up for the State Road Department.

The Road Department and various departments of the State are experiencing a labor shortage at this time. These are bound to continue until the State of Utah sees fit to pay a living wage. We are informed that it is the lowest paying State of any of the eleven Western States.

### Camp Conditions

During the past two years the Engineers have been continuously trying to write into agreements the conditions we wished relating to camps. To date we have been unsuccessful in doing a great deal along that line, however, at this time we would like to call the Utah Contractors' attention as well as our members to the camp that O. A. THORN & SONS, Springville Contractors, have built on the job site at Strawberry Valley. This is what we mean for a respectable camp and we wish to congratulate the Thorn Company for their taste in arranging this splendid camp for working men to stay while working on their job.

Utah Concrete Pipe Company of Los Angeles has a job on the Salt Lake end of the Provo Aqueduct. This is about a million and one-half job and is being held up for the lack of steel. We are informed that the pipe will be manufactured at Pleasant Grove, Utah.

We wish to close this article by thanking the members of Local No. 3 in Utah as well as others for their good cooperation and loyalty that they gave their Business Representatives during the past month.

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### That Fatal Bathtub!

We hear a lot of statistics about there being more accidents in the bathtub and the home than anywhere else. Engineers don't go much for that stuff, because their line of work is one of the most hazardous there is, with broken legs, arms, necks and heads showing up regularly in Engineers News reports. But Bro. Ira Beaulieu of Oakland now takes more stock in statistics, because he is in permanente Hospital recovering from a broken rib and leg which he suffered in a fall in the bathtub two Sundays ago.

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### GOOD FOR AIRPLANES!

The whole Central Valley will soon be as flat as a pancake if members of Local 3 do much more land-leveling. This type of work is extensive throughout the valley, providing farmers with land made to order for easy irrigation and cultivation.

## Hospital Job Is Awarded; Funds Help Pine Flat

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

**Fresno**—Bids were received by the corps of army engineers a few days ago on the Veterans' hospital at Fresno. The J. E. Barnes Co. from San Francisco submitted low bid of \$5,700,000. They, as yet, have not been awarded the contract but word from the District Engineers office is that work will proceed very shortly.

In a conversation this morning with Henry Glacken, of Guy F. Atkinson Co., we find that the State, as yet, has not awarded this company's \$1,400,000 overpass contract, because of a controversy which has arisen between the Southern Pacific Railroad and the State Highway Dept., consequently the starting of work on this project is being delayed.

### Pine Flat Funds

We have been informed that Congress has made a deficiency appropriation of \$1,500,000 for Pine Flat Dam construction. This amount along with approximately \$600,000 of moneys appropriated will be spent within this fiscal year. The seven miles bypass road for Pine Flat Dam will be bid within the next two weeks. This is a very heavy dirt job and we gather that many of the larger contractors are figuring on this project.

Canal operations with Contractors Peter Kiewit & Sons, Bechtel Bros., McCone, Morrison-Knudsen & Hasler, Arizona Nevada Constructors, are showing steady progress. Engineers employed remain at about the same level for the past two months.

On this project there is a possibility that an additional 26 miles of canal will be let this year. This job starting at the Kaweah River and running south to approximately the vicinity of the Tule River. 75 on Dry Creek

H. Earl Parkers' job on the Dry Creek Reservoir is proceeding rapidly with approximately one-half of the job completed. At the present time, we have about 75 engineers employed on the job.

McCloskey Co. of San Francisco is just getting started on their \$350,000 highway bridge job at Firebaugh. At the present time we have three engineers employed on this project.

Gunner Co. was recently awarded a contract for eight miles of highway between the towns of Woodville and Poplar. They are still working on the 99 Highway job and have started the Elm Avenue job, which was mostly resurfacing with asphalt pavement.

Work in the oil field district of Avenal and Coalinga has slowed down considerably, however, all of the old timers in the district are working and we are busy trying to resign the local contractors of the area to our new agreement.

Clyde W. Woods Co., working for Southern California Edison Company on the new penstock at Power House No. 3, have about completed their job. However, Johnson & Western Co. have moved in and are enlarging this unit to twice the present capacity.

Westbrook & Pope on their job at Sequoia Forest have just about finished up with grading operations, however, the Bureau of Roads are advertising, at the present time, for bids for an oil treated surface on this job.

Land leveling operations have slowed down for the present time but will probably show an increase starting the latter part of September, after present crops have been harvested.

(Continued on Page 12)

## Bay Bottom Highway Sanitation Needs

Five miles of pipe are being laid from Bay Farm Island area off Alameda to points along the bay shore which will need filling for construction of the giant East Shore Freeway job, a multi-million project that will take the bottleneck out of East Oakland traffic and smooth a fast course from Oakland to San Jose. Sand will be sucked up from the bay bottom for the fill and helped along by another dredge used as a booster, according to report from Oakland office of Local 3.

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Don't fail to visit any sick brothers that you may know of. This is one small gesture that marks us as human beings.

More than 2,000,000 persons, living in communities over 200 population, have no community water supply system, and 79,000,000 have systems needing improvement, according to a country-wide inventory of sanitation by the Sanitary Engineering Division of the U.S. Public Health Service. To remedy the situation, the nation needs an additional \$2,200,000,000 worth of water works; \$3,400,000,000 in sewerage facilities; \$156,000,000 garbage facilities; and \$1,600,000,000 of all types of sanitation facilities for rural homes.

\*\*\*

A rolling bone gathers no grass.

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