



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 9—NO. 8

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1951



Western Engineers' Leaders Gather In S.F. to Discuss Union Problems

Leaders of Operating Engineers Unions in the seven western states held important conferences in San Francisco last week to discuss a number of matters of interest and importance to local unions in all of the states involved.

In addition, they met with General President William E. Maloney and other officers of the international union to learn new developments arising in other sections of the U. S. and to coordinate a program for furthering interests of the Engineers at the AFL convention.

Record Military Construction Bill

The Senate has approved a record military construction bill, which includes \$467,681,000 for California. Largest California projects are: (numerals indicate millions of dollars), Benicia Arsenal 73, Fort Ord

29, Sharpe Depot 15, Alameda Naval Air 9, Mare Island 9, Hunters Point Radiological 8, Treasure Island 5, Camp Beale 39, Hamilton Field 3, Camp Shoemaker 58, Mather Field 4.



Shown above at one of the many Engineer conferences preceding the AFL convention are, l. to r., Charles Pulaski of Detroit, Victor S. Swanson, seventh vice-president and business manager of Local 3; General President Maloney, and Charles Gramling, the new IUOE secretary succeeding the late Frank Fitzgerald.



Shown at a pre-convention Engineers' caucus are leaders from three states. Back row, l. to r., Don Burger, Russ Conlon of Seattle Local 302, and William Gray of Phoenix Local 428. Front row, l. to r., Secy. Phil Judd of So. California, Local 12; Pres. Pat Clancy of No. California-Utah, Local 3, and Bus. Mgr. Ralph Bronson of Local 12.

Leaders of Engineer unions in seven western states are shown above during one of their San Francisco conferences. Left to right: P. E. Vandewark of Local 3; A. E. Laster, international representative; P. A. Judd of Los Angeles Local 12; W. A. Gray of Arizona Local 428; Don H. Burger, James Estep of Tacoma Local 612; Ralph Bronson of Los Angeles Local 12; Louis Egan of Portland Local 701, and Russ Conlon of Seattle Local 302.

A Safety Record Is Based on Good Sense, Not Luck

TO ALL LOCAL UNIONS,
Greetings:

Because no accidents have happened to you, the members of your family, your friends or fellow workers, does not mean that you and they will continue to be free from the painful suffering and costly effects of an accident.

Some people say it's luck. Luck has no place in accident prevention. Remaining free from an accident is the result of common sense judgment in every act. If you feel luck has a part, try to remain lucky. You must continue to be alert and conscious of your surroundings. Act in a safe way in your work and play. These are the qualifications that constitute luck in accident prevention.

With kindest regard, I am
Fraternally yours,
WM. E. MALONEY
General President.

227 Members Now In Military Service

Seven more names were added during the past month to Local 3's honor roll of members now serving in the Armed Forces, bringing the total number now on the list to 227. These members are out on service withdrawal cards, their membership being protected during their absence. Here are the latest additions to the honor roll:

JACK V. ALLRED.
WM. J. AVENINGO, JR.
ARTHUR J. BLACK.
HAROLD BRAZE.
LOUIS VAL PETERSON.
JOHN R. REGAN.

Clean Up Congress In 1952, Warning To AFL Convention

Organized labor and the millions of consumer-citizens who think and vote with it, must see to it that the U. S. Congress is made over into a body representing the American public instead of being a tool for special interests.

That is the warning voiced by American Federation of Labor leaders as they gather in San Francisco for the historic 70th convention of the A. F. of L.

"We must take sweeping action to secure a housecleaning of Congress," declared AFL President William Green. "We are determined to break the aggressive power of the Tory coalition in Congress in the American way. At a time when all Americans feel the call to respond to the nation's needs and to sacrifice together for the common defense, the coalition of reactionary Republicans and Dixiecrats in Congress is following the policy of soaking the poor and sparing the rich. The AFL will take courageous action against the enemies of democracy who threaten our security."

This task of electing men and women who will enact laws fair to labor is number one in the year ahead, and most of the AFL's other problems will be concerned with how to deal with unfair legislation passed by the unrepresentative people now in Congress, such as the Taft-Hartley law, the Defense Production Act, and current legislation on price controls, housing and other matters vital to the nation's workers and lower and middle income groups.

Rising prices, an equal-sacrifice defense program, fair taxes, adequate wages, repeal of the union-busting Taft-Hartley law, and continued loyalty to the U. S. in its fight against world Communism—these are major subjects up for discussion and action at this historic convention.

Hope for repeal of the T-H law was expressed by Secretary of Labor Tobin, speaking at the Building Trades Department convention last week. He said he stands for outright repeal and substitution of a "fair labor management law in its place" and said he has high hopes for this action in the next Congress.

The interests of the Operating Engineers are being adequately safeguarded at these AFL sessions by a corps of capable delegates from local unions and the international, headed by General President Maloney.

Conferences of delegates from

the seven western states have been held to discuss problems common to all and matters coming up in the Metal Trades, Building Trades, and AFL conventions. We have conferred with the general president and other officers of the international, and there have been many Engineer Caucuses, and it is certain the interests of the Engineers will be well cared for during these important sessions of the AFL.

THE METAL TRADES

The IUOE was officially represented at the Metal Trades convention by President Maloney, and Bros. Chas. B. Gramling, Anton J. Imhahn, John J. McDonald and C. C. Fitch.

One resolution unanimously adopted by this convention called for assistance by the AFL in the vigorous drive now under way to organize shops in the Los Angeles area and to lift this region out of the class of the most open shop district in the United States.

At the Metal Trades convention, Assistant Secretary of Labor Ralph Wright, a member of the Typographical Union, commended the delegates for their fight against Communism.

"You know that Communism breeds in the despair of the slums," he said. "It breeds in the bitterness of empty stomachs. It grows like a mushroom on the dunghill of cheap labor. It develops in sweatshops, in the neglect of human rights, in the denial of social justice, in the frustration of the masses."
(Continued on Page Two)



Edward Wilson	August 13th, 1951
C. B. Foster	August 21st, 1951
Harry P. Oliver	August 28th, 1951
Paul Riley	September 2nd, 1951
Chas. W. Hall	September 10th, 1951

OFFICIAL NOTICE TO MEMBERS

YES . . . WE WANT BLOOD!!! The blood bank account is now depleted to ONE PINT. Certainly this is not a record to be proud of. However, the account is for the members and it has been drawn upon by the members, and their families. We want you to know the way it stands now . . . how it will stand in the future IS UP TO YOU. . .

TECHNICAL ENGINEERS, Local No. 3-E meeting will be held at the Oakland offices, 1444 Webster street, at 8 p. m., Friday, Sept. 28, 1951.

CORRECTION PLEASE!!! A typographical error was made in last month's issue. Telephone number of Attorney John H. Lenz was incorrectly printed . . . his correct phone number is Underhill 3-0145.

Calif. Compensation Act Has Good Coverage, Low Benefits

(Excerpts of address by Everett A. Corten, chairman of Panel One, Industrial Accident Commission, at San Francisco convention of National Association of Claimants' Compensation Attorneys. Submitted for publication by Commissioner Frank A. Lawrence.)

We, in California, take pardonable pride in our Workmen's Compensation Act. The California Act is as broad in its coverage of employments and injuries and diseases as any other state's Workmen's Compensation Act in the United States, and in many respects broader.

It is a compulsory act and with very minor exceptions, covers practically all persons who work for hire.

NUMERICAL EXEMPTIONS

There are no numerical exemptions in the California Workmen's Compensation Act such as are found in many otherwise good workmen's compensation laws. In 30 states of the United States, the laws have numerical exemptions ranging from two to 15 employees. Such exemptions, of course, exclude a very large portion of the working population in those states.

HAZARDOUS INDUSTRIES

The California law covers all industries — whether hazardous or otherwise. Where the law is limited to listed hazardous or extra hazardous employments, such limitation is a major obstacle to complete coverage of workers. Such limitation is found in the laws of 11 states.

OCCUPATIONAL DISEASES

All occupational diseases are covered by the California law.

As far back as 1915 the word "injury" was defined in the California law so as to include any injury or disease of any nature so long as it was caused or aggravated by the employment. This automatically included all types of occupational diseases and also the so-called "ordinary diseases of life" if contributed to by the employment. Consequently, California has been spared the eternal argument as to whether a disease may be called an "accidental" injury. Likewise, California has avoided the slow process of including the occupational diseases, one at a time, by amendment of the law as has been done in many other states.

Full medical and cash benefits are paid in silicosis and other occupational disease cases. There has never been any limitation in this respect.

The Statute of Limitations in occupational disease cases is stated in the Statute to be one year from the date when the employee suffers disability from work and when he knows or should have known that the disease was due to his employment.

At the end of 1950 there were still seven states with no provision whatever covering occupational diseases although the trend in recent years is toward coverage in some form.

EXCLUSIONS AND EXEMPTIONS

There is no workmen's compensation law in existence today which covers all employments. The California Act is no exception. It has some exclusions and exemptions, although of a comparatively minor nature:

(1) The California law excludes casual workers: Casual worker is one whose employment is both casual and not in the course of the trade, business, profession, or occupation of the employer. The work is to be completed within 10 days and the total labor cost cannot exceed \$100.

In the laws of some jurisdictions the indefinite term "casual" is the only description of the employment excluded. Only California and Nevada add the specification regarding the period of employment and total labor cost.

(2) Convicts whose labor is used by the State Highway Commission on state highways or roads are excluded.

(3) Persons engaged in the sales or delivery to the public of news-

papers, magazines, or periodicals where title thereto has passed to the person so engaged, are excluded from coverage. Three other states have similar special provisions: Arkansas, New Jersey and Wisconsin.

(4) Persons performing services in return for aid or sustenance only received from any religious, charitable, or relief organization.

(5) Intentional self-inflicted injuries and injuries caused by the intoxication of the employee are not compensable.

(6) Deputy Sheriffs and other deputies serving without pay for their own convenience are not covered by the act.

MEDICAL BENEFITS

California, ever since the passage of its compulsory workmen's compensation statute in 1914, has provided for unlimited medical benefits. Thirty-one states give full medical aid either by statute or through administrative action, but California is one of 12 states in which the statute specifically provides that medical care must be furnished without limit as to time or amount. The right to unlimited benefits is an exceedingly valuable one when it is considered that there are still state laws which provide for limitations as low as 90 days in time and \$225 in amount for medical services plus \$225 for hospital costs.

From the above it can be seen that the California Workmen's Compensation Act is extremely broad in its coverage and provides an extraordinarily good foundation upon which to base the benefits offered to the injured workman. Nevertheless, as in practically all other workmen's compensation laws in the United States, it is a sad fact that the amount of cash benefits payable to the injured employee has not kept pace with the rising wages and living costs and the plight of the injured worker and his family is a serious one.

At the present time, injured employees in California receive a maximum compensation rate of \$30 a week for both temporary and permanent disability. On Sept. 22, 1951, the maximum for temporary disability will go up to \$35; the maximum for permanent disability staying the same.

The maximum weekly compensation rate in California is among the top seven or eight highest in the country, yet it is clear that it is woefully inadequate to meet the living expenses of the employee and his family during the period of disability.

Modern girl (telephoning home at 3 a.m.): "Don't worry about me, Mom. I'm all right. I'm in jail."

"Why do you want your little boy to sleep in that high bed?"
"So we can hear him when he falls out."

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CONVENTION REPORT

(Continued from Page 1)
tration of men's aspirations for betterment.

"Labor is fighting Communism by fighting its origins. Labor is fighting Communism at the ground level and slugging where it counts. The trade union movement has led the fight for better working conditions, decent wages, better housing, adequate medical care, social security, and many other benefits for all citizens. This is the way to prevent Communism from finding a seed-bed in America."

JOSEPH KEENAN

Joseph Keenan, secretary of the Building Trades Department, warned that we will be faced with a sharp cutback in metal and all unions will feel it by next July.

"It makes my blood boil when I read about the appointment of secretaries in the different departments," Keenan said. "If there ever should be a labor man anywhere it should be in the Navy, because 50 per cent of the things they do in the Navy are done by working people, members of your organization, and there isn't anyone better qualified to discuss conditions in the Navy Yard than a labor man. But what do they do? They go out and pick lawyers, bankers, and professors, none of them acquainted with practical conditions in the Navy. The same is true in the Air Corps, the Army, Maritime Commission, and other departments.

"I think we should demand our place in government, because until this is done we won't get the efficiency that is necessary. . . . In the last war we were always back on our heels, we never took the offensive, but let's do it from now on, and let's show America that the AFL is an institution which is always fighting for the downtrodden and for the people who are less able to take care of themselves."

The convention urged steps to permit easier access by business agents to government installations.

It adopted strong resolutions favoring a substantial shipbuilding program in the U. S.

On the draft it is "opposed to class legislation which would exempt college students but failed to exempt equal citizens who are engaged in apprenticeships in the several crafts affiliated with the AFL."

It called for a vigorous organizing drive in atomic energy plants, where the AFL is already the pre-dominating organization, and asked the AFL to assist in this.

It spoke out strongly against the practice of the Navy of using enlisted personnel to do work that should be done by civilian workers.

It re-created a Legislative Committee in the Department.

It condemned the slashing of annual leave for federal employees from 26 to 20 days and instructed its officers to work for repeal of this measure. It also condemned the new our-step pay system of the Navy and called for a return to the single-rate pay system.

It commended the good cooperation now existing with the Building Trades Department.

It called on all international unions to support to the fullest the Pacific Coast master shipyard agreements.

BUILDING TRADES

The Building Trades convention followed that of the Metal Trades, with Mayor Robinson, District Attorney Lynch, Sheriff Dan Murphy, police and fire representatives, Supt. of Schools Herbert Clish, State Federation Secretary Neil Haggerty and others welcoming the delegates.

Delegates to the convention from the Engineers were President Maloney, and Bros. Chas. Gramling, Joseph J. Delaney, Frank P. Converse, Victor S. Swanson, John I. Lynch and Charles Pulaski.

Peter W. Eller, executive secretary of the Building Trades Em-

Report of Last Meeting

The meeting was called to order at 8:10 p. m., President Clancy presiding. Roll call showed all officers present.

MINUTES

Synopsis Regular Meeting Minutes of Aug. 4 read, and by motion approved as read.

Synopsis Executive Board Minutes of Aug. 15 and of Sept. 5 read and the acts and recommendations of the board were by motion approved as read.

COMMUNICATIONS

Letter from the Chauffeurs Union Local 265 notifying the union that the "Chapel of the Sunset" has been placed on the "Unfair List" of their union. Received and filed.

Cards of thanks received from Mrs. N. Tronello; the family of Joseph Scholl; Estelle and Gary Wirth; the family of Clinton D. Price; Mrs. Fay Mankins and children; the Fernandes family and Mrs. Mildred Jeffries. Received and filed.

REPORT OF THE SICK COMMITTEE

.....The following brothers were reported ill: Ray L. Agnew, LeRoy Andrade, Ramon Andrade, Jay O. Baker, Paul Bringhurst, B. T. Bowman, E. Combs, Don L. Cook, William Covington, John E. Dragon, John Deo, Homer C. Fine, Raymond Hicks, Virgil Idle, Charles H. Iker, Otis L. Lacy, Veto E. McCarty, Donald Meifert, James Morgan, Tom Meadow, Joseph Morris, Samuel Moore, John B. Phillips, Wallace Phipps, John Reynolds, H. Simons, Walter Sutherland, Gilbert Schryver, Ernest Stark, William O. Taylor, H. A. Temple, Doris E. Varner, Arthur Wallace.

The following brothers were reported deceased: C. Mavy, Monty Mankins, C. B. Foster, Harry P. Oliver, Edward Wilson, Paul Riley. The membership stood one minute in silence in respect to our deceased brothers.

Report of the general secretary-treasurer was read by President Clancy.

The business agents gave their usual reports which were accepted as given.

VISITORS

The following visitors spoke briefly and their remarks were well received by the membership: Brother Claude Fitch, Local No. 39; Brother O. H. Williamson and Brother William Humphries, Local No. 526, San Diego; Brother W. E. Alexander, Local No. 235, Wilmington; Brother Phil Judd, Local No. 12, Los Angeles; Brother Ray Turner, Local No. 63, Los Angeles; Brother L. E. Egan, Local No. 701, Portland; Brother W. A. Gray, Local No. 428, Phoenix; Brother Jim Estep, Local No. 612, Tacoma, and Brother Al Laster, International Representative.

General President, William E. Maloney, expressed pleasure at being able to attend this meeting. He briefly outlined some of the international's efforts to exempt the building trades from the Taft Hartley Act, as well as discussed jurisdictional disputes between the Engineers and the other international unions, such as the Machinists and Electricians. He reported that work opportunities were good for Engineers in all parts of the states and reported the locals in Canada were making good progress. His remarks were well received by the members.

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

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

ployers Assn. of New York City told of the long history of cooperation between his organization and the building trades and said "responsibility is the keynote for both—responsibility to reach fair agreement and to see that it is observed and works."

Rear Admiral J. F. Jelley, of the Navy's Bureau of Yards and Docks commended the building trades for their great contribution to building Navy bases.

He spoke very highly of the work of the Seabees, who were practically all members of organized labor to start with and thanked the convention for help in recruiting new Seabees at present.

He said the Navy has changed its 12-year old policy on admitting business agents to naval stations, said henceforth all will be granted entry to discuss employment conditions, grievances, with contractors or shop stewards and will not have to be escorted by an officer, as previously.

James Brownlow, Metal Trades president, told the Building Trades gathering of the fine spirit of cooperation now existing between the two departments.

The convention voted a resolution opposing the "Construction Men's Association" as being a form of dual trade unionism and called for full publicity to "drawing to the attention of those men working on overseas bases that they should apply through their respective organizations for adjustment of any complaints they are experiencing in the employ of contractors on overseas and outlying bases."

O'CONNELL OF BECHTEL

John O'Connell, representing the Bechtel Corporation, welcomed the delegates to San Francisco, "home bases of Bechtel Corp."

He said California has changed over from an agricultural to an industrial state in little more than 10 years, which means great op-

portunity in the construction industry.

He said his firm engaged Stanford Research Institute to find out just what is happening to California.

"First they found that population in the West would increase three times as fast as the national average during the next 10 years. They told us there would be a minimum of five million more people out here in that time.

"Think what that means in residential construction alone!

"Next, they said our resources were more than adequate to support this population and sustain an expanding industrial economy. They developed a chart which showed that in level dollar values we spent \$2 1/4 billion in 1950 for expansion of plant and equipment, and by 1960 we will be spending \$3 billion annually, a 33 percent increase. These studies were made on the assumption of peace; should there be war, immediate activities would be greater.

He said they pointed out the high regional income in the West as compared to the national average, increasing 220 percent in the past 10 years compared with 183 percent nationally. This means higher living standards, more construction.

He said we have problems, such as freight differential, transportation, "some industrial leaders who still don't know the meaning of collective bargaining and some labor representatives who have forgotten whom they really represent," but he said the record of labor in this field is excellent.

"In the West labor and management are doing some clear thinking and working out mutual problems thoughtfully and realistically. There has been innovations in negotiating area wide agreements, and we are even working toward state-wide and inter-state construction agreements."

(Continued on Page Six)

What's Doing in the Oakland Office

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

This is the time of year when reporting on the jobs is a pleasure. Work is ample, the out of work list is short and the skies are clear! About 600 brothers took clearances from this hall in August. During the middle of the month we did have a rash of short jobs but this evened out and those cleared during the last 10 days seemed to hold a promise of a little longer go. As usual, we are short of good blade men and finish cat skimmers are also hard to find. No one is warming the bench long these days though!

Getting Around the Jobs

Fredrickson and Watson have completed the grading on the Mountain Boulevard Freeway, but approximately three months' work remains on the paving. Most of the heavy equipment has been moved out to their job at Dublin Canyon.

The many friends of Bro. Dick Emry will be glad to hear that he is back with Utah Construction in Richmond, acting in the capacity of yard superintendent. This company has been keeping several of the brothers busy on repair work from the various jobs. As soon as the rains start the equipment from their job at Lowell, Oregon, will begin coming in and this, along with the other work should keep things going out there for a while at least. Incidentally, Bros. Charlie Dunstan and Vic Fahrni, who have been setting up machinery for the company in Victoria, B. C., during the past several months, have completed their portion of the work and are back in California again.

Bro. Gene Favaretto is operating crane for Bechtel Corp., on their repair job at the Shell Refinery in Martinez. This company has most of the concrete poured on the new P. G. & E. sub-station job at Antioch and Consolidated Western Steel will start erecting the steel on this job at once.

Biasotti is winding up at Marsh Creek, and Bro. Earl Baker, who has been superintendent out there, has left to take over another job for the outfit at Coalinga.

The C. W. Long Company has two drag lines working 10 hours a day on Leslie Salt Company's pit near Newark. They are using one-half yard buckets to load the salt and have about two months' work before them.

Stolte, Early and Harrelson have nearly completed their portion of the East Bay Sewage job, while Stolte Inc. has been awarded two small contracts in connection with the interceptor. One, in Albany, will be under the supervision of Bill Cole and the other, in Alameda, is just getting started, with Bro. Al Williams in charge. This outfit just completed a job at Balls Cannery in East Oakland and is winding up several other small jobs in the area. Out at the Naval Air Station, Stolte, Gallagher and Burke have about 40 Engineers on their payroll. This is one of the largest jobs in operation in the vicinity right now and it will take at least nine months more to complete. Basalt Rock of Napa has the sub-contract to furnish rock on this operation and is just setting up their equipment. Bro. Keg Samuelson, crane foreman, who has been with the company for the past 19 years, came down to get things off to a good start. Says he wouldn't make it permanent though, as he'd rather stay up on the other side of the bay where he can work and hunt a little, too. He says they will use a 3-yard Lima to handle the rock which will be brought in by barge from Mc-Nears Quarry at San Rafael. Bros. Doak and Matthias will be operator and oiler on the rig and Keg says while they are running on slow bell right now, the rock will begin coming through in very short order.

Work is still going full blast down at Pacific States Steel in

Niles. All furnaces are in operation and 90 Engineers are working on a round the clock operation.

McGuire and Hester have approximately 70 per cent of their Alameda job completed and expect to wind up the rest of the work within a month. This is a \$325,000 contract and the following brothers are on the payroll: J. Johnston, grader operator; J. Raines, compressors; A. Petrie, Mighty Midget operator; Ted Halbach and John Florence, trencher operators; C. Chapman, truck crane operator; C. Horton, N.W. 25 operator; Elmer Dunn, back hoe operator, and G. Fredenberg, V. Phillips, D. Jarvis and Harry Burke, oilers. Ted Widing is foreman on the job and Bob Brown is superintendent.

In checking the Camp Parks job we find they are up to schedule on their building program. The excavation work is nearly completed and the only Engineers being sent out are for replacements. Engineers, Ltd., Pipeline has the contract for 8000 feet of water line for the camp. Bros. Harry Gunderson, Suddeth Moore and Del Hoyt are operating, Louis Dietz is handling the oiling and Bro. W. L. Phelps is foreman on the job.

As usual there has been a considerable call for men on short jobs. Fluor Corporation employed 45 Engineers for about a week during their shutdown for overhaul at Union Oil in Oleum. Parr Richmond Terminal also had a little spurt of activity and several of the boys got in a few shifts. Todd's and Moore's took on several new hires—all for repair jobs—now new construction. It is much the same situation with all these places. The work load varies considerably and the majority of the employment is temporary. This comes in handy, however, for the fellow who is between jobs and wants to pick up a few extra bucks for bread and pork chops.

Work on Clements and Company's \$264,000 job in the old Altamont Pass will be completed within the next month. An emulsion treated base is being laid, and inasmuch as this is the first time material of this type has been used on a county or state highway in the area, the operation is creating considerable interest. This outfit has several jobs going in the bay area, and one of their largest projects at the moment is the paving work being done at the Bullmore Homes Tract near Hayward. The work on this one is coming along on schedule and they say it will be all buttoned up before the rains come.

Elmer J. Freethy recently received a contract for construction of additions to the El Cerrito Pumping Station, with a bid of \$19,960. This is a section of the East Bay Municipal Utility District and the enlarged pumping capacity will improve service not only for El Cerrito but for various adjoining communities.

Bro. Cecil L. Moore had a \$5000 fire in his yard on San Leandro Boulevard recently. It seems that burglars were using a torch in an attempt to crack the safe in the office, and being a bit on the nervous side, perhaps, they burned through the hoses feeding the torch—thus starting the fire. By the way—they didn't get the safe open, and there wasn't any money in it anyway!

Bro. Jerry Farrar, a former Three man, who has been down in

Local No. 12's territory for some time, is moving a rock crusher in from Fresno. He has leased a piece of property out in the Berkeley hills and will start assembling the plant on this site within the next few days.

Vega Engineering, who has the contract for clearing Walnut Creek in the vicinity of Buchanan Field, has speeded up operations. They have moved in a one and one-half yard North West drag, which is running three shifts and their one and one-half yard Lorain is now operating two nines. This work is being done for flood control purposes and is being hurried in an effort to beat the fall rains.

WHAT THE BROTHERS ARE DOING

Bro. George Germain, who has been operating the pumps and compressors on the Pomeroy job at Pittsburg for the past year, is leaving the job to "take it easy" for a spell. He has been steward on the job and we want to say "Thanks, George, it was a job well done—and we hope you enjoy that taking it easy." Bro. Bill Barr has replaced him on the job and will handle the steward's chores.

Bro. Don Harnish is back home following a stay in Korea. He was over there as a civilian employee engaged in construction of air bases and while he is certainly not enthusiastic about the place, says it wasn't a bad job.

On the other hand, Bro. Frank Booth's smiling face will be missing from the local haunts for the time being, at least. He left recently for Bogota, Colombia, in South America where he will be foreman on Utah Construction's highway job.

Four months is just about the right length of time for a vacation, according to Bro. Mel Mettler, who just returned from a trip to Colorado started last April. Says he decided to do it up right while he was about it, and it seems he really did—hunted and fished and went sightseeing during the full time. Nice going Mel—about two of those a year would really set a fellow up, wouldn't they!

Bro. W. D. "Pop" Eastwood just got back from Mittry Brothers job in San Marquis Pass near Santa Barbara—ran a 1201 Lima down there, says it was a good job—everything was fine, with one exception: it was too doggoned far away from home!

Received the following letter from the wife of one of our members, and we thought it would make enjoyable reading, especially for those brothers with children of their own:

Dear Sirs: I thought you would be interested in an amusing incident involving my young 5-year-old son.

We had just returned from a jaunt down town, attending to bills and household business, and his young friend asked him where he went. "First we went to the market, down near the shipyards where my father drives the crane, then Mommie took me over to the Merry-Go-Round, where my father used to work on a ditch digger, right near that little train. Then we went out to see Ann—on the new freeway. My father worked there, too, long ago, and then—" The little friend interrupted: "Gee, your daddy sure worked a lot!" "Sure," said my son Sham, "he's worked on a crane, a back hoe, a ditch digger, a clam shell and he just works everywhere, in San Leandro, Walnut Creek..." And out of the depths of 5-year-old wisdom came his final statement, "My father just almost made this place!"

I thought when we stop and realize all the construction work done by the members of the Operating Engineers Union, why they did "just almost make this place."

As for Sham Wollner, he can't quite make up his mind between

running a crane or operating a ditcher when he grows up. But he wishes with all his heart to do something "constructive," which, I feel, is good in these days of destruction.

Sincerely yours,
Mrs. Albert J. Wollner.

DREDGE NEWS

Suction dredge work has slowed down almost to a standstill and the only one working at present is the Hydraulic Dredging Company's dredge Papoose at Sacramento. The company has a short job up there which they expect to finish by September 20th. There are a few dredging jobs in prospect but they are not defense jobs so it is very uncertain when they will get under way.

Clam shell dredge work seems to be keeping up quite well. The Olympian Dredging Company has three of their large clams working on levee protection work in the delta region. The Golden Gate has just finished a barge job at Port Chicago and moved into their Rio Vista yard where they are keeping a few of our members busy on repair work.

The Associated Dredging Company has one crew working at their Pittsburg yard, replacing a broken boom on the Delta Number One. They also have what I believe is about the smallest suction dredge owned by a contractor, working at Oleum for the Union Oil Company. This rig was originally built on an army amphibian tank and had an 8-inch discharge. They have rebuilt it and put it on pontoons, so it looks like it might be a pretty good small dredge.

The San Francisco Bridge Company has finished pumping on both their jobs at Rio Vista and Walnut Grove. They have several of the boys busy in their Belair yard.

They also have three sounding crews out. Two on the Santa Fe Eastshore project and one at Pittsburg. It is a little early yet to predict what will develop from these prospects but no doubt something will come up before too long.

Dutra Dredging Company is keeping three clams busy in the south bay for the Leslie Salt Company.

The Pacific Portland Cement Company is keeping two crews busy on their suction dredges furnishing shell for their cement plant at Redwood City. There is a big demand for cement at present and the boys are working seven days per week. We are now in negotiations for a wage increase which we hope to consummate soon.

The Hydraulic Dredging Company is nearly half finished with their job at Sacramento and expect to complete the work about September 20th.

It appears that the pile driving contractors are going in strong for clamshell barge work. Healy Tibbetts and Ben C. Gerwick have both been picking off some pretty good clamshell jobs around the bay and recently Gerwick's took a job at Walnut Grove opening up the intake to the Delta Cross Channel. It is quite a problem to find suitable locations to dispose of the material, but they found a spot in Georgianna Slough that was deep enough to dispose of the mud. The Basalt people moved one of their derricks in on Georgianna Slough to unload crushed rock for the A. Teichert Company levee job. When the Gerwick mud barge attempted to pass they struck a snag and sank the barge.

There is still considerable rip rap work being one in the Delta country and along the Sacramento River. The two Basalt rigs are busy and Blake Brothers have two rigs going on rip rap work.

San Francisco—

NEW TERMINAL IS LET FOR S. F. AIRPORT; CITY JOBS HOLD UP

By PAT CLANCY and HARRY METZ,
Business Representatives, Local 3

Work in the San Francisco area has held up exceedingly well considering that no major work has started here lately. The City of San Francisco has let two contracts for construction of a new passenger terminal at Mills Field for \$6,754,000. Clinton Construction Company expects to start on

their work October 5. Since solid beams aren't to be had, tubular steel filled with concrete will be used as piling for the four-story structure.

Morris Daley was awarded the contract for construction of a private pilot's building at the airport. Lowrie Paving Co., with a bid of \$881,000, was awarded the construction and paving of aprons and runways. These jobs should provide considerable work for many of the brothers.

AROUND THE JOBS

Eaton & Smith have several jobs going—Lake Merced, Youth Center, Washington and Mason, Army and 3rd, and 15th and Lake. . . . Fay Improvement Co. at Olmstead and Bowdoin, Caroline St., and other small jobs. . . . M. & K. Corp. at work at Lincoln High School, 17th Ave. sewer job, and on Stanley Drive. . . . Robert McKee at Marine Hospital. . . . Clinton Construction Co. providing several hoist jobs around town. . . . Barrett & Hilp still working on the new Sears-Roebuck store on Geary St., also have practically completed the excavation and grading work on the U.C. Hospital. . . . Bethlehem Steel Co. is erecting the girders.

Dinwiddie Construction Co. doing work at the Metropolitan housing project, Children's Hospital, Commercial and Battery Sts., and 220 California St. . . . L. Basch has a job at 7th and Mission Sts. . . . Fred Fairy doing work at 34th and Balboa, also at Sunnydale and Cora Sts. . . . Fred Fisch-

er at Beach and Taylor. . . . Joe Gratton at U.C. Hospital and 730 Laguna Honda Blvd. . . . J. Henry Harris working at St. Mary's Play-ground, Montana and Plymouth, and 29th and Lawton. . . . M. & K. working on Broadway Tunnel, 17th and California, and 22nd and Riveria. . . . Theodore Myers apartment house at Green and Jones Sts. . . . George Reed working on the new Emporium in the Stone-son Tract. . . . Raymond Concrete Pile Co. doing jobs at Hunters Point and on Stanley Drive.

Pacific Pavement Co. is patching various streets for the City of San Francisco, also has a job at the Harding Golf Course. . . . Standard Home Builders working at Twin Peaks and at Woolsey and Bowdoin.

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Sen. Blair Moody

Senator Blair Moody (D., Mich.): "If the workers have a Congressman who truly represents the people's interests, start talking him up now; don't wait until the primary or the election. If, on the other hand, it is found that your Congressman is not responsive to the public will and the public need, start now to expose him and his record. Then begin the task of selecting and grooming for candidacy one who will be devoted to the public welfare, so that when primary election time comes, the voters will know your man and have confidence in him."

News Roundup From Utah— At Roundup Season!

By RENNY BURROUGHS, C. R. VAN WINKLE, MERLIN BOWMAN, DON ELLIOTT and CHARLEY COCKAYNE

Utah's Operating Engineers have begun the annual stam-pede for winter jobs which are more limited in number than we like, this year. Many Operators from the north are passing through on their way to Albuquerque and Yuma which locations seem to have more winter work than most areas at present. Las Vegas is drawing a few on the promise of additional work at Davis Dam being let. A few Local No. 3 members are taking their trailers to California. Our Utah out-of-work list continues low with those brothers that come in going out on from 30 to 90-day jobs.

Utah Construction's Bingham Stripping job continues to draw men in all classifications. Olsen's new million dollar plus Granite High School job has put a couple of brothers to work. Brother Joe Case on Ralph Prout's carryall has done most of the excavation on this job to date although Hap Workman and Henry Sorenson on Sorenson Brothers dragline are doing the deeper excavation at present. Fluor's equipment superintendent will be in on the Woods Cross Refinery job on the 15th of September and action on this project should commence soon after. Grading on this project has been ably handled by Gibbons & Reed's crews under Brothers Clyde Dean and "Whiz" Whisnant.

Good news for our steel erectors is forthcoming on the Utah Oil Refinery where steel for their new storage tanks has been allocated. Duchesne Tunnel is a busy place with Grafe Callaghan rushing their dam in the high Uintas and pushing their crushing plant below the tunnel two 10-hour shifts. On our last trip up to the dam we noticed Brother Tony Rudy and his boarding house mates looking a little thinner than usual, due, we believe, to losing a hell of a good camp cook when Johnny Reid went down to take over the gravel plant supervision (where he is doing a nice job ably assisted by Brother Rice). Brother Fred Berquist's H. D. 10's really keep the rock pushed around on this project, herded by Brothers Tom Raab, Don Baum, Kay Clement and Fred, himself.

Clydes Parley's Canyon job is rolling along nicely with Bill Clyde taking over Calvin Clydes superintendency when Cal went back to finish his engineering course. Cal has been a fine superintendent and we look forward to his being with us in future seasons. Brothers Jack Francis and Grant Haslam are tops with the crew as foremen on this project.

We have been darned sorry to hear of Brother J. Hoskins ill fortune. A pull operator, on this project now, he was ferrying a pull to Idaho recently when his car, driven by his wife following the pull, was crushed and burned by a tanker that ran into the back of his car. His wife has been seriously burned.

We held a good safety meeting on the 58-40 Tunnel project at Bingham. Some of the brothers

needed the good all round discussion that took place.

HOSPITAL JOB

Wenderlich's Hospital job under the able administration of Carol Wilson, equipment superintendent, is finishing up fast. Oldtimers, Brothers Joe Feidler, "Tex" Mathews, and Smokey Franks say this has been one of the best jobs yet.

Kiewitts Reservoir job is about done with, Art Lloyd and Zeph Thomas really producing on the crane.

Brother Frank Greer and Dave Warnick have the highest job in Salt Lake as they scoop out subdivisions way above the avenues on Sorenson Brothers' equipment.

United Concrete-Griffith Cornall and Carmen's job on Salt Lake Waterlines continues in high gear with Nelsons-Birtcher's equipment doing the digging and crane work.

Young & Smith and Chytraus Brothers were low bidders for the Salt Lake Airport repairs and alterations job. These are two very cooperative contractors.

We are glad to see Brothers Fred Berquist, Cliff Prince, E. G. Reid, Wally St Jeor, Harold Thornton, Henry & Leon Sorenson, and Byron Ewell doing well in businesses of their own in this area. As brothers actively carrying their cards and running their own businesses successfully we know that they have the best wishes of all brothers in this area.

Brothers, this is important: This is the end of heavy work season. Jobs here will continue to come in all fall. Work will open up in areas to the south and west where milder winters permit work to continue. Probably a recruiter for the Atlas Project in Africa will be in Salt Lake the first part of October. Brothers, when you are out of work register at once with your nearest business representative so that we can get you lined out on what work is available and give you the general work picture.

It's always important that your dues be paid up. At this time of year dues should be paid in advance preferably through first quarter of 1952. Right now we spend our dough for more luxuries than we can afford this winter. Let's not forget our most valuable credential for making our living—a paid-up union card.

JOBS IN THE NORTH AND DUGWAY

M. Morrin Construction Company is having bad luck with their job at Second street. He has driven piling to the depth of 80 feet without finding solid bottom. The job is at a standstill at the present time.

Morrison-Knudson is progressing with their railroad job in Ogden.

Germer, Abbott and Waldron are making the dust fly on their job west of Snowville. They lost several days in the past because of rain. Their oiling is nearly completed on their job at Bear River City.

Parsons and Fife have moved their crusher plant back to their pit at Brigham City. The rock is completed on their job between Brigham City and Corrine.

Olof Nelson has completed his job at Richmond, and has transferred his operators from Richmond to his job at Timpie. They expect to have their excavating completed between the 15th and 20th of September. They are hoping for continued warm weather so they can complete their oiling this fall.

The Jim Sumsion Construction Company have started their job

from Mills Junction to Tooele. There has been about 30 days time marked against this job and the company will have to really work to get the job completed on time.

The Morrison-Knudsen Company have nearly completed their underground explosive tests at Dugway Proving Grounds. They will then move to Grand Junction, Colo., for further tests, then move back to Castledale, Utah, for tests this winter.

W. W. Clyde Construction Company have moved their tounapulls on other jobs waiting for building contractors to clear the way so they can complete their dirt work at Dugway. They have shut down their hot plant for at least two weeks but are keeping the men on the job. The wind and dust have made the jobs at Dugway miserable for the operators.

Moore & Roberts have rapidly been pouring concrete trying to beat the cold weather. They will have most of the concrete completed with in the next two or three weeks.

Whiting & Haymond have completed their 19½ miles of oiling between St. John and Vernon.

NEWS OF SOUTHERN UTAH

News in this area is about the same as it has been throughout the summer. It is holding up good but not improving at the approach of old man winter, which in this state, has an icy grip on most all construction work, and from the looks of the red leaves in the hills of Utah the old boy is not too far away. We all look for an early winter but deep down in our hearts hope for a mild one as 20 degrees below zero is enough to stop most work. Some have been known to work through this if it didn't get any colder. This brings to mind L. A. Young Company at Roosevelt on a road job. They missed one day's work last winter because it got too cold, about 26 degrees below zero one day.

United Concrete Pipe Company's yard looked like a beehive at my last call over there. They are making pipe like mad for two or three jobs around the country with the thought in mind that time is growing short.

W. W. Clyde Company still are keeping all our members working and even call for another one now and then.

All and all the work hasn't slowed down too much at this time but don't any of you members anywhere get the idea that you may come into Utah with an all-winters job staring you in the face. It just isn't in the cards.

REPORT FROM THE MINES AND SHOPS

COPPER STRIKE SETTLEMENT

Big news in this department during the past month has been the copper strike. This strike which started Aug. 27 tied up the entire non-ferrous mining and smelting industry. Called officially by the International Union of Mine, Mill and Smelter Workers (Independent), who immediately placed pickets on all the Kennecott Copper Company properties with one exception, it immediately closed down all operations of the company as all non-striking unions observed the picket lines.

Prior to and during the strike, negotiations and hearings were being held in the nation's capitol under the direction of the Federal Mediation and Conciliation Service. Due to personal reasons your representative could not go to Washington and attend these meetings and your union was represented by Brother Hunter P. Wharton, assistant to General President Maloney. Brother Wharton kept in constant touch with our local office by telephone and wire and did a fine job in representing our membership.

Also in Washington was Brother Henderson B. Douglas, A. F. of L. representative and Temporary Coordinator for the Intermountain District Metal Trades Council, an organization composed of all the A. F. of L. unions employed in the non-ferrous metal mining industry in the states of New Mexico, Arizona, Utah, Nevada and Montana. Brother Douglas is a very capable man who has sat through the current local negotiations and we were fortunate that he was able to be present. Credit is also due to President James Brownlow of the Metal Trades Department of the A. F. of L. and other A. F. of L. officials for their able assistance.

The settlement included a fifteen (15c) cent plus hourly increase in wages, seven and one-fifth (7 1/5c) cent in reclassification, agreed to locally, and eight (8c) cent an hour general increase in wages. The reclassification includes 13 grades of pay, starting at \$11.69 base and forty (40c) cents differential between grades. Wages are subject to reopening under the latest Wage Stabilization Board's ruling allowing cost-of-living increases, Jan. 1, 1952, subject to sixty (60) days notice. Also involved in the settlement, the details are yet to be worked out, is a pension plan which the company has guaranteed

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

1. Tuesday, Oct. 9—Lang Company employees, 1969 So. Main street, Salt Lake City, Utah.
2. Wednesday, Oct. 10—Sand and Gravel, Construction 1969 So. Main street, Salt Lake City, Utah.
3. Friday, Oct. 12—Sand and Gravel and Construction, Provo Labor Temple, Provo, Utah.
4. Thursday, Oct. 11—Lang Company employees, 1969 So. Main street, Salt Lake City, Utah.
5. Sunday, Oct. 21—Sand and Gravel and Construction, Ogden Labor Temple, Ogden, Utah.
6. Sunday, Oct. 28—Iron Mine Members, Escalante Hotel, Room 11, Cedar City, Utah.

Schedule of Utah State Road Meetings

1. Thursday, Oct. 4—1969 South Main street, Salt Lake City, Utah.
2. Wednesday, Oct. 10—Provo Labor Temple, 161 W. First North, Provo, Utah.
3. Thursday, Oct. 11—Price City Hall, Price, Utah.
4. Friday, Oct. 19—Ogden Labor Temple, Ogden, Utah.
5. Tuesday, Oct. 30—Johnson Hotel, Richfield, Utah.
6. Thursday, Oct. 18—American Legion Hall, Roosevelt, Utah.
7. Thursday, Oct. 25—Escalante Hotel, Room 11, Cedar City, Utah.
8. Friday, Oct. 26—County Court House, Logan, Utah.

(orally) will cost four and one-half (4½c) an hour.

The strike has been called off. The men are back to work and meetings are currently being held with the company and it is to be hoped that the settlement of the local issues for the Engineers will be such as will eliminate most of the friction and dissatisfaction of the past. At least, we are making a darn good try to do so.

LANG COMPANY

Some delay is still being encountered in the final consummation of this agreement. Part of the reason has been the absorption of your representatives in the Kennecott Copper situation and part of due to the absence from town of Mr. Frank Sheffner, the manager of the company. Mr. Sheffner's absence has been due, we are reliably informed, to the solicitation of additional business for the company. Before this reaches you, we are confident this settlement will have been consummated and on its way to Washington for action by the Wage Stabilization Board.

SAND AND GRAVEL

A meeting has been arranged with the Sand and Gravel and Ready-Mixed Concrete Industry Association for Wednesday, Sept. 12, 1951, for the purpose of going into the matter of putting the last raise agreed to in this industry into effect. It is to be hoped that this will have been taken care of before you read this article.

IRON MINES

In answer to a number of inquiries regarding the raise in wages arranged for the Iron Mines we offer the following information: We have been in constant touch

REPORT FROM THE STATE ROAD

In our recent letter we told you of the request we made to the Road Commission for a wage increase for you. Inasmuch as the State Board of Examiners is instructed by law to make the rules and regulations governing the employment of all state employees we have been endeavoring during the past 30 days to get an audience with the board to have our request for a wage increase considered. However, due to press of business by the board in matters pertaining to closing the past fiscal year and starting the new fiscal year we haven't had much luck until now but we are fortunate to have a conference arranged early the week commencing Sept. 10 with some of the board members and will be reporting on the results of the conference at our regular meetings.

Many inquiries are being made of us regarding rebate of the amount being held for retirement which is in excess of the one and one-half per cent needed to purchase social security. After July 1, 1952, the law provides that you will be given the choice of having the excess amount refunded to you with two and one-half per cent interest from date of withholding, or receiving an annuity policy which would be in an amount consisting of the excess sum withheld since January 1,

with Washington regarding this matter. We also have our international office and our San Francisco office doing their best to bring the matter to a successful conclusion. We are also working very closely with the company in this matter. The case has been docketed before the Wage Stabilization Board and a number has been issued. Additional information requested by the board is in the process of being supplied. We just wish we could tell you when the board will act and what the decision will be. We hope we have it by our next meeting in Cedar City.

FEDERATION CONVENTION

Once again I have been given the honor of representing you at the annual convention of the Utah State Federation of Labor held in Cedar City last month. This convention passed several resolutions, at our request, that will bring the weight of the entire A. F. of L. Labor Movement of this state on questions of vital importance to our members in Utah. Also a number of other resolutions were passed that will be of help to bettering the conditions of the wage earners in general of the State of Utah.

Once again I was reelected a vice-president of the Utah State Federation of Labor, without opposition. This I do not view as a personal honor but one that recognizes the increasing importance of Operating Engineers Local Union No. 3 to the Labor Movement of Utah. Again I thank you and express the hope that my conduct will always be such that will bring respect and credit to our union and will bring lasting benefit to the members of the American Federation of Labor in the State of Utah.

1951, plus the State's matching amount.

In order that we may keep you properly informed on such matters and all your problems, we have regular meetings throughout the state, which generally are very well attended. In some districts, however, the attendance has not been very good during the summer. We feel that this has been caused by the absence from home of so many who have been working on the various projects such as road widening, sealcoating, etc., throughout the state. Since most of the projects are now pretty well completed we are looking forward to seeing all you fellows at the meetings again. Well attended meetings, where the members take an active part, are a very vital and healthy part of our organization. Give your support by attending!

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BRICK MASON DIES

San Diego (LPA)—Frank Boegeman, former secretary of the Brick and Stone Masons local here, died at 77. He was a member of the union more than 50 years and held office for 25.

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The easy way to dispose of anyone whose views on wages and prices are left of center is to call him a Commie.



General President Maloney is shown above at right discussing Stationary Engineer problems with C. C. Fitch, business manager, and Leo Derby, secretary of Local 39.

Eureka— REDWOOD EMPIRE CONTINUES IN HIGH GEAR, GOOD WEATHER

By A. R. McCAFFREY, Business Representative

Work in the Redwood Empire continues to roll along at a high level. All Engineers are busy in this area. The work will continue as long as the weather permits.

Mercer Fraser is working in three counties. On the Smith River job, they are rushing the job to completion. The brothers are working 10 hours a day up there.

In Arcata, Mercer Fraser is under way on the two overpasses for the Burns Freeway. They also have started construction of the truck scales at Blue Lake and Arcata. They have the P&H stabilizer working on the Frederickson job at Alton, with a full crew.

C. W. Peterson has started moving in on his job at Gasquet. This consists of repairing .4 mile of highway which was damaged by storms last winter. There will be about 15 of the brothers on this project.

In Crescent City, Macco-M&K are overhauling their equipment and getting it ready for other jobs.

Bro. Dean Langford is working two shifts on the A. C. Dutton job. On this work, he has moved more yardage than they planned. The good job he did on Crescent Plywood shows what the Engineers can do.

Owens Bros. have just about completed the driving of piling on the Paragon Plywood job at Dead Lake, and will start the stringers and decking. The job is about half finished.

TO MAD RIVER

Carr & Rocco completed the bridge on Grizzly Creek and now are moving their equipment over to their new job on the North Fork of Mad River. They have one shovel, two dozers and two jeeps on the job, and also a crusher at Korbel. This work will keep approximately 12 brothers occupied.

Cummings & Bosch have opened up a new red rock pit at Essex. Sure looks like a good deal. All the brothers are happy to get in closer to civilization after being on the Dolly Varden job.

Mercer Fraser, alias Ralph Brown, is changing the contour of the whole damn countryside, operating from the Oregon border to Leggett. Impossible to keep up with his crews. At this time there are about 50 Engineers on the payroll.

Bro. Clarence Page of Redwood City is operating one of his Page cranes for Mercer Fraser Co. When Clarence came up here he was a little rusty on the dragline but now he can bail with any of them. Wish we had a few more operators of his caliber up here.

Humboldt Constructors, Inc., otherwise known as Fred J. Maurer & Son, were awarded a job of laying a storm sewer down the middle of Fifth Street. This work no sooner got under way than trouble reared its ugly head in the form of the old street car roadbed. The ties had never been taken up and had been paved over. This company also has several jobs for lumber companies and seems to keep busy the year around.

Bro. Tom Hull finally has resur-

DISPLACED PERSONS ENTRY ENDANGERED BY DEPLETED FUNDS

Washington (LPA)—Admission of displaced persons under the International Refugee Organization program must end unless a \$2,431,000 appropriation cut is restored, Displaced Persons Commissioner Edward M. O'Connor warned. A House Appropriations subcommittee action dropping the item negates an act of Congress June 28 extending the life of the Displaced Persons Commission for six months. An effort will be made to restore the funds in the Senate.

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Rep. J. K. Javits

Representative Jacob K. Javits (R., N. Y.): "Liberal legislation has suffered in this Congress because not enough Congressmen, regardless of any party affiliation, Republican or Democrat, have insisted and worked on getting it passed. I believe, also, that a great deal more support for liberal measures is available from Republican legislators than is commonly imagined by labor people, provided that liberals in the Republican party are encouraged to run for Congress with labor support. This is the way to counteract the influence of the southern wing of the Democratic party."

issue of the News goes to press.

Bro. Louie Connor still has all his rigs busy, as has John Peterson and Bro. John Jackson. Bro. Connor has purchased a new boat in order to enjoy his favorite sport—fishing. Louie has inaugurated a new way of inspecting boat hulls. One flip!

Both C. M. Syar and Baldwin-Straub Corp. have finished their respective jobs on the water treatment plant for Eureka.

Bro. Antonio Jones had a very serious accident. His car was demolished and he lost the use of both legs. Bro. Antonio had to have approximately 10 blood transfusions. This could be you. Any information concerning the donation of blood will be furnished at this office.

Recent jobs let in this area include:

Approximately .4 mile of highway repair at Gasquet.

Water mains and storm sewers for the City of Eureka.

One and four-tenths miles of freeway at Scotia.

Redding— CATSKINNERS NEEDED FOR PGE JOB OVER COAST RANGE

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

Brother Engineers, particularly you who are handy with a caterpillar in the woods, it looks like by the time you read this we are going to be able to use about 20 or 25 skimmers. The Pacific Gas & Electric Co. have called for bids on a large

clearing job reaching from Cottonwood to Eureka over some very rugged country. The job looks like, including the power lines, about a \$5 million project. Bids are scheduled to be awarded this week and work should get under way very soon as the camps are up and everything is set to go.

M. W. Brown of Redding was the successful bidder on the completion of the bridge crossing the Sacramento River at Anderson. Equipment is now being moved in. This completes the ninth new bridge that has been built in the vicinity of Redding in the last 10 years, all crossing the Sacramento River.

The Rand Construction Co. of Bakersfield will complete all work on the road job between Mt. Shasta and Weed. This project had been under way going on its third year.

Eaton and Smith and Clements Construction Co. are participating on finishing their project at Hatchet Mt. sometime in October.

Harms Brothers will also wind theirs up in Lassen Park about the same time.

About all left to do on the Alves project at Igo is laying the hot stuff.

Marysville—

PEACH BOWL DISTRICT NOW BUSY ON CONSTRUCTION AND HIGHWAYS

By LES COLLETT and BILL WAACK, Business Representatives

The peaches have been harvested, but the Peach Bowl district is still very busy on construction and of course that is highly pleasing to this business representative.

Rice Bros. have started their highway job on 99E at Biggs to the Oroville Wye with Brother Snell as foreman.

They also have a street job on Myers street in Oroville with Brother Bill Taylor as foreman and of course the gravel plants are still busy as this company has several of them strung out along the Yuba River in the Hallwood District.

Harms Brothers of Sacramento are getting started on their road job at Princeton, Calif.—Gene Austin on the blade and Clay Sidenér as foreman.

C. V. Kenworthy is making progress on his highway job on 99W above Willows, Calif. Jack Rau is pushing this spread and doing a good job, too.

Clements Construction Company are busy on their job above the Arbuckle city limits on Highway 99W and Erickson, Phillips & Weisburg are subbing the concrete structures under them.

J. Henry Harris Company have a fine crew at Downieville on Highway 49 and Brother Bill Mathews, foreman, says he hopes to get out of there by Nov. 15.

Richter Brothers are going good on their job above Camptonville on Highway 49. We have approximately 24 members on this job with three shovel crews.

Piombo Construction Company are really making the dirt fly on the Butte Creek levee job in the Nelson-Durham District. Forty-eight members of Local No. 3 on this job and Brother Floyd Butler covers a lot of miles in that yellow pickup trying to keep ahead of the rains. Brother Phil Dunn is superintendent on this job and he also covers a lot of territory. I know they have to make miles for there is about 15 miles of levee on this project with draglines, jeeps, pails, cats and other equipment to look after.

Foster & McHarg also have a good levee job north of Marysville on the Feather River and Honcut Creek and along with Mehren Construction Company, subcontract, we have 41 members on this job.

H. Earl Parker Company have two shifts running on the Sacramento River levee near Robbins, with Brother Ernie Mayfield and Brother Herman Kiel doing the shifting.

NEW WORK TO START

M. A. Jenkins and the R. E. Hertel Company of Sacramento were awarded the contract for grading and resurfacing six-tenths mile of road and a concrete reinforced bridge on County Route 1062 near Crescent Mills in Plumas County, Calif. The bid was \$177,903.

Joe Shevreaux of Auburn has a contract on a road job in Sierra County, and will start soon. This company just moved their cats from the school job in Downieville.

Paul Moore has a job in Sutter County for approximately \$50,000 to start soon.

Archie Till of Yuba City, got some new levee work out around Hammonton, with fine cats working.

The Oroville Dam is still in the planning stage and I suspect your correspondent will be a gray-haired grandfather by the time this gets going, however, we feel sure that some day this project will become a reality.

The Camp Beale situation remains the same, no work at all for our people on this project as yet.

During the past month, this office signed contracts with Wright Brothers of Gridley, Calif., also Smith Brothers of Marysville and with R. E. Marler of Oroville. We welcome their spirit of cooperation and hope that our field of management and labor relations will always be of the highest order.

PERSONAL ITEMS

We are happy to hear from the brothers in foreign lands. Brother LeRoy Gingrich wrote in from French Morocco as did Brother Buck Blankenship.

Brother S. E. Dingey was stricken with a heart attack on July 6 and will be laid up for sometime. We wish this brother a speedy and complete recovery.

Brother Billy Weeks is to go in the Veterans Hospital in the Bay Area for a double hernia operation and we hope Billy will soon be well and on the job.

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CONVENTION REPORT

(Continued from Page 6)

are doing business and don't care to make their contracts the battleground to enforce the teeth of Taft-Hartley. But let the labor market go against you, let us again get into the condition we were in 1934, '35 and '36, with eight to 10,000,000 unemployed, and then you will see what this law will do to your unions and treasuries, with its injunction provisions and its boycott provisions, under which they can make it impossible for a group of union men to say that they will not work with non-union men.

"Let's face the facts. The threat is there. Sure, the Taft-Hartley Act may not have hurt us yet. Sure, Russia has the atom bomb and it has not yet hurt an American city. But they have this Taft-Hartley Act, and we have got to decide that it must be changed, we have got to develop this trade union movement and continue to improve the lot of the masses of the working people. We have got to have free trade unions, and the only way you can bring that about is to have our friends in the legislative halls of the nation."

President Gray reported construction hit an all-time high of \$23½ billion in 1950 and the first six months of this year exceeded the same period last year by 16 per cent. This provided full employment for over 2,674,000 building tradesmen at the highest wages and best conditions. Steel allotment will practically stop all commercial construction, but labor will call for as adequate an allotment as possible.

Secretary of Labor Tobin addressed the delegates saying: "The men of the building trades unions are the largest related group of skilled workers in the U. S. They are the aristocrats of the American labor movement. Their skill, their craftsmanship, their ability to meet and to solve the problems of modern construction have made them one of the country's greatest resources in time of peace, in time of defense, and in time of war."

He commended the building trades plan for settling jurisdictional disputes, saying "Your machinery has settled more jurisdictional disputes in one day than the machinery of the Taft-Hartley Act has settled in four years."

In closing, all vice-presidents of the department were reelected. They are: L. P. Lindelof of the painters, first vice-president; William J. McSorley of the Lather, second; Daniel J. Tobin of the Teamsters, third; Robert Byron of Sheet Metal Workers, fourth; William E. Maloney of the Engineers, fifth; Martin P. Durkin of the Plumbers, sixth; M. A. Hutcheson of the Carpenters, seventh, and Peter Fosco of the Laborers.

★ ★ ★

Bay Area cities are seeking clarification of President Truman's recent directive on dispersal of industry.

★ ★ ★

Many women would be quite spic if they had less span.

Fresno—

FRESNO CITY DADS VOTE AGAINST REACTIVATING HAMMER AIRBASE

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

The Fresno City Commissioners at a recent meeting voted unanimously against the reactivation of Hammer Field by the Air Forces. This was a complete reversal of the Commissioners, one of which is a representative of organized labor. We have been reliably informed that through the action of the City Commission the Air Force has decided to locate in some city outside of California.

Had the reactivation gone through there would have been an immediate construction program amounting to approximately 23 million dollars. Although the building trades crafts in this area are continuing the battle and there is a slight possibility that the Air Force would move as their policy is to establish bases where they are welcomed by local administrations. We still cannot understand the action of the City Commission unless entirely to satisfy a few minded individuals who still control the politics of the City of Fresno. However, maybe the voters in this area will remember this action at future elections.

Fine Flat Dam is proceeding on a steady concrete pouring schedule and if the present pace is maintained will be completed well before the estimated completion date. There was a recent layoff effecting all crafts on the job. However, the operating engineers were affected least of all.

Trans Ocean Engineering Company at Trimmer Springs is still "gnawing" away at granite ledges on their Corp of Engineers road job here. Expect to be completed in February, 1952.

Fred J. Early Co. is now working on their pumping plant and reservoir job for the Bureau of Reclamation, east of Lindsay. John Delphala has a sub contract on the excavation with Bro. Bill Kimble roading the job.

United Concrete Pipe Company is excavating ditches and laying pipe in the vicinity of Strathmore and will be busy for some time there.

Concrete Conduit Company is still working on the laying of pipe on their original contract and are manufacturing pipe on subsequent contracts for the Bureau of Reclamation.

American Pipe & Construction Co. was recently awarded a new contract for the Bureau and are already working on this job.

United Concrete Pipe & Vinnell Company at Firebaugh has reached the clean up stages of their West Side Canal contract. Most of our members have already left the job and are either working or seeking employment elsewhere.

Griffith Company is now working on their highway job at Strathmore with Brother Cliff Jasper as foreman. On the Goshen job it has completed the concrete roadway and will immediately start shoulder work. This job should be completed within six weeks.

Castle Field Air Base in Merced. There is a bee hive of construction activity in progress. Earl Parker is busy with 18 rigs working two shifts on runways and hard stand grading. Fred J. Early Co. is trying to get started on the underground facilities, temporarily held up for lack of grades. N. M. Ball & Sons have moved in and are setting up to do the paving on this job, with our old friend and Brother Andy Webster at the helm. They expect to start paving by the 20th of September. Oppenheim & King are making good progress on the ammunition dump area of the field, with Macal & McGouran busy for at least another week. Barrett & Hill who have a housing project of 500 units under way, have received an additional 262 units to their contract. The brothers working there will be kept busy through out the winter months.

A recent survey of the gravel plants in the district shows all of them busy with depleted stock piles.

Ted Baun Company has completed all his local work including his Livingston job, and has recently

submitted low bid to the Highway Department for regarding of Santa Fe Avenue from the Stanislaus County line south.

Untied Concrete Pipe Company's highway job at Snelling is progressing nicely using quite a lot of rubber tired equipment.

Piombo Brothers' job on the Yosemite Highway between Briceburg and El Portal is confing along. This job will continue on through the winter and should be finished during the spring of 1952.

M. J. Ruddy & Sons have completed their subcontract for Guy F. Atkinson Company and are now working on the Firebaugh-Madera highway on a resurfacing job.

The Bureau of Reclamation is still advertising for additional pipe line distribution units, two of which will be let this month.

During the past month we were unfortunate in losing two of our brothers, and peculiarly enough Brothers Mankin and Riley both passed away very suddenly with heart attacks. These brothers will be missed by their friends. Our deepest sympathy goes to both families.

Due to the completion of some of the jobs we do have an out of work list at the present time. However this condition should not continue for long.

For the brothers in this district we again call your attention to the fact that we have established a BLOOD BANK and during the course of this month have had several withdrawals from our account, directly to brother members or their wives. At the present time we need donations. Contact the Fresno office for particulars and don't forget that it may be you or your immediate family who might have to draw from this account at any time.

The next regular meeting of this district will be held Thursday, Sept. 27, 8 p.m. at 631 Kearney, Fresno, California.

FOODS, RENTS IN UPSWING

Washington. — Retail food prices and rents rose 0.4 per cent each between June 15 and July 15.

They led an upswing in the cost of living totaling 0.2 per cent, to a new high record figure of 185.5.

This is 9 per cent higher than June 1950 (pre-Korea).

Smaller price rises were recorded during the June-July period for miscellaneous goods and services, fuel and electricity. Clothing dropped 0.3 per cent.

Foods and rents make up the major budget item for moderate income families in large cities surveyed by the Department of Labor cost-of-living index.

KAISER-RICHMOND

Kaiser interests will convert Richmond Shipyard No. 2 into a factory for jet bomber parts, will spend \$6 million on plant and tooling. About 500 will be hired immediately.

Morrison-Knudsen is asking a review of San Francisco's specifications for tunnel lining on the \$6 million Broadway tunnel job now under way, believes heavier than three-foot lining is needed.

San Francisco home building in July dropped 50 per cent from a year ago, but non-residential was three times higher.

California lumber men foresee a serious slump in their industry, due to government controls, causing a pile-up of material at the mills.

Reno—

Jobs Resumed in Nevada, Copper Strike Is Settled

By H. L. "Curley" SPENCE
Business Representative

Isbell Construction Company has lots of work scattered all over the state of Nevada. Their work slowed down for a few days during the copper strike. No one was laid off though. Now they are back on full production scale, bigger and better than ever. Some of the brothers took their regular vacation during the copper shut down, which wasn't so good for some of the brothers who like to go deer hunting.

Isbell's highway job at Jiggs, Nevada, is going along in fine shape. Brother Elmer Heenan is foreman. Brothers Jimmy Crossman and Clarence Wible are on the blades and are doing a find job as usual. Brothers Leonard Wood, Randy Booth and Earl N. Andreason are on the electric pulls, and that's a good fast crew with Brother Jimmy Howe, pusher with the electric tournadozer. Jim tells me that the only thing wrong is that he should have a dozer on both ends of that electric outfit.

Around Reno Isbell is going strong with everybody working. Brother Herman Petersen keeps the hot plant steaming. Brother Bill Ponton is feeding the plant with the dozer. Brother John Coviello crushes lots of rock, but he is broke down half the time. I think this new stream-lined crusher has him puzzled. Maybe the Isbell Company will have to get the old portable crusher back for John or bring Brother Clinton Green in to help him out. Brother Bud Selover is back on the blade around Reno after handing in his Service Withdrawal. Brother Piretto and his oiling crew are putting down a lot of hot stuff in Reno and Sparks. That is a fine crew, believe me, they never drink or fool around. They are good steady hands.

MOVE TO FERNLEY

Silver State Construction Company has about finished the jobs in the eastern part of the state of Nevada. The brothers will be moving to the Fernley, Nevada job soon. The gravel crew has a few days left out on the Palisade highway job. Some of the brothers from Drumm's outfit will be near home and will have to behave themselves for a while, especially Brother "Red" Melendy.

Foley Brothers at Ruth, Nevada are off to a good start on the deep Ruth shaft. Brother I. J. "Toby" Tobler is on the Lima. Brother Clyde Studham is operating the truckcrane. Brother Clifford E. Wilkins is oiling for him. Brother Eugene Harris is on the dozer. Brother Bert Stryker is the heavy duty repairman and he has a big job.

The A. J. Schaedder Company has quite a railroad job at Herlong, California. Brother Harold Watts is on the crane laying the rails for the Schaedder Company. He is a real crane man now, no more welding for a while for Watts.

Wells Cargo, Inc. is off to a good start on the highway job at Austin, Nevada. Brother Sammy McCormick is he head blade man on the job and is doing a real smooth job.

Most of George Miller's men have left town and are either in Hawthorne, Nevada, or at Indian Springs, Nevada. However, I did see Brother Tom Dean and his oiler, L. R. Brumfield, digging a basement on California Avenue in Reno. So, maybe some of the best of the runners are still in town. Of course, Brother Ernie Gentry is out in the shop busting nuts and keeping things going in general. Brother Howard Johnston is the "Big Wheel" for Miller.

C. V. Kenworthy has just started a job near Markleville, California. Ted Cox is the super. Brothers Herman Parker, Robert Cowelti, and Roy H. Bryson are on dozers.

Harnes Brothers are well along with their three jobs between

Santa Rosa - Ukiah—

RUSSIAN RIVER DAM VETOED; URGE 101 SAFETY TURNOUTS

By GLENN DOBYNS, Business Representative

Improvements on Highway 101 in Mendocino and Humboldt counties that would greatly expedite traffic and remove many existing hazards have been urged upon the California highway commission. Construction of shoulders and other turn-out areas on upgrades, to permit trucking to move to the right, thereby letting other traffic pass.

Also at Scotts Valley junction with state route 20 in Lake County graphically hazardous deficiencies now exist, emphasizing accident hazards due to poor alignment.

The approval to designate the present Fort Bragg-Willits road as State Highway 20 is expected shortly and that official markers of the state highway system will be placed on the highway when approval is given.

The strip of Highway 20, running along U. S. Highway 101 from the Ukiah junction has already been approved for renaming, and the portion of the road from Willits to the Shoreline Highway is the one remaining strip to be so designated.

Boy Scouts of the Sonoma-Mendocino area will be able to boat and swim on a ¼-mile lake at their Noyo River camp next year. Santa Rosa contractor, Arthur B. Siri, a member of the Scout board, will supervise construction of the dam, which will have removable spillways to allow free flow of water when the camp is closed.

Arthur B. Siri, Inc. of Santa Rosa was awarded the school bid for grading of the junior high school grounds.

SEE FLOOD LOSSES

Veto of Coyote Dam planning funds show a lack of foresight and the odds are even that failure of Congress to appropriate \$65,000 will result in flood losses of more than a half million dollars if the failure delays by only one year the construction of Coyote Valley Dam. This proposed dam site is located 4 miles northeast of Ukiah on the east fork of the Russian River.

Engineers have conservatively estimated, in recommending construction of the dam that flood losses on the Russian River average more than \$50,000 annually due to lack of flood control measures. High on the list of these losses is some of the nation's richest topsoil, swept by floods into the ocean where their productive wealth will be lost for all time to mankind.

N. P. Van Valkenburgh & Company of Sacramento have just about completed the \$330,000. South Park sewerage and the \$79,000. Spring Creek sewer project. About 150 feet of pipe still is to be installed on Hall Street and a few other lines are to be flushed out in the South Park project. After that, a clean up and that job will be completed and ready for operation.

NOYO HARBOR
Dredging of Noyo Harbor has been assured. The projects will remove silt which has slowed commercial traffic, deprived Noyo Har-

Truckee and Reno. They are going to move Isbell's hot plant to Truckee, California.

bor alone of \$750,000 in fish production this year. Boats have been unable to berth alongside the canneries on the north side of the river only at high tide.

Erbentraut and Summers are well along with the construction of the first two buildings on the radar station at Middletown. Arthur B. Siri has the construction of the road into the Station which is completed except for the oiling and two concrete culverts to be put in.

Bill Brown the superintendent on this job for Arthur B. Siri, Inc., informed me that they are moving all equipment over to Cobb mountain. They were low bidders on a small state job.

Pug Hastings of Lake County has enough land leveling work ahead of him to keep all his equipment busy. This last week he just received delivery on a new TD-18 that he had ordered for his lower lake job. This piece of equipment will help him to get caught up before the rains set in.

Form Auxiliary To Aid Welfare Of Farm Labor

Fresno (LPA)—A woman's auxiliary of the AFL National Farm Labor Union is being organized in Fresno County to "coordinate, encourage and solicit the aid of all civic and social-minded women interested in advancing the welfare of farm-worker families who are not themselves eligible for membership in the union because they are not farm workers."

All women members of NFLU were automatically granted membership in the new group and the executive board must contain a majority of union members. Dues were placed at a minimum to encourage broadest possible membership, with initiation fee 25 cents and monthly payments 10 cents.

LABOR AIDS DEFEAT OF MANAGER SETUP IN IOWA ELECTION

Burlington, Ia. (LPA)—Labor leaders were most prominent in defeating a proposal to introduce "manager" government here. The vote was 4,764 against and 3,415 in favor. Louis H. Fischer, sash and door manufacturer, led the manager campaign. In the opposition were the Burlington Building and Construction Trades Council, individual labor leaders, and city officials. Burlington has had commission government since 1910.

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San Jose—

NEW SAN JOSE AREA PROJECTS STARTED AS OTHERS FINISHED

By M. G. "MICKEY" MURPHY and A. J. "BUCK" HOPE
Business Representatives, Local 3

Well, brothers, things in this district haven't changed much from last month. Some of our larger jobs are practically complete and others have started in operation.

Guy F. Atkinson Company have finished the excavation on their highway job between Los Gatos and Santa Cruz, and

have moved most of the brothers over to Moffett Field. The airport job was held up to some extent last month over their inability to get the quarry in operation. We are happy to report that it is now operating on a three shift basis. This has taken up most of the slack on our unemployment list.

Atkinson also has his concrete batch plant at the field ready for operation to produce the 78,000 cubic yards of concrete which will be needed for the runways. At present we have about 40 members working for Atkinson at Moffett but we hope to place a few more. There are many other contractors working on this base expansion program. To name some of them, A. J. Peters, American Pipe, Pacific Pipe, Pefer Sorenson, Roy Butcher, Carl Swensen, Chicago Iron (who have the Wind Tunnel) and Chas. L. Harney, who also just completed the assembly of their Batch Plant for the production of their concrete aprons, taxiways, etc. Brother Bill Goddard, the old-time shovel operator, is very conspicuous on this job with his Lima Paymaster. The above will give you some idea of what we have at Moffett.

SUBDIVISIONS

Our subdivision work in this territory has slackened to some extent and some of our material yards have also slowed down. . . . Edwin Tobin is making good progress on his storm sewer job, also his Palo Alto subdivision job. . . . O. V. Freeman is going right ahead on his \$130,000 street surfacing job in Palo Alto and is carrying a compliment of approximately 12 engineers. . . . Leo Piazza has practically completed his paving job at Sunnyvale. This firm also has a nice job at Blossom Hill Road, Los Gatos which they expect to complete within the next 30 days. . . . Ed Keeble, who has the State job on McKee Road, is also going along nicely and trying his utmost to beat the early rains. . . . Brother Joe Doolin has just about completed his steel job on the new San Jose Tech School as have the Judson Pacific Murphy Company. Joe has a nice little job at Food Machinery with the Bechtel Corp. This work is nearing completion and they will soon be installing machinery in this huge tank production plant. . . . J. C. Bateman is winding up on his foundation job on the Fibre Glass program. Bechtel is also the general contractor on this program. . . . Monstanto Chemical on Alviso Road is also under an expansion program and Lew Jones Construction Company is the general contractor. . . . Brother George Spinelli has a nice subdivision contract for the D. Bohannan Company in East San Jose. John Pestano is doing the sewer work on this project. . . . Bebek & Brkich are going right ahead with their sewer work in San Jose, and trying to get as much done as possible before the heavy rains set in.

SOUTHERN TERRITORY

As we said before, Atkinson has completed the construction on his highway job between Los Gatos and Santa Cruz. Clements of Hayward, who are doing the surfacing, are about 50 per cent complete. . . . Granite Construction has started its road job on the summit between Los Gatos and Santa Cruz. Brother Gray is the superintendent of the clearing.

Santa Cruz—Leo Cardwell is going right along with his subdivision work. Granite is keeping busy and the Davenport job is going along nicely.

Watsonville is quiet with the exception of Granite's shops. They employ quite a number of our brothers. (We understand Granite just grabbed off a very good job in Local 12's territory). . . . Ed Keeble has completed his dirt work

on Elkhorn Slough and is about ready for the finish.

Moss Landing — Everything is about the same on the PG&E plant with the exception that C. C. Moore of Oakland has moved in a crane. It will be about 30 days or so before they will require anymore men.

Monterey—Manuel Smith is making good progress, also Dorfman and Stolte Company on their sewer work. Barrett & Hilp have completed their job at Fort Ord. Normac's job is coming along nicely. They have all the foundations poured for the hundred or so homes to be built for the servicemen. Brother Phil Calabrese is keeping about four or five engineers busy in and around Monterey and Carmel. So far, there is no activity on the Naval base to be built at Monterey.

Camp Roberts—M. J. B. has completed the dirt work on its road job and have about 50 per cent of the rock on. Lyles Construction Company is getting under way on their pipeline job in the camp. At present the company is employing about eight engineers.

The oil fields are about the same. Frederickson & Watson have started their paving on the road job at CHULAR. George Augusta got a nice subdivision job at SALINAS. Granite Construction Company was recently awarded a couple of road jobs in HOLLISTER. One is a city job and the other a county job.

Gilroy—Frederickson & Watson have started their resurfacing job north of here.

ABOUT THE BROTHERS

Brothers Guthrie & Ballard have gone into the excavating business. Their address is 1577 Virginia Place, San Jose (phone: CYPRESS 5-6475). These brothers are well worthy of any help you may give them. . . . Received a letter from Brother F. B. "Jack" Diamond who is at Seldovia, Alaska. Jack says he doesn't expect to be down this way for sometime as he has purchased a cocktail lounge up there. . . . Received a very nice little card of "Scenes and Types" from Brother Carl Hoover from Casa Blanca. Carl says the scenery there is something to see. He wishes to be remembered to all of his friends.

Received a similar card from the same place from "Chief Sitting Bull" Joe Valde. Both of these brothers are working for the Atlas Construction Company. . . . Received a very interesting letter from Brother Roy Carpenter who is working for the same company at French Morocco. He says they have a wonderful camp, good food and are working 14 and 15 hours a day. He also says there are many Local 3 men there. Another letter from French Morocco—one from Brother Norman Schindler. Norman also praises the job. Says it is a good one. . . .

Sorry to report that Brother Ben Paris was seriously injured while working on a road job down the coast. At the present time Ben is at home in Salinas and we are sorry to say that he will be out of the business for sometime. . . . Brother George Azevedo of Hollister was in to say "goodbye" and to take out a Service Withdrawal Card. . . . We wish to thank Brother W. F. Brown for informing us of going to work.

HONOR UNIONIST

Cincinnati (LPA)—The Newspaper Guild threw a party for Rollin Everett, long its executive secretary, before he left for a similar post in St. Louis. He was the first editor of The Cincinnati Sun, CIO paper, former president of the Guild and served two terms as City Councilman with labor support.



ENGINEERS GROUP
L. to R.: Russell Swanson, Engineers delegate to the S. F. Building Trades Council; Claude Fitch, S. F. Stationary Engineers Local 3; Geo. W. Huntridge, San Diego Engineers Local 526; Leo Derby, S. F. Stationary Engineers 39; General President William Maloney of the Intl. Union of Operating Engineers, and at right, "Shorty" Alexander of San Diego Local 526.

Field Surveying Report

By AL BOARDMAN and W. V. MINAHAN, Business Representatives

The Technical Engineers have been making considerable progress in their organizational activities during the past month.

Joseph Spink, owner of Sacramento's oldest and largest civil engineering firm, was placed on the official "We Don't Patronize List" by the Sacramento Building & Construction Trades Council, for his refusal to negotiate with our union. A picket line was placed on a levee job at Marysville against the California Engineering & Surveying Service, which we believe was basically responsible in obtaining some of our objectives.

We urge all of our members to assist our organizational activities stressing the importance of unionizing every surveyor in our jurisdiction.

Firms who have signed the Land Surveyors Master Agreement during the past month are Washington & Sawyer of San Francisco; Norman T. Riffe & Associates of Martinez, and Frank Aitken, Jr., of Larkspur.

Negotiations are continuing with the Associated Civil Engineers & Land Surveyors of Santa Clara County with agreement reached on major issues. Some minor details are yet to be ironed out.

There is what appears to be a temporary lull in the construction field with lay-offs on the Camp Barks job, and the completion of the major survey work on the Ignatio housing project. However, we will have a very busy winter if all

As they propped themselves up against the bar, Thompson remarked:

"I say, old man, when your wife's away do you have to tell her everything that you do?"
Johnson put his empty glass down and smiled sadly.
"Not at all necessary," he replied. "She tells me that she always gets a more reliable account from the neighbors."

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Sacramento—

\$29,444,000 BID ON FOLSOM DAM; NO WORK THERE YET

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

J. V. Savin Construction Corp. of Hartford, Conn., and Merritt, Chapman and Scott of New York submitted a low bid of \$29,444,000 for the Folsom Dam. The Engineers' estimate was \$31,434,425 and the high bid \$41,467,550.55. To date the job has not been awarded and we are unable to furnish any information as to the start time on the scope of work intended for this season. However, it is the consensus of opinion that not a great deal will be done this year. So again we go on recording caution against moving into the area before checking on the amount of work underway.

Another dirt job has been advertised by the State Highway, this time in West Sacramento on the new freeway with bids to be opened October 3, 1951. Again this means a late starting date, so we can't predict how much will be done this year.

All in all, work for the past few weeks has just about kept up with the workers available, which is a happier situation than we have been facing during most of the summer.

PLACERVILLE

In the eastern part of this district, we have H. E. Parker finishing the Highway 50 job near Placerville. This company is doing the mucking and Rice Bros. will do the surfacing with Tony Madurga in charge of the plant and Brother Al Veracusen doing the bossing. The J. P. Morton Co. is progressing rapidly on its sawmill at Camino. They will keep the brothers busy most of the winter. In this same area, Joe Vicini keeps his rigs rolling all the time. They do dams, streets, paving, etc. Joe Chevreaux has just completed his street job in Placerville and has moved to the north. This company keeps the brothers busy on the batch plant and gravel plant at Auburn with a lot of work in sight.

The California Rock Products Co. is running to capacity with Bob Hall, Norman Wissler, Wm. Cantrell, Bob Callender, Chas. Williams and Frank Miller doing the engineering.

In checking the Colfax area, we have Marshall & Miles Gravel Co. installing a hot plant. It will be in operation about September 15th and looks like a pretty neat setup. Brother Charles Marshall is back on the job again after being off mending a broken arm.

Grass Valley and Nevada City are pretty quiet at this writing. Ted Schwartz is doing a little street job and F. T. Bastian manages to keep the brothers busy between the shop and the gravel plant.

M & K Corporation has been shut down on their railroad job in Roseville. They had Clem (Wimpy) Marchant, Roy Englehardt and Earl Sproull repairing during the shutdown. They are rolling again now with about 4 to 6 weeks to go. Brother Roy Sullivan has taken over for Bob Overman who is in Oregon at this time. Good luck, Roy, at the gaffing job.

MATHER FIELD

At Mather Field housing area, Jacinto Development Co. is building 750 homes. This company keeps several brothers busy all the time. Also on this project, McGillivray Construction is doing all the street work with Red Cowan in charge of the entire job. Brothers Bud Anderson, Myrl Gardner and Al Human are doing the shipping. This company also has the batch plant on this job.

All the subdivisions in the Sacramento area are still going strong with several more starting soon. These housing units keep the brothers plenty busy practically all the time. All the Sacramento contractors participate in these jobs. Brother Dick Wise is still bossing Teichert's spread at Arden Manor. Looks like he will be there for some time to come. Also on this project, we ran into Brother Leo Wright stalled with a burned out steering motor on a electric pull.

The Al Erickson bridge job at Bridge house is progressing rapidly with Brother Harry Smith operating the cableway and Brother A. D. Smith oiling. A. Teichert, with Brother Oran Cobb in charge, is doing the approaches on this project. Brother Roy Purdy, an old friend, is on the boomcat.

PERSONAL MENTION:

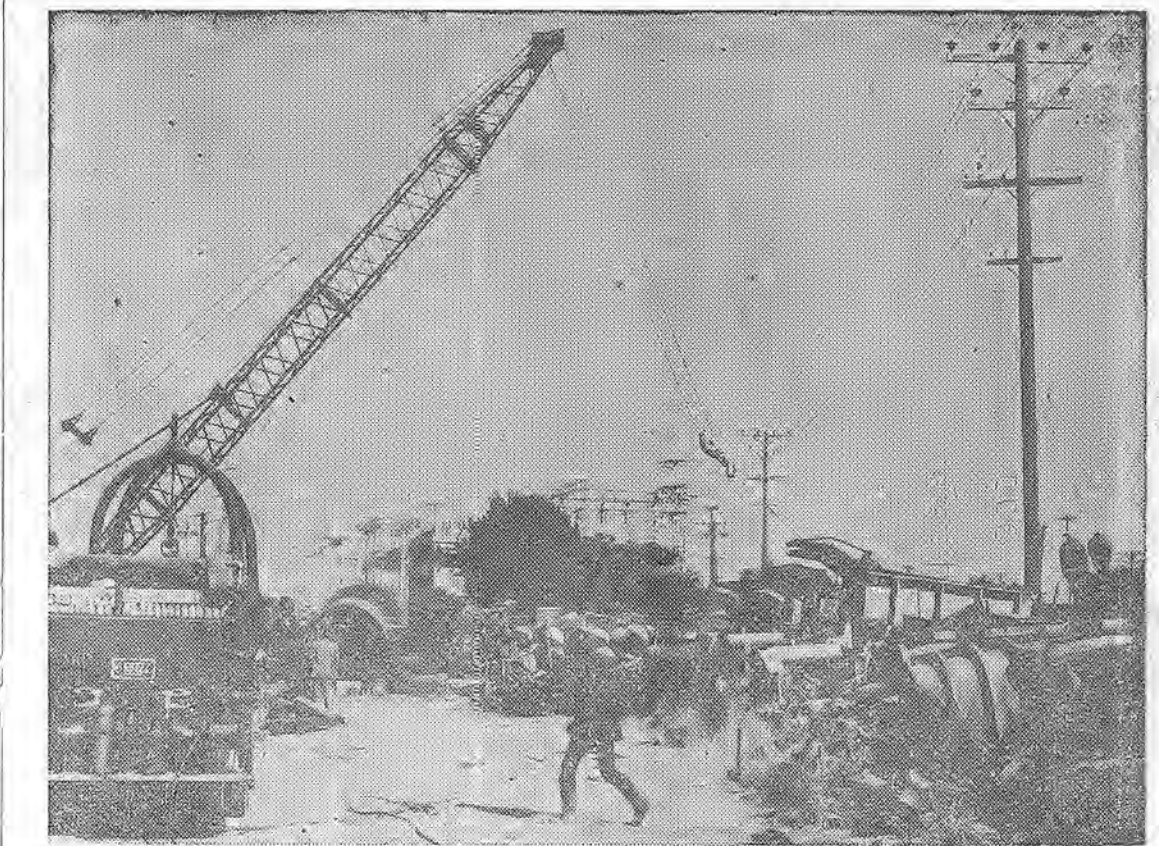
Our deepest sympathy goes to the family and friends of our late Brother Harry Oliver who met an untimely death in a job accident during the past month.

To Brother Vance Neese goes our deepest sympathy for the loss of his wife in an accident. Brother Vance and his daughter are still in the hospital.

Our deepest sympathy also goes to Brother and R. D. Sutherland upon the loss of their baby during the month.

Better health in the future to Brother Marvin Reed who has been laid up with a blood clot.

To Brother Earl Rogers who was



burned badly while working on a hot plant. He was off the job several weeks but is back to work at this writing.

To Brother Bob Wilson who was banged up slightly in an auto accident.

To Brother Elmer Self who hurt his arm on a job accident and will be unable to work for several weeks.

Brother Ken Preston is finally back to work after being laid up for a year with a leg injury.

Brother Art Nevers is again ready for work after an operation on his elbow.

Brother H. E. Fitzgerald is ready for work again after a long illness.

Brother Otto Van Gorder is back to work after an accident with his pickup.

To Brother Andrew Janes who is in the Yolo General Hospital with a broken leg.

Good luck to Brother Al Human and his bride.

Brother Harry Smith's daughter, Loris, married R. Hicks of this city.

Brother Royal John, a Chief in the Seabees since January 6th . . . good luck.

Brother L. W. Woods is back from vacationing in Canada.

Brother Les Wilson is back from a vacation in Mexico.

BLOOD BANK

We need some help at the Blood Bank again. Let's try to beat the ladies this month. Bet we don't.

Don't forget that we are open each Thursday evening for your convenience.

Our new address will soon be 2525 Stockton Blvd. Our phone: Hillcrest 7-5795.

Watch for our moving date!

Hicks Is Candidate For Councilman in Sacramento Election



W. A. JIMMIE HICKS

W. A. Jimmie Hicks, editor of the Sacramento Union Labor Bulletin, was among the first to file for candidate petitions for the Sacramento City Council election of

WHAT YOU DON'T SEE IN THIS PICTURE is the body of an Engineer seared into Eternity by 22,000 volts of electricity. Despite the fact that this crane was manned by an extremely skillful and efficient crew, this accident happened. Skill and efficiency are of little importance unless mixed with caution. Let's make it a rule to be careful at all times. Victim of the accident was Harry Paul Oliver, 30, of 2020 Marian avenue, Sacramento. The accident occurred in Pollock Construction yard near Brighton. Oliver had attached a cable to a slab of concrete being moved under the high voltage line when the current passed down the cable. He was a veteran of the last war and is survived by his wife, Betty, and two children.

—Picture, Courtesy "Sacramento Union."

Nov. 6. His candidacy is sponsored by labor councils in Sacramento who feel that the city body should have a labor man on it. The council has been without a labor man since the last election for the first time in more than 20 years.

Sacramento Labor Temple

SACRAMENTO'S NEW LABOR TEMPLE is shown in the picture below, a half-million dollar undertaking by Engineers, Carpenters, Laborers, and Teamsters unions to provide a Labor Temple in the capitol city to set an example for the rest of California's community labor movements.

This fine new structure at 2525 Stockton Boulevard will be occupied sometime in October, and a fitting celebration for the occasion is planned. The four unions have formed the C. E. L. & T. Association to undertake the project.

Ground floor has plenty of office space for unions, and meeting halls are on the second floor. Parking area is provided for over 200 cars. No detail has been overlooked in the effort to make this one of the most modern and comfortable buildings of its type in the state.

—Picture Courtesy Sacramento "Union Labor Bulletin."

