



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

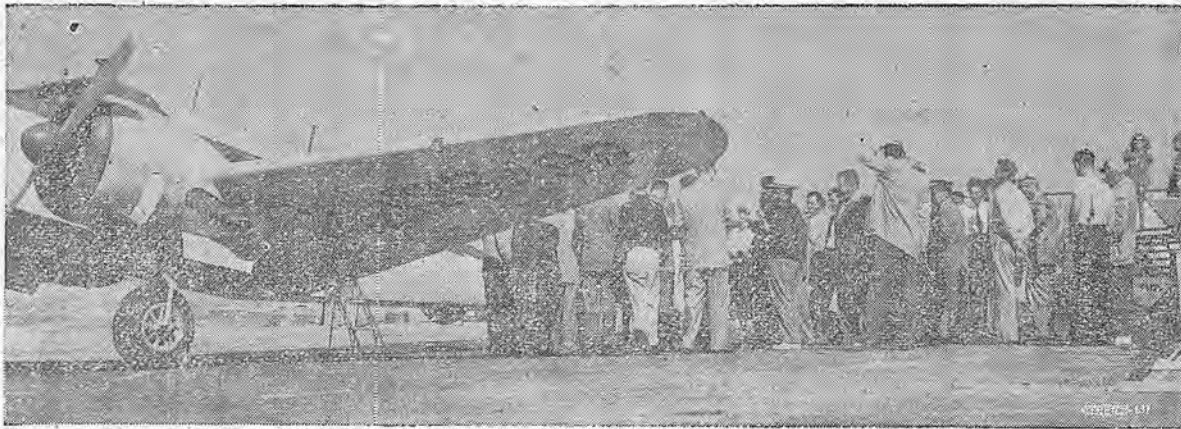
STATIONARY ENGINEERS LOCAL 39

VOL. 10 — NO. 9

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1952

## Local 3 Engineers Feature in Candidates' Visits



**FLIGHT TO SAN DIEGO.**—Shown above is the Engineers' plane at San Diego with the party of Senator John Sparkman about to board for a flight to Santa Ana, one of five flights around the state piloted by Local 3 Pres. Pat Clancy, including Santa Ana, Los Angeles, Long Beach and Sacramento.

## Confer With Adlai; Provide Plane for Senator Sparkman

Within the past two weeks officers and members of Local 3 have had the opportunity of meeting and conferring with both Gov. Adlai Stevenson, Democratic candidate for President of the United States, and Sen. Sparkman, candidate for Vice President.

Local 3 Engineers not only were fortunate to meet and hear the man who in all probability will be the next President of the United States, but we were also honored to be of some assistance to Senator Sparkman, by flying him from place to place, during his visit, in Local 3's plane.

Many of you saw or heard Governor Stevenson during this visit to California in which he drew huge, enthusiastic crowds in San Francisco and Los Angeles and at his "whistle stop" talks on the trip down the valley.

Several of the officials of Local 3 were fortunate enough to meet Governor Stevenson at the special labor meeting arranged with him in San Francisco. These included Recording Secy. Clarence Mathews, Financial Secy. Russ Swanson, Vice President Henry ("Heinie") Foss and Harry Metz, executive board member.

The general reaction to the meeting with the candidate was expressed by Brother Mathews, who said:

"I was very favorably impressed

by Governor Stevenson. I think he knows what he is talking about, and that he will make a great President."

Senator Sparkman's whirlwind tour of the state might not have been possible except for use of Local 3's plane to fly him back and forth.

The plane, a twin-engine Beechcraft AT-11 Army surplus craft of the type used for bombardier training was flown by Pat Clancy, Local 3 president and business agent.

Brother Clancy met the Vice Presidential nominee on his arrival at Los Angeles Airport, Labor Day, and flew him to Lindbergh Field in San Diego.

After a morning of speeches and press conferences there, Senator Sparkman was flown to Santa Ana in Orange County for a big Labor Day picnic.

The next day, after the LLPE luncheon in his honor, Senator Sparkman was flown from Los Angeles to Sacramento where he participated in the big rally and

(Continued on Page Twelve)

## Call Special Meetings to Hear Proposals on Dues

Dear Sirs and Brothers:

At the regular meeting held July 12th, a resolution was introduced to increase the dues in Local No. 3 one dollar (\$1) per month; said increase to apply to all members working in California and covered either by the Master Agreement of the Associated General Contractors or a similar agreement signed by the individual contractors.

At the following regular meeting held Saturday, August 2nd, this resolution was voted upon and passed by a three-quarter vote. The increase to take effect Oct. 1, 1952. However, at the last regular meeting on Sept. 6, the Executive Board recommended to the membership that the increase in dues be held in abeyance, due to the fact that the meeting at which the resolution was passed was comparatively small, consisting of only 200 members. Also, the Executive Board felt that by postponing the increase the Local Union officers would have an opportunity to hold meetings during the month of October in each locality throughout our jurisdiction in Northern California. The purpose of these meetings being to acquaint the members affected as to the advisability and necessity of an increase in dues.

The Executive Board's recommendation was approved and the dues will therefore remain at the present rate until the members in the various districts have had an opportunity to attend the meetings and discuss the matter. The meetings are scheduled to be held as follows:

### SCHEDULE OF MEETINGS

- Oct. 3rd, 1952 (Friday)—NAPA, Calif., 8 p.m., Labor Temple, Vallejo and Main Sts.
- Oct. 11th, 1952 (Saturday)—SACRAMENTO, Calif., 8 p.m., Labor Center, 2525 Stockton Blvd.
- Oct. 13th, 1952 (Monday)—STOCKTON, Calif., 8 p.m., Labor Temple, 805 East Weber Ave.
- Oct. 17th, 1952 (Friday)—EUREKA, Calif., 8 p.m., Labor Temple, 840 E St., Hall No. 1.
- Oct. 18th, 1952 (Saturday)—REDDING, Calif., 7:30 p.m., Labor Temple, 1310 California St.
- Oct. 19th, 1952 (Sunday)—MARYSVILLE, Calif., 2 p.m., Teamsters Hall, 321 E St.
- Oct. 23rd, 1952 (Thursday)—FRESNO, Calif., 8 p.m., 631 Kearny Blvd.
- Oct. 24th, 1952 (Friday)—SAN JOSE, Calif., 8 p.m., Labor Temple, 46 Santa Teresa St.
- Oct. 25th, 1952 (Saturday)—OAKLAND, Calif., 8 p.m., Labor Temple, 23rd and Valdez Sts.

It is extremely important that all members who possibly can . . . ATTEND THE MEETINGS IN THEIR DISTRICT . . . so that your officers will have the opportunity of discussing and explaining the resolution.

Sincerely and fraternally,

VICTOR S. SWANSON,  
Local Union Manager.

## SERVICE WITHDRAWAL CARDS

- Berle G. Blehm
- Griff Bowles, Jr.
- Gary Kendrick
- Clifford D. Kern
- Frank Peterson
- Howard W. Potter
- Robert A. Powell
- Jack James Richter
- Arrie J. Stocks



- F. B. Shaner July 22, 1952
- Jess Lewis Burch August 6, 1952
- John E. Prather August 18, 1952
- Chas. E. Williams August 23, 1952
- J. M. Vaughan August 23, 1952
- F. L. Kirby September 6, 1952
- J. A. Rinckhoff September 7, 1952
- Richard L. Aiken September 8, 1952
- Roy Blanchard September 9, 1952

\*\*\*

## July Construction Breaks June Mark

More construction was begun in July than in any previous month in history, the Commerce and Labor Departments reported.

The total of \$3,069,000,000 was \$89 million more than the previous record set in June.

Private construction accounted for two-thirds of all outlays. Private housing totaled more than \$1 billion and was the biggest single item.

The departments said that new construction increased 5 per cent over 1951 figures during the first 7 months of the year to \$18 billion.



**LABOR MEETS STEVENSON.**—Adlai Stevenson met California labor when he visited here recently, and labor met Adlai. One of these get-togethers is shown above, at the Fairmont Hotel in San Francisco. At left is Rep. John F. Shelley. To the right of Stevenson is State Democratic Chairman George Miller, Jr. and State Federation Secy. C. J. Haggerty.

## OFFICIAL NOTICE TO MEMBERS

MEETINGS TO DISCUSS DUES INCREASE have been scheduled in the various districts throughout Northern California. Check the meeting schedule and ATTEND THE MEETING IN YOUR DISTRICT.

\*\*\*

SAN RAFAEL OFFICE CLOSED SATURDAY . . . Commencing Thursday, October 1, 1952, the San Rafael Office will be open EVERY Thursday evening between the hours of 7 and 9 p.m., and will be CLOSED every SATURDAY.

\*\*\*

TECHNICAL ENGINEERS meeting will be held Friday, September 26, 1952, at the Union Offices, 474 Valencia St., San Francisco, at 8 p.m.

# LLPE Says "Destruction Of Labor" Is GOP Aim

"It is now crystal clear that those who control the destinies of the Republican Party have decreed that the party organization is to be used to crush and destroy the labor movement in America . . ."

That was the solemn conclusion of the California Labor League for Political Education in the statement of policy adopted at the LLPE state convention in Santa Barbara and endorsed later by the state AFL Federation.

Full text of the LLPE statement follows:

With respect to the national scene, it becomes increasingly apparent that we must take a greater interest in national party politics. The American Federation of Labor has throughout the years resisted all efforts of those who would place us into partisan politics. We, as both Democrats and Republicans, have operated successfully under the philosophy of Samuel Gompers, which is to support our friends and oppose our enemies on the basis of their legislative record.

We are not proposing any change in this basic philosophy. However, it is imperative that we recognize the fact that for the first time in our history, a major political party has made the destruction of the American labor movement a primary objective of their party organization.

It is now crystal clear that those who control the destinies of the Republican Party have decreed that the party organization is to be used to crush and destroy the labor movement in America and to destroy the forward march of social and economic progress throughout the world.

The Republican Party has made the survival of the labor movement a political issue in the coming campaign. There is a vast store of evidence to point up this most significant fact:

1. The Republican Party sponsorship of the Taft-Hartley Act and its continued support of this anti-labor legislation despite proof of its discriminating and unworkable features and despite the appeals of liberal members of the Republican Party calling for a new labor-management relations law based upon fairness to both management and labor is adequate evidence that the Republican Party does not desire a solution of employee-employer relations, but is intent on destroying the rights of the American worker.

2. The insulting manner in which the Republican Party platform committee received the duly elected representatives of the American Federation of Labor at their recent convention, refusing them an adequate hearing and rejecting our platform proposals. This was a repetition of the Republican Party's action in 1948.

3. The Republican campaign of vilification which has and is being carried on by their selected candidates against the leaders of American labor, by referring to them as labor bosses in an effort to discredit the democratic processes of our unions and to destroy the confidence of our membership in their unions and their selected leaders.

4. The punishment of candidates within their own party who have supported the program of social and economic reform, advocated by the American Federation of Labor, and by the further punishment of those who refuse to enter into their schemes to destroy labor.

5. The last but not least, overwhelming evidence of their support of special interests to the complete and contemptuous disregard of the interest of the people, by their efforts to destroy effective price and rent controls, exploit our natural resources for the benefit of selfish and monopoly interests, and generally to manipulate the institutions of government to defeat every effort to spread the benefits of our political and economic system fairly among those who create the nation's wealth.

By contrast, we find that the Democratic Party has included most of the program and policies that have been developed to improve the living standards of the average American. They have warded off attacks of the reactionary elements within their party to use the Democratic Party as a means to deny to a certain segment of our citizenry, the rights guaranteed under the Constitution.

The Democratic Party has adopted a platform that recognizes the rights of labor and the common people throughout the world. They have nominated candidates in whom we can place complete confidence to carry out the pledges made in the platform of the Democratic Party—candidates who represent the most honest and competent elements in our political society.

The United States carries a great responsibility in this changing world. The American labor movement, furthermore, represents the only force in American life which can successfully challenge the efforts of those interests who would lead America down the paths of selfishness, bigotry, and isolationism.

As members of the greatest body of free workers in the world, consisting of such people as waitresses, laborers, bus drivers, laundry workers, office workers, truck drivers, and workers from other trades and industries, who constitute the vast majority of the citizens of our country, speaking on behalf of co-workers who have delegated us to express their views in this assemblage, we would be betraying the trust and confidence which has been reposed in us by our co-workers if we fail to take recognition of these facts and responsibilities.

The American worker knows what he wants and through his trade union affiliations he gives expression to those wants. The Democratic platform, in contrast to the Republican platform, comes much closer to pledging what he wants, and the records of the Democratic candidates show that they will carry out the pledges made in the platform of the Democratic Party.

The challenge has been issued; the challenge has been accepted. The free workers of California will go forward to victory with the firm and unyielding conviction that right is on our side. The California Labor League for Political Education, therefore, fully endorses Adlai Stevenson for President and John J. Sparkman for Vice President of the United States of America.

# New Wage Rates in Reno Area

By H. L. "CURLY" SPENCE and J. W. BARR, Bus. Representatives

Most important news of the month!!! Our new wage scale has been approved by the Wage Stabilization Board and is now in effect as of the payroll period beginning on or after Aug. 6, 1952.

The following rates now apply to these job classifications:

"A" frame boom truck operator	\$2.48
Air compressor operator	2.21
Apprentice engineer, including fireman, oiler, equipment watchman	2.07
Asphalt or crushing plant engineer	2.46
Asphalt or concrete screed operator	2.35
Asphalt plant fireman	2.35
Asphalt road mixing machine or pug mill operator	2.51
Box man or mixer box operator, concrete or asphalt plant	2.35
Concrete mixer operator, skip type	2.35
Concrete mixer operator, paving type and mobile mixer	2.57
Concrete pump or pumperete gun operator	2.35
Drilling machinery operator, including water wells	2.62
Elevating grader operator	2.62
Generating plant operator	2.30
Heavy duty repairman	2.48
Heavy duty repairman helper	2.07
Material hoist operator	2.43
Material loader or conveyor operator	2.21
Mechanical tamper and finisher operator, concrete or asphalt	2.48
Motor patrol operator, including any type power blade	2.62
Motorman, Haulage motor	2.33
Oshkosh or DW 10 operator	2.62
Pavement breaker, Emsco type	2.57
Le Tourneau pulls, Terra Cobras, La Plant Choate and similar types of equipment	2.62
Pump operator	2.21
Roller operator	2.48
Ross carrier driver	2.35
Skip loader operator, wheel type	2.35
Tractor Hi-lift shovel operator, to 1 1/2 cubic yards	2.48
Tractor Hi-lift shovel operator, over 1 1/2 cubic yards	2.70
Tractor operator, bulldozer, tamper, scraper or drag type shovel or boom attachments	2.48
Tractor operator, scraper or drag type shovel-tandem	2.90
Trenching machine operator, all sizes	2.57
Universal equipment operator, shovel, dragline, derrick, derrick barge, clamshell, crane or mucking machine	2.70
Material hoist, double drum	2.55

## AN APOLOGY

Fraid we have an apology to offer—Seems we sorta crossed our wires on the DeLagrange last name and Ted DeLavega. Not a bit similar now they are in print. Anyhow, Ted is on the shovel for Games and doing a fine job, and Johnny DeLagrange is still one of the "powers" of the John Power Co. Sorry fellows, guess we'll have to send the office girl to school.

Isbell has opened the new road from Vista to Sparks, using it as a detour while they convert the old

# Report of Last Meeting

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

A synopsis of the Regular Meeting Minutes of Aug. 2 read and by motion approved as read.

A synopsis of the Executive Board Minutes of Aug. 13 and of Sept. 3 read, and the acts and recommendations of the Board were by motion approved as read.

Cards of thanks were received from the Costa family; Mrs. Helen Sullivan and family; Mrs. Clifford Alumbaugh and family; Mrs. C. R. Selover and family; Mrs. Matthew Brady. Received and filed.

The Trustees Report was read. It was regularly moved and seconded to accept the Trustees Report as read. Carried.

The following Brothers were reported ill: Clarence Anderson, Wm. Barstow, Ralph C. Brown, Walter L. Boatwright, Carl Burnskey, Verne Curtis, Harry J. Cahill, Frank Cabral, Willard Decker, Geo. E. Dory, Frank Ford, Louis Flores, Frank Gomes, Robert D. Huebner, Fred Holm, Charles Hall, E. Heidenthal, T. T. Hensley, Clyde Howell, James H. Jordan, LeRoy Kelso, Ernest J. Kennedy, Frank Kratz, Maurice Lodge, G. D. McDonald, Glenn H. Moore, Geo. R. Miller, Clement Neilson, C. A. Oilar, Leslie Peterson, Francis E. Price, F. Peckham, Leonard Prosser, Chas. J. Reposo, Charles Richmond, Laurence Semiza, Rocky Sheron, Milam Swilor, Eldon J. Tamagni, John M. Vaughn, Charles Williams, Joe M. Watson, Fred P. Watkins, Lloyd Wardle, Wm. T. Waggoner, Jack Harry Zundell, O. S. Hicks.

The following Brothers were reported deceased: C. R. Selover, John Ben Paroline, Bert Sullivan, Grover C. Thorpe, F. B. Shaner, John E. Prather, Jess Lewis Burch, Chas. E. Williams, J. M. Vaughan.

The membership stood one minute in silence in respect to our deceased Brothers.

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

Brother Foss introduced Brother Blackie (Haywire) Brown, one of our old-time members. Brother Brown stated he had been a member of the Engineers since 1903. His remarks were well received by the membership.

Report of the General Secretary-Treasurer was read by President Clancy.

After considerable discussion regarding the raise in dues, it was regularly moved and seconded that the Union hold in abeyance the raise in dues until the first of November. Carried.

Brother Otto Never, President of the California State Building Trades Council gave a short talk. His remarks were well received by the membership.

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

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

road into one of their smooth four-lane jobs. Skinner Bill Sherman is still moving the dirt out there. Bro. Lloyd Richards is on the shovel and is taking away that hill that blocks the view. Isbell's street jobs are going along in fine shape. Bro. Al Shay is really spreading oil around in more than one way. Bros. Elden "Jack" Evans, Jim N. Johnson and Floyd Lambert are all on the blades. Bro. Frank Shay is doing a lot of fancy rolling on the new streets. Bro. Buck Piretto is the head pusher on the paving jobs.

Isbell's East Second Street Plant and Yard is busting with activity. Bro. W. J. "Bruce" Broussard is on the Northwest loading out gravel. Bro. James D. Townsend is the head crusher man, and he really puts a lot of rock through that crusher in a shift. Bro. Herman Petersen keeps the Hot Plant going in fine shape with the help of Bro. Albert J. Calvin doing the mixing of course. Bro. Vic Lambert does his part, feeding the plant with a dozer. Bro. Ray Barber has the tough job on the digging rig in the pit.

The Eaton-Smith job near Chilcoot, Calif., is coming to the end. They are really going to have a road in there. Bro. Ed Smith, one of the first boys out, is still going strong on a push cat. Bro. "Pineapple" Kahele is doing the digging with the shovel, and Bro. Hershel Walker, who is paying a visit to our great "Silver State," is busy oiling the rig for him. Bro. Jay Baker and "Big John" Kudron are doing some fine work on the DW 20's. Bro. Lawrence Cawelti and Bro. Tom Plummer are doing the blade work. Just a fine job.

Peter Kiewit and Sons' job at the Fallon Air Base is getting bigger and better every day. They have started to put down some concrete. Bro. "Sailor" Hamby, the head man over the HDRM, has his hands full keeping the equipment going. Bro. Darrel Jacobsen is the shop foreman and is quite the foreman. He really keeps everything buzzing around the shop. Bro. Vero Hunsaker is on the dragline, doing a lot of fancy digging. Bro. C. M. "Toby" Coners is the utility man. He does everything around the job from "monkey wrenching," operat-

ing, and even some bossing of the dear brothers around. Bro. Archie Berry has quite a job repairing and operating the paving machine. Bro. Gerald Owens has a real job feeding the Batch Plant with a clamshell.

Drumm and Dodge are well along with the dirt on the Fallon Air Base job. They have so many Super C Pulls and Electric Pulls and Wild Skinners on them, that it's just not safe to drive on the job near where they are working, they're realling making the dirt move.

Haven't made up my mind which foreman is the busiest. Bro. Jack Chatelle from Dodge or Chip Montrose and Joe Solaegui from Drumm. Both outfits trying to keep all the rigs going in the right direction. One of the big problems is to keep Bro. Bud Jacobsen and Al Henderson working at something. The Hutchinson family, Bros. H. L. and R. H. Hutchinson, keep everything real smart with the blades. They are a couple of real blade men and a couple of outstanding citizens of Fallon, Nev.

\*\*\*

# Earnings Drop for Production Wkrs.

Washington (LPA).—The average work week of production workers declined by a half-hour between mid-June and mid-July, to 39.9 hours, according to preliminary estimates of the U. S. Department of Labor's Bureau of Labor Statistics.

The reduction was partly seasonal, reflecting the widespread vacation shut-downs which usually occur in July, and many metalworking plants scheduled shorter workweeks or extended their normal vacation periods because of diminishing steel supplies.

Factory workers' average hourly earnings declined nearly a cent between June and July, to \$1.65—including overtime and other premium pay—reflecting decreased overtime work in metalworking industries.

Average weekly earnings declined by \$1.14 between June and July, to \$65.84, as a result of the shorter work week.

**ENGINEERS' NEWS**  
 Managing Editor, V. S. SWANSON  
 Published Each Month by Local Union No. 3 of the International Union of Operating Engineers  
 Northern California, Northern Nevada, State of Utah  
 Office 474 Valencia Street  
 San Francisco 3, California  
 Subscription Price: \$2.50 per year  
 Mail all news items in to editor not later than the 5th of each month  
 Entered as Second Class Matter September 9, 1943, at the Postoffice at San Francisco, California, under the Act of August 24, 1912.

# What's Doing in the Oakland Office

By AL CLEM, T. D. BRYSON, L. L. LAUX, LOUIS SOLARI and JOE RILEY

August has been an extremely good month in the Oakland office, with just under 700 clearances being issued to various projects throughout the area. While there appear to be no jobs of great magnitude going on at the present time, there are numerous small jobs furnishing employment to the major number of Local No. 3 men.

## GETTING AROUND THE JOBS

During the past month we have signed an agreement with the Rush Construction Company, a firm formerly working chiefly in the Northwest. This company has just opened up a quarry above the Broadway Tunnel, and has spent a considerable amount of money developing this project. Local 3 is represented by Bro. Al Thompson, who is operating a shovel. We hope to see this firm do well in this area.

Pile-driving work continued to be good during the 30 days just past, with men having been cleared to most of the pile-driving firms in the area. Ben C. Gerwick is doing the pile-driving work necessary on the rebuilding of the dock burnt recently in Oleum.

Paris Brothers are putting in a sanitary sewer for the Port of Oakland at the Oakland Airport. Bro. Bob Greuner, the general superintendent, is ably assisted by Bro. Bill Shands and Bro. Jack Shands. Bro. Bill Feusi and Bro. Maurice Kesteloot are on the trenchers; Bro. Wayne Anderson is operating the clamshell, and Bro. Bud Doty is on the loader. Work was begun on this project approximately a month ago, and it is estimated that it will not be completed before the end of November.

The iron-ore loading operations at the Richmond Parr Terminal have slowed down considerably necessitating a layoff of a number of men.

Quite a number of the members are employed by the John Delphia Contracting Company of Patterson, on the East Bay Municipal Utility reservoir being built near Lafayette. This is a \$116,000 job, calling for 140,000 cubic yards of excavating. Bro. Jim Briggs is the general superintendent of the job, with Bro. Pinky Sobrero, Bro. Bus Wagle, Bro. Frank Anderson, Bro. Wylie Sherman, Bro. Ernie La France and Bro. Luigi Alberti operating the cats. Bro. Johnny Johnson and Bro. Pete Storch are employed as repairmen. The 30-inch water line which will connect the reservoir and the filter plant is being installed by the M. Miller Company. The filter plant being built at the end of the pipeline is being constructed by Elmer J. Freethy & Sons.

Many of the brothers are employed directly and indirectly on various subdivisions throughout the area. Excavating, street layout, pipelines and landscaping make up the majority of this work. In view of the fact that there are so many of these jobs scattered over such a wide area, they pose a problem to your business representative in keeping them properly policed. Your representative appreciates you notifying him of any violation or infraction of the Agreement, or working conditions. Only by your assistance in this manner are we able to cover the area under our jurisdiction as it should be covered.

Over 500 tons of asphalt is being produced per day at the Biasotti and Sons hot plant at Antioch, most of the asphalt filling the requirements of the cities of Pittsburg and Antioch. Bro. H. H. "Mac" McKinney is the plant engineer, with Bro. Roger Mongsene as cat-skinner, Bro. Dave Byrd, box-man, Bro. Fred Hughes, fireman, and Bro. Jacob Hych as oiler.

The J. R. Armstrong Company is erecting a new hot plant near Shore Acres, Port Chicago. At the present time this plant is being used to mix stabilized material for their road job between Concord and Walnut Creek. Armstrong's

new pit at Pleasanton is furnishing the aggregate for this operation.

Peter Kiewit and Sons now have their men hauling the sub-base for the freeway from the quarry, with the concrete paving crew soon to be in action. The seven concrete bridges called for in the contract are near completion. There are still around 55 members of Local 3 on this job.

Healy Tibbetts has their clamshell dredge operating offshore of the Pabco Dock in Emeryville doing the excavating for Peter Kiewit and Sons, who are the general contractors on the Eastshore highway project.

Bro. Mickey O'Callahan, who seems to have spent most of his time in the past on jobs some distance away from this immediate area, has snagged a job close to home at last. Bro. O'Callahan has his equipment operating on the Broadway Tunnel job, where the hillside is being cut back and terraced in order to prevent further sliding during the coming winter.

Vega Engineering is running two shifts on their flood control job in the Concord area. Bro. Martin Anderson, Bro. Willis Hamilton and Bro. Pop Cole are on the draglines; Bro. Bill Evans is on the cat, and Bro. Larry Cooper and Bro. Donald Belden are the oilers.

J. O. Archibald has the contract for the excavating work on six new salt crystallization ponds being put in by the Leslie Salt Company at Newark. It is interesting to note that a period of years is necessary for the complete processing of salt into a product suitable for table use. Bro. Art Eitner is the foreman on this project, with the following Local Three men on the payroll: Bro. C. Holst, on the blade; Bro. F. McKinsey, on the loader; Bro's. E. Farwell, P. Bennett, J. Dillard, D. Dietz and L. Farwell are operating jeeps; Bro's. R. Smith, K. Arnold and F. Buck are on the dozers; Bro's. R. Chamberlain, B. Anderson, H. Mayer, F. McCain and O. Inman are on the cat and cans, and Bro. L. Drennon is employed as greaser.

Bro. Vince Hoyt and Bro. Harry Buettner, Local Three members of long standing, have taken over the equipment repair shop formerly operated by the firm of Stahl & Shattuck, Hayward. We understand that Bro. Hoyt and Bro. Buettner have more work than they originally thought they would have, and no doubt will be hiring additional men before long. Bro. Lewis Stahl and Bro. C. B. Shattuck have gone into the construction business and have their seven pieces of equipment operating in various locations throughout northern California.

Lee Immel has the contract for resurfacing and widening the shoulder on the Altamont-Pass freeway. Bro. Ray Ferdig is the general superintendent on this job, which should continue to furnish employment to approximately nine members for the next three months.

We have received a number of orders for men recently from the Pacific States Steel Company of Niles, where considerable expansion is taking place.

On Sunday, Sept. 7th, a meeting was held in Pleasanton for the members employed in the Rock, Sand & Gravel Industry in this area. The meeting was well attended, and resulted in the acceptance of the agreement, as negotiated by the officers, for all the members employed in the industry. We want to take this opportunity to thank those members who attended the meeting, and to again thank them for the information furnished the officers of the union.

## News About The Brothers

An old-timer in the Local, who has been away from these parts since 1948, and who has just returned to the Oakland area, is Bro. W. H. Stewart, who stopped by the office the other day to pick up a clearance to a job a little closer to home than Nome, Alaska, his last place of employment. Bro. Stewart worked last for Peter Kiewit & Morris Knudsen on their work on a radar station on St. Lawrence Island, which is approximately 180 miles from the Bering Sea. According to Bro. Stewart, St. Lawrence Island gets more than its share of fog and rain, and has 30 below zero weather during the winter.

When Bro. Robert Kessell stopped by the office the other day to pay his dues, we learned that both he and Bro. Del Mastin have been on the J. H. Fitzmaurice Company payroll for the past several years on a year-around basis. Bro. Kessell operating a crane and Bro. Mastin a blade and a Barber Green. We hear that Bro. Mastin just returned from three weeks vacation spent touring through Colorado and Wyoming.

Some familiar faces will be missing from the local scene for the next three months, as Bro. Lyle "Red" Smith, Bro. Richard Knapp, Bro. Paul Perkins and some of the other brothers are going to Boise, Ida., for Engineers Limited Pipeline Company, where a pipeline is being laid from Salt Lake City to Boise. We understand that there is good fishing and hunting in this area, and we wouldn't be surprised if this didn't have some bearing on some of the brothers being so anxious to go.

Another old-timer, Bro. Ralph Chaney, whom many of you know has spent the last five years working out of the country, has finally decided to stay home for a while. Bro. Chaney's most recent stint was in Saudi Arabia, this being his second trip to this part of the world. As far as housing and recreation facilities are concerned Bro. Chaney tells us that considerable improvement has been made since 1948, bowling alleys and late movies now being available. Bro. Chaney flew home on a DC 4, a Standard Oil Company plane, which had an overnight stop in Rome, where he tells us he enjoyed himself immensely.

Bro. Orval Craig, who for the past several years has been employed by the Bigge Drayage Company of Oakland as a crane operator, has recently left the employ of that company and is now employed by Rosendahl Corporation as crane foreman. Knowing Orval as we do, we know that he will make a success of this job.

Bro. Ray Post, also formerly employed by Bigge as a crane operator, has now gone to work for Western Crane Service in a similar capacity.

After 27 years of continuous service with the Baxter Company at their pole yard in Alameda, Bro. Tom Gobbler has now decided to take it easy for a while. The other day, at the end of his shift, Tom rolled up his overalls, put them under his arm to go home and sit on the porch. In keeping with the spirit of the occasion a number of the brothers presented Tom with an easy chair, so he will be able to really enjoy his rest as a retired engineer should.

Bro. Newman Tate is acting as foreman at Fluor Corporation, Oleum, while Bro. Red Ivy is on vacation.

Any of the members of the local who might be interested in purchasing a full set of heavy duty mechanic tools, or construction equipment, might contact Mrs. Jess Muller, 682 East 12th St., Pittsburg, the widow of a former Local 3 member. The office also has a list of the tools available.

It is with deepest regret that we report that during the past month two well-known members of the Local have passed away. Brother Forest Kirby, who had been em-

## Press Fakery Punctured In Stevenson Endorsement

(State Fed. Release)

Punching through a paper wall of distortion and lies erected by the commercial press, the million-member California State Federation of Labor convention recently endorsed Adlai Stevenson for President and John J. Sparkman for Vice President with only two delegates voting against the endorsement motion put by C. J. Haggerty, executive head of the state AFL organization.

The official Federation endorsement followed two hectic days of political news coverage which found the Associated Press sending a wretchedly false story of convention action to its affiliated papers from the Santa Barbara Armory.

Despite accurate coverage of the convention by working reporters, the Associated Press told its readers that the state AFL had last Thursday refused to endorse Stevenson and Sparkman and had voted instead for a mere "commendation" of the state political league for its wisdom and vision in endorsing the Democratic Party candidates. The AP even claimed that Federation President Thomas L. Pitts had rejected a motion to endorse.

Actually, no motion to endorse was ever put to the Federation convention and the motion to "commend" the state LLPE was carried by a thunderous, roaring vote. Only two voices voted against the motion to commend the League.

In order to bring its story to the people of state and nation the Federation formally endorsed the Democratic candidates at its Friday morning session.

In putting the motion for Federation endorsement, Haggerty explained that he did not seek to detract from the importance or prestige of the League, but that because of willful press distortions it was necessary for the state AFL to make its position clear and apparent to all.

Other political action steps found the Federation endorsing state ballot Proposition 13 which would end the cross-filing system, and approving Proposition 1 (Veterans Bond Issue) and Proposition 2 (Increased Public School Funds).

Delegates voted to oppose Propo-

posed by Bob Mulloy for the past several years, passed away at his home Saturday morning, Sept. 6th, his death being caused by a heart attack. The other well-known member was Bro. Chuck Williams, whose death stemmed from an industrial accident.

Our sympathies are also extended to Bro. Mitchell Cari, who lost his mother and his sister's children in a recent automobile and truck accident.

Several additional companies have mailed retroactive pay checks to the office. Checks are being held for the men whose names appear on the list which follows: CONSOLIDATED WESTERN STEEL—F. L. Adams, J. W. Johns, Jr., W. E. McBride, J. G. Persen, G. M. Thatcher, L. A. Williams; GOLDEN GATE FIELDS—L. R. Barnes, R. A. De Witt and R. O. Marks; CHARLES S. HUGHES CO—Tom Butterfield and D. J. Camp; INDEPENDENT ENGINEERING & DRY DOCK—G. Phipps; MACAL IMPROVEMENT CO.—J. W. Everidge and J. Newberry; M. MALFITANO & SON—H. Cross; MCGUIRE & HESTER—J. J. Breen, E. F. Butler, J. Crumley, J. Duncan, T. Epperheimer, Clarence Fredrickson, V. Garner, Harold Greenough, J. L. Haner, T. L. Hendricks, T. R. Jacobs, J. J. Kemp, M. Krawesky, J. Leonard, E. McDonald, O. McNuit, G. Meskimen, W. Noble, William O'Brien, R. J. O'Connell, A. M. Phillips, J. Raines, W. Reed, L. Rushing, L. Schwab, J. L. Shaw, L. B. Stratton, V. Swanson, Fred Wright and Francis J. Wyman; SOUTHWEST WELDING & MFG. COMPANY—C. Baker and V. Fahrni.

sitions 5 and 6, the so-called "subversive" ballot measures dealing with suspected persons and groups and with loyalty oaths for public employees.

The Federation also voted approval for the recently qualified Proposition 24 which would authorize new bonds for public school expansion.

Important mid-week convention speeches were delivered to the 2,000 AFL delegates by Arthur M. Ross, former public member of the national Wage Stabilization Board; Daniel V. Flanagan, Deputy Assistant Administrator, Defense Production Administration, and Max D. Kossoris, Regional Director of the Bureau of Labor Statistics.

Ross recommended that the next U. S. President appoint a national commission of outstanding citizens, including labor and management representatives, to prepare an adequate replacement for the Taft-Hartley Act.

Flanagan announced for the first time the new government policy of exempting the shipbuilding industry from Defense Manpower Policy No. 4 with regard to surplus labor areas and allocation of government defense contracts.

During the five-day convention period the Federation reaffirmed its strong position defending civil rights, including a compulsory FEPC on federal, state, and local level; called for broadening and boosting social security laws, featured by national or state health insurance; demanded repeal of the Taft-Hartley law.

\*\*\*

## Factory Jobs Rise In California

Manufacturing employment in California increased by 3 per cent between mid-June and mid-July as a result of seasonal expansion in fruit and vegetable canning and continued gains in aircraft, Paul Scharrenberg, California Director of Industrial Relations, announced this week.

The gain in aircraft employment alone was sufficient to outweigh losses attributed to steel shortages, Scharrenberg added.

Employment in manufacturing industries as a whole increased by 25,200 from June to a total of 971,000 wage and salary workers in July, a postwar high for that month. The July level was 7 per cent above a year ago and 204,900 or 27 per cent, above July 1950. Defense-connected industries such as aircraft, electrical equipment, and machinery contributed primarily to the two-year rise.

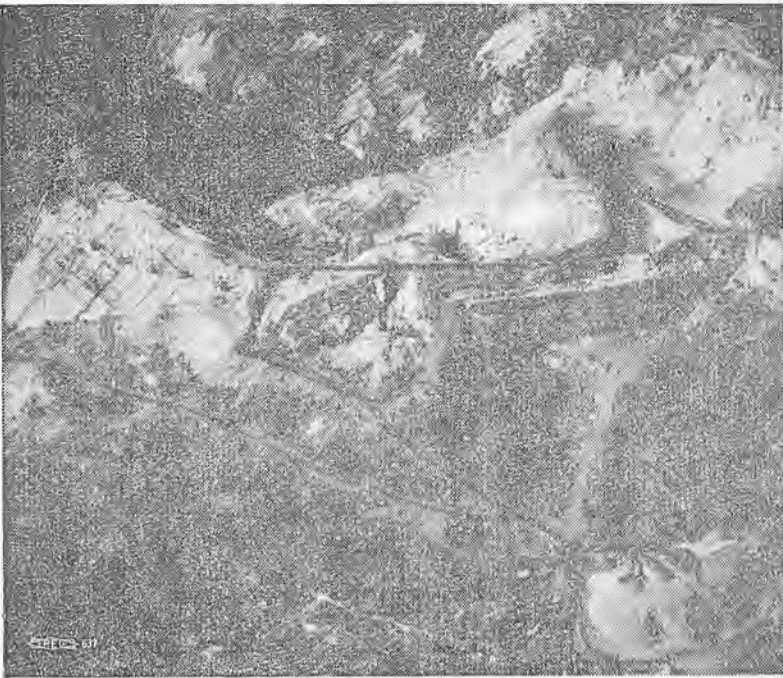
Aircraft plants have added 113,100 wage and salary workers since July 1950, and currently employ one out of every five manufacturing workers in the state. The postwar high of 193,900 reached in July is, however, 43 per cent below the peak month of World War II.

Interrupting an upward trend which has continued for over two years, machinery manufacturing employment declined in July for the second consecutive month. Despite losses, which were attributed to the steel shortage, the industry currently employs 75,900 workers or 5,600 more than in July 1951 and 27,600 more than in July 1950.

\*\*\*

### NIGHT DRIVING TIP

Dark sun glasses may cut down the glare of approaching headlights at night, but they are not a safe driving aid after sun-down because they also reduce visibility.



**BEAR RIVER DAM SITE**—This is an aerial view of the site 50 miles east of Jackson, Calif., where the Bear River Dam is being built. This Utah Construction Co. project is employing 250 Engineers, who are enjoying a fine working relationship with the project staff, who include Bob Ames, project manager; Ted Ames, super; Herb Alexander, master mechanic, and Charles Callender, equipment super. Equipment on the job includes two 5-yard shovels, 12 MW cranes, 5 P&H's and 6 dozer cats.

## BIG, HAPPY FAMILY ON BEAR RIVER DAM

By ED DORAN, WALTER TALBOT and C. L. CASEBOLT

The Utah Construction Co. job at Bear River Dam is going along ahead of schedule under the able and congenial Bob Ames, project manager. Ted Ames, father of Bob, is general superintendent on this job.

Incidentally, Ted Ames is the only contractor we have ever known that his received a commendation and a very fine

watch from the St. Paul Building Trades Council for never having a labor dispute on any of his jobs. The only thing that we in the Stockton office have against him at present is that he is rock-hungry.

We have 250 members of the Engineers Union employed on this project.

The following is a tribute to the men employed on the project, written by Bob Ames:

### TO ALL SUPERVISORS:

I wish to take this opportunity to express my appreciation of the efforts each of you has exerted to achieve the goals set for you by my apparently impossible schedule of work items. In all fairness, I believe it is right and proper to tell you how you have progressed. It is a pleasure to state that your combined efforts have accomplished even more than was scheduled. I want you to know that you have earned the right to be justifiably proud of your achievements and I want you to advise every man in your crews that he is playing on a winning team.

The following is a brief review of the controlling items of work, to which all of you contributed in one way or another.

**SELECT PLACED ROCK:** This very critical work, in which we are serving our apprenticeship, controls progress on all other items of work. You are producing a better quality of work and setting a higher rate of production than has ever been achieved on the 15 dams of this design previously constructed.

**Dam No. 1**—58,328 cubic yards in place, 36,822 cubic yards to go.

**No. No. 2**—30,990 cubic yards in place, 16,360 yards to go.

**Total remaining to place**—53,182 cubic yards.

Through the past six weeks, you have demonstrated that a cooperating organization can accomplish more than any one of you alone thought could be done. I have known this for a long time, but you even outreached my expectation. Maintaining your record through the topping out operation will require even closer cooperation and a good deal of ingenuity. I am very confident that all of you will come through in the clutch. I know you have what it takes.

**CONCRETE ITEMS:** The placement of concrete on the upstream slopes of the dams has been considered a difficult and complicated operation. It is now obvious that your methods and abilities have made a simple and sure routine out of this complicated performance. The many separate opera-

tions involved to complete a single pour have required the willing and able cooperation of several supervisors and their crews. Failure of any one crew to handle its duties efficiently and on time would stymie the entire parade. The greater part of your work remains to be done, but the smooth running organization you have now developed assures completion on schedule.

I do not recall ever working with a more cooperative group of competent men on any past project. And this unusual rock monument could never have been built on schedule without the organization, the ability, and the will to accomplish which all of you have helped create. However, we shall not be safely on schedule until the owners have accepted the completed project.

**"A fool often fails because he thinks what is difficult is easy, and a wise man because he thinks what is easy is difficult."**  
Let us not be overconfident! Good going!

—BOB AMES.

### OTHER AREA NEWS

Pipe Linings, Inc., have a gadget that gets inside of the Hetch Hetchy Pipeline and puts a concrete lining three inches thick on same, completing 500 feet per eight-hour shift. This iron pipe is 60 inches and is 30 years old. This gimmick is quite a rig—but we would rather see a new pipe line installed.

Nomellini Construction Co. is quite an outfit. You can see them replacing a door on the men's toilet on one side of town—and on the other, they have all the streets and curbs under construction, as well as the sewer lines and bridges. In fact, you see Nomellini's gang wherever you go.

By the time this newspaper is distributed, we will know who the low bidder is on the seven and one-half miles of new four-lane freeway between Tracy and the Altamont Pass freeway. The job is estimated to go around four million dollars, with about half the money going on the structures. As the bids were opened so late in the year, we do not expect too much to be accomplished before it rains. In any event, the job will not be completed before 1954.

The land leveling at this time is going full blast with the ever-growing demand for land levelers to fill the jobs, especially in the summer months. A shortage of help

## Specialists Needed at Pearl Harbor

J. K. WAIWAIOLÉ  
Business Representative

Pearl Harbor Naval Shipyard needs men possessing some very special skills and is unable to find them. Among the experts needed are men versed in ordnance and electronics and even a search on the mainland has failed to produce them.

The Hawaii Aeronautics Commission has approved a \$1,800,000 budget for this fiscal year 1952-53. Most of it will be spent on improvements. There is, however, an \$8,000,000 program for the next biennium. The largest expenditure will be \$5,000,000 for a Honolulu airport terminal.

Allocation of funds for flood control and harbor improvements have been approved by the Army Engineer Corps for work here in the islands.

Dredge "W. F. Dillingham", formerly the "Jefferson", was towed to Kwajalein on September 1. Captain Rosabo is in charge of the dredge. Brother Frank Soares and a Mr. Peterson are the only available levermen willing to go at this time. Peterson is from the mainland.

This branch is all set for an election within the next couple of weeks at Contractors Mid-Pac. We have also requested a contract reopening at Hawaiian Dredging Co., Ltd.

Our men are now working two shifts at Kaneohe Marine Base.

Congressional tour leader Rep. Overton Brooks (D-La.), heading an inspection tour of all military bases in Hawaii, said "Hawaii should have more air power, more housing and more men in its empty military posts to carry out its role as a strategic central Pacific base."

now exists in the Dixon area where we find a number of land leveling contractors. The contractors from Stockton and vicinity in the Dixon area are; E. H. Rider and Son, working eight rigs south of town; Clint Collingwood, Art Baker, H. Jenecke, east of town, and Frank Taylor and Roy Meckling east of Dixon on the Liberty Island road.

Going farther south on the Liberty Island road, we find Dick Blackmore doing a little levee strengthening with his DW 21's. Bro. George Barnes is shifter on this job for Blackmore and Hening Construction of Rio Vista having the prime contract.

Joe Richards of Rio Vista has his jeeps working north of Thornton on the Franklin Road and one cat working in the peat dirt at Terminus.

Two members of Local 3 who have added equipment are Jack Rau, who bought another D7 and Carryall, making him two, and Chet Eays who purchased a D8 and Carryall to go with his D6.

Several of the contractors are out on the islands leveling peat ground which is a rough go at this time of year. On Union Island on the Cal-Pak ranch is John Black with two D7's running two shifts, Roy Reeves also with two D7's, Ivan Carden running his own with help from Bro. Floyd Templin. Look Chong has five rigs working on the same ranch.

John Renner is on Roberts Island with three rigs.

Ernie, Larry and H. M. Aksland have all their cats busy near Vernalis with a happy crew as the Asklands are paying the present scale to their men.

Red Craft at Oakdale is keeping his boys busy and has added another D8 to his equipment making the total number eight.

With deer season coming up on the 20th of September in the Sierras and if all the boys go hunting that are planning on it—we can expect a mild shutdown in the land leveling industry.

The Kaiser Magnesium Plant in Manteca is rolling smoothly at this

## All Quiet on the Ulcer Front in Marysville

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

Jobs are plentiful and men are scarce in the Marysville district. This is the time of the year when the Business Representative is the happiest and it is not so bad for the ulcers.

Rice Bros. are busy on a one-mile stretch of four-lane highway in Yuba City on Highway 20. They also have street work

going in East Marysville and keep all the blade men busy that we have been able to find this summer. The gravel and sand plants for this same company along the Yuba River are going at a good steady clip also.

H. Earl Parker Co. have a few rigs along the Sacramento River, plus land leveling all around the area, plus a big crew in the shop.

Archie Till and Smith Bros. have a cat spread along the Yuba River for the Consolidated Gold Fields. E. T. Haas Co. keep a ditcher or two busy around the area. Irrigation Construction Co. and Walt Hogue are liable to be found any place putting on a joint or two of pipe.

Stolte, M. & K. Co., Inc., have kept a crew of anywhere from 13 to 19 operators busy at Beale Air Force base all summer long. Darrough & Sons have quite a bit of work around the area also. M. & K. Co., Inc., have holed in on their tunnel job at Stirling City, using air muckers on the job. The tunnel is about 6x6 after timbering is set, and will be 4,600 feet long. We have 12 operators on this project, with Carl Larson as general superintendent. M. & K. Co., Inc., also have the repair job on Tunnel 9 on the Western Pacific Railroad, about 31 miles up the canyon from Oroville. We will have about nine men on this job for about 90 days. Jim Ricker is general superintendent here.

The Richter Bros. Co. of Oroville are making good progress on the relocation of Highway 99E from the Oroville Wye to Chico with about 25 of our people on this road job. The Butte Creek Rock Co. of Chico are going great guns as they do every summer in the Chico area.

P. J. Moore finished his road job near Butte City and moved his

time with about 150 members of Local 3D doing a fine job of producing metal at a constantly increasing rate.

Johnson-Drake & Piper, along with numerous other contractors, are rapidly getting the Duel Vocational Institute at Tracy well along.

A. Tiechert & Son are rushing the Pacific Avenue job and are now laying black top from the Five Mile House to Calaveras River.

**ALL MEMBERS IN THE STOCKTON AREA SHOULD ENDEAVOR TO ATTEND A MEETING TO BE HELD IN THE LABOR TEMPLE, 805 E. WEBER AVENUE, STOCKTON, AT 8 P.M., ON MONDAY, OCT. 13, 1952, WHEN OUR OFFICERS WILL BE PRESENT TO DISCUSS MATTERS OF IMPORTANCE TO YOU.**

spread to Elk Creek on another road job subbed from Lefevre & Bing. Lefevre & Bing also have a road job in lower Sutter County near East Nicoulas. They also were the low bidders on the first contract on the Oroville Dam. It is for \$92,000 to drive a 4x4 foot test tunnel and will use an Eimco compressed air locomotive. When the crew has to rest they will and must lie down to stretch out, unless it happens to be a midget who could stand up. This job should soon be underway.

Clements Construction Co. are now busy on the Gridley-Colusa road job just west of Gridley and have moved their gang from Arbuckle over there. Brown & Krull have men scattered up and down the levees from Butte City to Wheatland.

Deer season will soon be underway and we hope all the guys will drop in and tell us the size of the horns. We have already had some bragging from the dove hunters. This business representative went out for doves and killed one jack rabbit, I'm ashamed.

The Building Trades Unions of this district are supporting the United Federated Fund Drive of Yuba-Sutter counties and we urge each union member to contribute to such a worthy cause.

Voting time is getting nearer and it is up to each and every one of us to get out to the polls and vote for those who have had the general public at heart. Bad politicians are put into office by good citizens who do not vote.

### PERSONAL MENTION

Bro. B. J. Elston has returned from the service and dropped in to say hello and also to say he would be depositing his service withdrawal card pretty soon.

Bro. Ed Bynum sends in his dues for the balance of 1952, all of 1953, and the first two quarters of 1954, from Liberia. He states he has a good job, making good money and that he wants us to keep sending the Engineers News. We'll certainly do that, Bud.

Bro. Jack Greenwood of Chico has a new Lorain bachhoe. He and Bro. J. B. Garlinghouse are keeping it busy and they can be reached at Chico 1523-W for work for their rig.

We are holding in this office, retroactive checks for the following members: O. L. Winchester, W. J. Price and Charles W. Wall. We would appreciate it very much if these members would contact us as soon as possible for these checks.

This is all for this month. May the dirt keep flying.

## A UNION WAS BORN

They work us 18 hours in their slimy burrows.  
They kill us by the thousands beneath their rotten tops.  
They blow us skyward from the muzzles of their greasy shafts.  
They paid for sweat and blood and broken bones with wormy beans and rancid fat.  
They made us live in shacks unfit for swine or dogs.  
They forced us to go begging crusts of bread from brothers poor as we, displaying stumps and blinded eyes as our right to beg.  
They kept us in their stinking camps behind barbed wire and stockades like prisoners of war, like convicts doing time.  
And scarcely had the last clod hit our coffins when they drove our loved ones from their company shacks—to scrub and wash—to beg or steal—starve or rot.  
And when we met in the dark of night, in culverts, caves and deserted shafts to find a way from woe and want; from slavery and misery.  
Thus the union was born.  
How we struggled, how we fought and bled for that puny union babe.  
Oh, the tears we wept and the blood we spilled and the lives we paid to raise that precious child!  
At Braidwood, Ludlow and Panther Creek; at Mingo, Latimer and Virden, mute tombs still speak of the price we paid for our union.  
We, too, had our Valley Forge, where we slept on frozen ground with shivering limbs and empty guts. We, too, left our tracks of bleeding feet in the snow of many a camp.  
We, too, had our Fredericksburg and our Appomattox in our war to preserve the union.  
We, too, had our Mons and Argonne fighting for democracy.  
Now you ask us to desert our union that made us free.  
YOU ASK US. LIKE HELL WE WILL!

# News Roundup From Utah

By MERLIN BOWMAN, C. R. VAN WINKLE, DON ELLIOTT, CHARLEY COCKAYNE and GEORGE FARRELL, Business Representatives

Work is holding out very good in the state of Utah although some of our larger jobs are near completion and are starting to lay off quite a few men.

Utah Construction on their tunnel jobs at Bingham and Lark should both be completed in the very near future, but it looks like there will still be work on their Lark Facilities job for a few operators this winter.

We still have a few jobs in high gear at Dugway. J. K. Thayne is working nine hours a day on his grid job and the men that he has seem to be very happy.

W. W. Clyde is really making good progress on his road job at Dugway but it has been very difficult for him to really hit the ball because of the shortage of water in that area.

Jim Sumsion Construction Co. has subbed the gravel work at Dugway from J. K. Thayne. This job should last until the snow flies.

Gibbons & Reed are having quite a bit of trouble moving their dirt on their airport job. They are having to use on pull cat and one push cat on their DW-20s and electrical pulls in order to load them in that boggy ground. They have most of their oil laid on the Copperton job, which is going to release a few soon.

Utah Construction's dike job should be completed within two weeks. Wilson Construction Co. at Fort Duchesne is still calling for a few men on their 900 acres of land leveling. This job is working 10 hours a day, 6 days, and should run until the bad weather chases them out.

Olof Nelson is making good progress on his shouldering job at Roosevelt. We have had considerable trouble trying to man this job.

R. M. Jensen is getting his old crew back together and getting started on his new road job in Duchesne County.

Parsons & Fife Construction Co. is tearing down its crushing plant in Salt Lake and moving it into the Logan area, where he has two stock piles to crush out. His job in Salt Lake is all completed with the exception of oiling, which will run approximately 30 days.

Sorenson Bros. are really making the dust fly on their excavating for warehouses at Desert Chemical. This has been a hard job to hold operators on for it is so dusty that the men just won't stay. This job should run for quite some time yet because they have the backfilling and street work around the warehouses.

Talboe and Harlin are getting a very good start on their building jobs at Desert.

Olof Nelson has approximately one more week of work on the shouldering and oiling job at Tooele which is going to make a very good road from Salt Lake to Tooele. This road has been very much of a hazard for quite some time.

## Northern Area

Pipe line expansion in the Northern Area makes our fall work look good. One new line is in progress at this date and the second line is scheduled to start about Sept. 20.

R. H. Fulton Co. has the first section of the Pioneer pipe line job between Salt Lake City and Sinclair, Wyoming.

The new Salt Lake Pipe Line Co. job is a new line paralleling the existing line to Boise, Idaho. The first 114 sections in our area are being done by the Macco Co.

Germer Abbott & Waldron have completed their road repair work in Weber Canyon and moved most of their equipment to other jobs, with the exception of one crusher still in operation at Henefer, making gravel for the state road.

Gibbons & Reed are making good progress on their Box Elder Canyon road job. Most of the equipment is still working two shifts.

Wheelwright Construction Co. has completed most of the excavating on their Lewiston roadwork, leaving the approaches and bridge to finish.

The Parsons & Fife road project at Plymouth seems to be showing good progress and when completed will certainly make a great improvement on this highway.

Le Grand Johnson has encour-

tered considerable rock in making the 60-foot cut on his Rattlesnake Pass job.

The new street repair work completed by the Gibbons & Reed oiling crew in the city of Tremonton will sure remedy the dust and gravel problem.

McKee Co. and K. C. Construction Co. are taking advantage of our good weather on their warehouse project on Second Street in Ogden. K. C. Construction Co. expects to finish the fill in about three weeks and McKee is averaging about 150 yards of concrete a day.

The Lagoon-Layton highway job of Strong Co. is keeping our members busy working three shifts. The pulls and shovels are working full speed, trying to complete this job before bad weather.

This brings up a problem we all hate to see come so soon. Most of our construction is rather slow during the rough winter months, and sometimes forces a hardship on some of our members. The majority of the fellows realize that work is slow during this time and govern themselves accordingly.

Work has been exceptionally good this year and most of our members are still employed. There are still a few classifications of work in which we have difficulty in placing men.

## News from Southern Utah

The work in this part of the state is holding up very well and should do so until late in the fall. If we don't have one of those famous "Utah winters," there is no reason why jobs now going and jobs to be let should not go all winter.

Floyde Whiting Construction Co. has a job at Kanab that will go another 30 days, that should have been let in the fall of the year. He has been on it about four months now, through the hottest part of the season. As you all know, Kanab is in the heart of Utah's Dixie. We, your representatives, have tried to persuade the State Road Commission to hold the extreme southern jobs until fall or give the contractor extensions after the bid is let, and we like to think we are gaining a little headway as L. F. Johnson got a sizeable extension on his job at Mexican Hat to Ship Rock (35 miles).

Floyde Whiting got the Provo River job. This one will be mostly dragline work and will afford work for some of our members. However, being Army Engineers, it was cut from the original \$500,000 to \$125,000. This could be changed and before it is finished it will cost considerably more than that.

The 33 miles of Highway 6 below Delta that W. W. Clyde has been on for the past two seasons is nearing completion. This has been a good job for a lot of our members and will make for a lot shorter and better route south into California.

There has been the usual number of questions from the members as to "Where are we going to work this winter? How does the work picture look?" etc. This can best be answered by hoping for an open winter. There is plenty of work planned and how much can be done depends on the weather.

The work at the B.Y.U., although figured at \$2,750,000, does not mean much for our members as most of this will go into buildings of brick and concrete. Most of the excavation has already been done by Thorn Construction Co., with Bro. Kent Hancock on cat and can.

Thorn Construction Co. is going along slowly but surely on the Geneva road. This has been one of those jobs that drive good sober Engineers to drink. It's a job without much yardage involved, and some of that has been moved many times. Bro. Eldon Richie

says he has moved some of the rocks on that road a hundred time or more and, to make it even better, the farmers along there have a lot of extra water so they dump it on the road too.

## Construction in Eastern Utah

Wilson's landleveling project at Fort Duchesne is well under way again after settlement of some management difficulties which resulted in loss of considerable working time for several operations there. Two 10-hour shifts are being worked and, from all indications, 13 or 14 Operating Engineers will be busy there as long as the weather permits.

Olof Nelson is moving right along on his road job at Duchesne. He recently started a second shift as the job was a little behind schedule.

R. M. Jensen was recently awarded a couple of jobs in the vicinity of Roosevelt and they are just getting under way.

Some smaller operations out in the Vernal area are busy on city street projects, ready mix and sand and gravel plants. Some of them need attention and we hope to get them straightened out and flying right in the near future.

The question of refund of contributions to the old Retirement System is still before us. We recently talked with the State Auditor, who is named by the legislation as ex officio member of the new board, and also with Arius Beinap, an elected member, who have power to move the return of contributions along as fast as is humanly possible. We will assure you that we will keep nibbling at the board's heels until we get action on the return of these monies which belong to you.

## News from the Mines and Mills

**Kennecott Copper Corp.**—Most of the news from the copper industry concerns the reported break and settlement by Phelps-Dodge in Arizona, followed by a similar settlement in the other two copper giants of the Big Four. This break of 8½¢ per hour proved illusory, however, when applied to Kennecott Copper.

Here we had a reopener in January and 4½¢ per hour "cost of living" adjustment, which the others didn't have, and when this is deducted from the 8½¢, it leaves but 4¼¢. Deduct from this the cost of improved vacations (three weeks after 15 years), a travel time offer, a health and welfare offer, and you have left the sum of 1¼¢, or a 15¢ per day raise. A sum that hardly attracts the imagination and will certainly not buy anything anymore, not even in the 5¢ & 10¢ stores.

Meetings with the company failing to improve the offer, and because of a difference in viewpoint between Mine, Mill and the AFL unions on how to approach the problem, the AFL unions withdrew from the so-called Kennecott Joint Negotiating Committee. At the present writing attempts are being made to form another joint bargaining committee composed of AFL unions and perhaps other unions whose viewpoint parallels ours.

Before this reaches you this last may have happened and some interesting developments may have occurred. You are advised, because of the situation, to attend your regular meetings as announced in another part of this article.

**Iron Mines, Cedar City.**—Friday, Aug. 29, saw the settlement of the rates at Columbia Iron Mine and now we have a basis for a fair settlement of our wage problem with the Utah Construction Co.

This settlement, which establishes a pattern for the iron ore mining industry, should and will result in substantial increases for our members employed in the iron mines at Cedar City.

At this writing, a meeting has been requested of the company and is in the process of being ar-

## Schedule of Utah Meetings for Construction, Lang Co., Sand and Gravel, Iron Ore, and Kennecott Copper Corp. Members

Friday, Sept. 26, 1952, 8 p.m.—Iron Mine Meeting, El Escalante Hotel, Cedar City, Utah.  
 Tuesday, Oct. 7, 1952, 3:30 p.m.—Crane and Pump Departments, at the Mine, Mill and Smelter Workers Hall, Bingham Canyon, Utah.  
 Thursday, Oct. 9, 1952, 8 p.m.—Sand, Gravel and Construction members, Engineers Hall, 1969 South Main St., Salt Lake City, Utah.  
 Friday, Oct. 10, 1952, 8 p.m.—Sand, Gravel and Construction members, Labor Temple, 161 West First North St., Provo, Utah.  
 Monday, Oct. 13, 1952, 5 p.m.—Lang Company members, Engineers' Hall, 1969 South Main St., Salt Lake City, Utah.  
 Tuesday, Oct. 14, 1952, 3:30 p.m.—Angledozer Department (includes Angledozer Operators, Angledozer Operator Helpers, Motor Grader Operators, Plow Operators and Track Shifter Operators and Students) at the Mine, Mill and Smelter Workers Hall, Bingham Canyon, Utah.  
 Friday, Oct. 17, 1952, 8 p.m.—Sand, Gravel and Construction members, Labor Temple, Ogden, Utah.  
 Tuesday, Oct. 21, 1952, 3:30 p.m.—Shovel Department, Mine, Mill and Smelters' Workers Hall, Bingham Canyon, Utah.  
 Tuesday, Oct. 21, 1952, 7:30 p.m.—General Meeting (all-departments), Midvale City Hall, Midvale, Utah.

## Schedule of State Road Meetings

Thursday, Sept. 25, 1952, 8 p.m.—El Escalante Hotel, Cedar City, Utah.  
 Friday, Oct. 17, 1952, 8 p.m.—Logan, Cache County Court House.  
 Tuesday, Oct. 21, 1952, 8 p.m.—Provo, Labor Temple, 161 West 1st North.  
 Tuesday, Oct. 28, 1952, 8 p.m.—Salt Lake City, Engineers' Hall.  
 Thursday, Nov. 6, 8 p.m.—Roosevelt, Community Club.  
 Ogden—Will send notices to sheds.  
 Price—Will send notices to sheds.

ranged. As soon as any results are obtained a special called meeting will be held in Cedar City so that you may consider the results. This meeting will be called on a Sunday, so that all may attend, and attendance will be expected of each member.

At present it looks as if our seniority beef with the company is, if not settled, well on the way to a satisfactory solution. The company has employed a personnel director, a Mr. O. D. Hole, whom many of you may know. From now on, at least, if we ever get the seniority rosters straightened out, promotions, demotions, layoffs and rehires will, if ability and physical ability are sufficient, be governed strictly by seniority.

However, it should be again pointed out, our seniority clause does not cover assignment of work. In other words, seniority may entitle you to the job, but it does not give you a preference as to what machine or place you work.

Before we close this article, a little advice regarding seniority: It is like a piece of property. It must be taken care of. It won't hold your job if you can't, won't or fail to do your work. You can still be discharged for good and sufficient cause.

If at any time you feel that the company has failed to recognize your seniority, immediately—and we mean immediately—file a grievance with your steward or representative. Remember, the other man establishes rights to the job if he remains on it 30 days or more. Do the above regardless of whether or not you think it might make the boss mad, because your failure to act at once may be taken as a voluntary surrender of your rights.

## Vitro Chemical Co.

There have been several matters at the plant that have been the cause of much friction between this company and ourselves. These matters involved, primarily, the question of assignment of work to the proper craft and the stopping of the encroachment of one craft on another.

At a recent "full dress" grievance meeting, the company agreed that it would not be its policy to assign the work ordinarily performed by one craft to another craft and, at night, on anything except small emergency jobs, to call in the proper men of the proper craft.

Meetings have also been arranged with the company to discuss the question of job descriptions in the hope that this matter may be completed and added to the agreement, as it provides. Also

the matter of the wage reopener will be discussed in the hope that this question may be settled.

Attend your meetings, as posted, for information regarding these matters.

## Contractors' Shops and Sand and Gravel and Ready Mixed Concrete

All is pretty quiet along this front. The contractors' shops are, unless some member or members are not reporting violations, going along fine—with no beefs. There have been some complaints regarding Waterfall's operation in Ogden, but this, we are sure, has been worked out satisfactorily.

Some progress has been made in our job of seeing that union jobs are serviced by union sand, gravel and ready-mixed concrete plants; however, there is still much work to be done. We urge every member on any job where aggregates or concrete are being delivered to check the company and the drivers to see if they are union.

If they aren't, report this to the office and we will take steps to right the situation!

## Utah State Road

We write this article with a great deal of satisfaction because we have recently been informed by the Board of Examiners that it has approved and adopted new rules and regulations governing hiring of State employees, among which were several rules that we have worked diligently with the board to adopt.

Following, in detail, are the particular rules and regulations we have reference to, these being excerpts from the complete draft, viz:

Pursuant to its authority under Section 13 of Article VII of the Utah Constitution, the Board of Examiners adopts and promulgates the following rules and regulations:

**Employees of the State**  
 (4) Each employee employed on an hourly basis shall be paid time and one-half for all time employed in excess of 8 hours in any one day or in excess of 48 hours in any one week.

**Vacations**  
 (6) Each employee who has been in the service of the State for a period of 6 months or more shall be granted a vacation with pay of one work day for each month served. In the event that an employee is hired on an hourly basis, his vacation pay shall be computed on the basis of an 8-hour day, and  
 (Continued on Next Page)

# All-Time Low Unemployment In San Jose, Southern District

By M. G. ("MICKY") MURPHY and A. J. ("BUCK") HOPE

Yes, brothers, that is what we mean, and we are very happy to make that statement; however, we have no guarantee as to how long it may remain so. At this writing we have two men on the books and they are resting up and preparing to go deer hunting in the near future, or planning an extended vacation.

We have now about 190 Local No. 3 men employed on the Lexington Dam, working for Atkinson, counting Supers, Foremen, Mechanics, Operators, Oilers and Pump and Compressor men, and from the way it appears we will soon have about 25 more jobs to fill on this project.

It looks like Brother Ernie Gressot, who is night Super, Brother Wooten, swing Super, and Brother Mickey Dailey, Super on days, (all of the same rank) are trying their utmost for an early completion date, or at least for a high percentage of completion before the rains start this fall; however, we wish them lots of luck.

Another link in our Eastshore Freeway which connects with the present section now under construction by Fredrickson & Watson Co. was awarded to Granite Construction Co. of Watsonville for the sum of two and a half million dollars. Much of this work will be overhead and underpass, and will run from Gish Road in Santa Clara County to Warm Springs in Alameda County.

Oh, yes, we must mention that this job will require about 1½ million yards of borrow. We do not expect to see too much activity in the near future on this job, other than the structure work for the next couple of months; as for the who's to run the job on supervision, that one we do not know for sure either.

More activity for Moffett Field will soon come up for bids, at present there is approximately 15 million under contract. Many of our well known Contractors are very busy on the base at present, to wit: Carl Swenson, Raymond Pile, M-K Corporation, E. T. Haas, Eichley Steel Co., San Jose Steel, Pittsburgh-Des Moines Steel, A. J. Peters and Guy F. Atkinson, who for the last year has been very conspicuous on said base.

O. C. Jones of Hayward is still fully occupied on his job for the Austin Co. on Alviso Rd. This excavation and compaction project is under the supervision of Brother Bartlett, and he expects to have the same well under control in the next two or three weeks.

McFadden Co. and Brother Frank Sinnott, who have the underground work on a subdivision just south of Moffett Field, are making fast progress and hope to have the geographical appearance of the tract greatly changed in the next few weeks and ready for home building.

McCammion & Wunderlich have just about completed the street work on their Los Gatos division and also on their Stevens Creek project, however, they are still very busy on their Palo Alto project and will be for some time. O. V. Freeman Co. and L. C. Smith are also keeping about 30 Engineers or more busy at all times on their Palo Alto projects.

L. C. Smith also has the Highway job between Los Gatos and Saratoga, plus a couple of subdivision jobs off Winchester Road. Ed Keeble has a couple here off Los Gatos Highway and Leo Piazza is doing the black top. A. J. Raisch has both of his Hot Plants in operation part of the time, and one is going all the time; plus a couple of subdivisions and street work which is much needed in and around this locality.

D. A. Parrish of Stockton has started operations on their underground job off Farley Road in Los Gatos with three Diggers and a Bachoe and expect to be under full operation in the near future, with hopes of completion in about three months. Heple Utilities have many projects under operation at this time for the Water Co. Re-

gardless of what street you may turn on you will find this firm well represented and under the supervision of Brother Tony Oliver.

Cupertino Ready Mix, Inc. (a new firm in this locality) have completed the assembling of their plant on Stevens Creek Road, which will supply the concrete materials for Stern and Price on their 1500-home subdivision. Barrett & Hilp of San Francisco, who for many months have been working feverishly on the new O'Connor Hospital, are looking forward to completion in about three months; same applies to their building job at the State College.

Pisano Brothers (Tony, Nick and Frank) have most of their equipment in steady operation on their many jobs in this locality, plus another one in Gilroy. Same can be said for A. J. Peters Co., whose equipment is very conspicuous on their many jobs in and around here. Bebek & Brkich, another underground firm who are contributing so much to the modernization of our sanitation system on this district, are making fast progress on their present half a million dollar job and expect completion in about three months.

We must not forget to mention another of our "Old Timers" who just returned from the South after many years of absence, J. D. "Buck" Wall, and with several pieces of underground equipment, which he is keeping busy at all times. E. J. Tobin, another underground firm, and Brother Billy Stevens are operating to capacity on their work in and around Palo Alto and Mt. View. Brother Frank Sinnott can be seen here also; same applies to Brother Jerry Vega on driveways and landscaping.

Sondgroth Brothers, of Mt. View, are running under forced draft to complete their many street jobs, not only in Mt. View but down here also. So, Brothers, you can see we do have some activity in the northern section of this southern division. Now let's go to the southern section of this southern division.

## SANTA CRUZ AND VICINITY

Los Gatos Construction has completed their sub-contract at Boulder Creek for Granite. Granite Construction, a well-known firm in this locality is always conspicuous wherever you may go. They will soon begin operations on their paving job in Boulder Creek; they have one shift working on their stripping job at the Davenport Quarry and approximately six weeks left on their grading for Normac at Fort Ord; however, it will be some time before their underground job here is complete. Their paving job on this project will last until early spring.

They also have several small jobs in and around Soledad and King City. Recently they were awarded a small bridge contract for the state in Santa Cruz. It may be interesting to know that this firm employs approximately 125 men. Leo Cardwell Co., Jolley and Sons, and Roberson Brothers are still in full operation in this vicinity. A. J. Peters have made good progress on their underground job, which will be completed in about a month.

## WATSONVILLE AND MOSS LANDING

Work has slowed down considerably around Watsonville. The Engineers at Moss Landing are getting in plenty of overtime. We are still wondering whether Brother Earl Webster has received his subsistence and pay for his recent and strenuous labor of fighting fire in the San Ardo Mountains; if not

kindly notify some office other than the San Jose office.

## MONTEREY AND VICINITY

Taylor and Green from Glendale have started on their sub-contract for underground work in Fort Ord for the Webb Construction Co. Webb Construction Co. are progressing nicely on their concrete job for the Army. Stolte Co. has at last received the green light to go ahead on their project for building Army barracks. Pete Farrish have the sub-contract for the grading for Stolte. This job will keep the Engineers busy for several months. Phil Calabrese has all of his equipment in operation, and we understand that Brother Calabrese will soon take a month's vacation; his first since his discharge from the Seabees.

Alliance Construction Co. have nearly completed their underground project. Granite Construction have started placing their select material and will be paving in the near future. Haas and Haney are progressing nicely on their Navy school job in Monterey. Manuel Smith and Stolte are still busy on their sewer jobs. M.J.B. Construction Co. of Stockton have six cats on Highway No. 1 on the slide which had the road closed for nearly a month.

## SALINAS

Ed Keeble Construction Co. have started working on the Freeway job at Salinas, and expect their Pulls here in a couple of weeks. Ben Gerwick Co. have the contract for driving the piling on this Freeway. Donahue and Adams have several small jobs in this area.

## CHUALAR, KING CITY AND SOLEDAD

Rice Construction are making good progress on their highway job. They have moved their Rock Crusher and Hot Plant in Soledad for the material needed on their highway job in Chualar. Stolte Co. were the low bidders on the Disposal job. P and E Construction were awarded the contract for the sewer job at Greenfield. Donahue Co. have nearly completed their school job in Soledad.

## GILROY AND HOLLISTER

Fredrickson and Watson have about two weeks left on their street job. Pisano Brothers have not started their underground job here due to the steel strike. George, Renz and Willard Co. have a few small jobs in this locality. The brothers working for Fredrickson & Watson in Gilroy are going to Merced to work in their Hot Plant. Brother Pete Pace has already gone to Merced.

## PERSONALS

Our wishes go to Brother Frank Gaumer, one of our "old-timers", for a speedy recovery from his recent illness. Frank says that he will lose out on his long-planned deer hunting expedition now. Bro. Henry Luth reports that he will soon be able to resume his former duties with J. C. Bateman Co. after losing three digits on his right hand.

We wish to thank Brother Wm Frye and Brother W. C. Squibb, also Brother Norman Stone, for notifying this office that they had procured employment, so that we could take their names from the out-of-work list. Our wishes go to Brother Frank Gomes for a speedy recovery; he has been confined to the hospital for a serious illness. Same goes for Brother W. L. Brown, who has been ill for quite some time.

Our profound sympathy goes to the family of Brother John Paraline of Gilroy, who passed away suddenly August 6, 1952. Brother John Paraline was respected by his many friends and will be greatly missed by us all.

Before we close, Brothers, we wish to remind you, DON'T FORGET TO ATTEND THE MEETING OF OCTOBER 24, 1952, AT 8 P.M., 45 SANTA THERESA ST. SAN JOSE, CALIFORNIA (LABOR TEMPLE). IT IS IMPORTANT. TELL YOUR BUDDIES ALL OFFICERS OF YOUR UNION WILL BE THERE.

★ ★ ★

Avarice increases with the increasing pile of gold.—Juvenal.

# ROCK IS FLYING IN REDWOOD EMPIRE

By A. R. McCaffrey, Business Representative

Work in the Redwood Empire is holding up good; no men out of work. There have been four State Highway jobs started in the last month—Oregon Mountain, Patrick Creek, Burns Freeway in Arcata and Shively Bluffs at Shively. Most of the jobs in the area are working 10 hours, 6 days a week.

Dirt moving on the Scotia Freeway is about completed and Fredrickson Bros. will start paving in the near future. They still have the underpasses to complete on this job.

Fred J. Maurer & Son have just started on their rip-rap job at Shively. They have a yard and a half Linkbelt and a Northwest 80 on this job and the members are working long hours. In addition to this, Maurer is moving the dirt for Mercer Fraser on the Burns Freeway in Arcata. We have approximately 12 Engineers on this job with Bro. Joe Bertrand doing the snapping.

Mercer Fraser Co., alias Ralph Brown, has jobs scattered throughout the territory. They have completed the mill site job at Leggett Valley, but are still busy on the breakwater at Buhne Point. They have a crew busy on the Burns Freeway in Arcata, and although the contract on the Freeway was let in July, work has only been underway about 30 days.

On Highway 199 at Oregon Mountain, the brothers are working six 10-hour days and the job is progressing rapidly. Mercer Fraser has set up their crusher and hot plant and resurfacing has already started. Approximately 15 Engineers are on the job.

John Burman & Sons are still working on the bridge and approaches over the North Fork of Mad River above Blue Lake. This job is rapidly nearing completion and Moore Dry Dock, who did the steel work on the bridge, has completed their portion of the job. Carr & Rocca are the general contractors on this project.

Burmans are making progress on the highway job at Patrick Creek. In addition to their own equipment, they have rented several rigs to do this job with.

At Klamath, Burmans have picked up more work for mills and have bought two new DW-20's for the work.

Bro. Tom Hull hasn't been around to see us for some time. He's either too busy on his water mains and sewer jobs for the City of Eureka, or he's mad at us because of our remarks in last month's News.

Pelican Bay Construction Co. and Dave Scott are coming right along on their sewer job for the City of Crescent City, and will no doubt have the job completed in another 60 days.

Dave Scott is also repairing Citizens Dock at Crescent City.

Fred Korthase still has several jobs at Klamath for Arrow Mills and Simpson Lumber Co. In addition, he has some equipment rented out, and the rest is busy on jobs in and around Crescent City.

A. C. Johnson & Son were awarded the contract on repairing and rerouting the County road at Ryan Slough. Their bid was around \$36,000 and work is due to start soon.

Bro. Louie Conner has all of his rigs busy on various jobs all over the area.

Work on the new St. Joseph Hospital is well underway. Prime contractor on this \$1,418,000 hospital is Barrett & Hilp.

All the gravel plants are busy and at this time it looks like we will be plenty busy until the rains start.

★ ★ ★

Oakland, Calif. (LPA).—First California-made candy to carry the Bakery and Confectionary Workers label is being produced by Chiodo Candy Co. under a recently signed contract. Firm distributes its output throughout 11 Western states.

★ ★ ★

Detroit (LPA).—With work started on the foundation for a new hall, Carpenters Local 674 sent out a call to members to "report at the office and see what you can do to help."

# Work Still Good in San Mateo

By HARRY METZ  
Business Representative

The same good news for San Mateo County. Work is still holding up all over the Peninsula. Not many big jobs but a number of small ones. Most of the members are working and we hope it will continue for some time to come.

The California State Federation of Labor held its annual convention in Santa Barbara Aug. 25-29. As a delegate from Operating Engineers Local 3, I was appointed a member of the Committee on Legislation. This committee acted on all resolutions before presenting them to the convention body. This committee was a very educational one for your delegate to be on.

The extensions planned for the Bayshore Freeway have not materialized as yet. We are in hopes these two units will be let for bids soon, and are expecting a large number of members will be kept busy during the rainy season.

We still are collecting the 15c per hour retroactive pay from some of the independent contractors. This has resulted in keeping your representative very busy, because this type of contractor won't pay off unless you force him to do so.

Clinton Construction Company is working two shifts on its piledriver at S.F. Airport. This job now is making good progress. Lowrie Paving Co. is hauling in aggregates for the drainage on the Airport. They also are doing the paving on the same job. P. C. A. Quarry is supplying rock for the field and is keeping a good many of our brothers busy.

Floyd Watson and Buzz Haskins are working their crew 10 hours a day. This job is the best money job in the area. McCammion & Wunderlich are going right along with their paving on Alpine Road. J. O. Archibald is still working on the Leslie Salt Co. job at Redwood City.

L. C. Smith has several small new jobs in the county which should keep most of the brothers around there busy. Piombo Construction Co. is going right along on the freeway job on Bayshore Highway.

Sperry-McCue, Weber and McCann all are keeping all their men busy. R. A. Farish has most of his rigs working on the Winston Manor job. Frank Smith is working on a new subdivision at Burlingame. Sterling Home Builders, with other contractors on their Redwood City subdivision, are employing a good number of Local 3 members.

★ ★ ★

## TELEGRAPH DEMONSTRATED

On Feb. 21, 1838, Samuel Morse demonstrated his first telegraph for the President of the United States. This demonstration resulted in the passage of a bill appropriating \$30,000 for determining the telegraph's practicality.

★ ★ ★

A Texas story now going the rounds concerns a man who struck oil and, with his new riches, built a mansion and three swimming pools. One pool he keeps filled with cool water and another with warm water; the third he keeps empty. He explains:

"A lot of my friends can't swim."  
—Shawnee News-Star.

# From Sacramento: a Sober Look at Work Prospects

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

The first rain of the season hit his area Sept. 10 and, believe it or not, was heavy enough to shut down some jobs. One which we have proof of is Teichert's at McClellan Field. Bros. Swede Hall and Ernie Wurth were in to vouch for this. Then, the Teamsters have pickets scattered here and there in their beef with some of their employers.

Winston-Johnson's job at Nimbus is cut to one shift; likewise, United Concrete's job in West Sacramento. Result—the out of work list grew completely out of proportion for this time of season.

For the benefit of those brothers who are on this list, we would like to give a factual and honest evaluation of their opportunities. Those brothers off due to the Teamsters difficulties will, in all probability return to work immediately after a settlement is reached. The rail was inconsequential and we only mentioned it as an item of interest, but when entire shifts are eliminated we are faced with a real problem.

We must immediately consider those jobs where there will be a need for additional men, and here is why our problem is so real. The bulk of the jobs in this area are at the peak of employment for this season. The only employment possibilities on the Savin job at Folsom, the largest in the area, will be in turnover. Wet weather will result in considerable layoffs. Atkinson is in an identical position.

M&K's job at Salmon Falls has a fairly constant crew and little possibility of an increase in men. All local contractors have a great deal of work but are fairly well manned, so there is little likelihood of orders for large numbers of men such as would be necessary if we were to be able to clean up the list of brothers available.

An accurate description of our position would be that this area has a surplus of men while other areas are experiencing a shortage. We have received calls every day from other districts but have difficulty in getting anyone to accept those jobs.

Most of the brothers would like to work on the dam, and we don't blame them, but we repeat that that project has reached its peak for this year and there will be large layoffs there when the wet weather hits.

The foregoing has been written for information only and its accuracy can be checked by anyone, but we are sure their conclusion would be the same.

There are several landleveling jobs available and we would advise the brothers to consider these, for if we cannot supply union men the boss has little difficulty in finding non-union men.

There will be a small amount of activity in the Sly Park area sometime next month as the Bureau experts to call for bids on an access road and 2,900 feet of six-foot tunnel about Sept. 18. This is part of the Folsom project but is located 12 miles southeast of Camino. Next summer there should be considerable work in connection with the Sly Park project.

The latest information on the steel plant is that there should be some definite information on this by the time we go to print again. A \$20 million expansion program is planned for McClellan Field. Property acquisition is almost completed. Considerable work still is under way at the Signal Depot and Matzer Field.

The Eastern Sacramento area has increased in construction work since our last issue. Several more jobs have started in the last 30 days. The T. M. Montgomery Co. started its railroad job at Blue Canyon, with Bro. Stan Powell bossing. This project consists of filling a canyon for a turn-around for snow plows to prevent a recurrence of the plight of the train City of San Francisco which was stalled in the snow last winter. The snow plows could not turn around in this area and the nearest turning place was Reno. This crew is working six days, 10 hours.

The John Gist Co. has about completed its project at Bowman Lake. All that remains is the clean-up and moving out. They should be through at this publica-

tion. Pat Caldwell and Leonard Royat held the cats here. This company also has a good-sized dirt job in the city of Sacramento, with Bro. Cal Powers doing the shifting. There are eight pulls and three cats on this job.

F. T. Bastian, Ted Schwartz and Baldi Hilliard keep the brothers working in the Grass Valley area. There are no engineers out of work in Grass Valley or Nevada City, with a road job to start in the near future and more work proposed.

Joe Chevreaux, Gus Bergquist, "Red" Simpson and the Herrington Co. keep the engineers busy in and around Auburn. California Rock Products Co. has its quarry and plant in full swing at this writing. We understand they are going to start a night shift only at this plant and cut the day shift for the time being. A road job on Highway 49 has their operation fouled up. The traffic goes through only once an hour, which hampers their trucking.

The C. W. Peterson Co. is doing the road job from Auburn on Highway 49 to the American River. This job has called a halt to the shovel and cats for two weeks to let the drillers work out there. They have moved the cats and made to Georgetown to help complete that job. Bro. George Stewart is doing the shifting on this two-mile stretch. Following is a list of the engineers: Bill Edwards, Roy Ifays, Ed Domrose, Max Pickard, John Miller, Bob Rodgers, Bob King, Jim Steneberg, Clyde Jutrer, John Collell, Bill Gault, and J. P. Miles, mechanic foreman. It looks like at least 30 days to go in this job yet.

Joe Vicini, J. P. Morton and Jennings Bros. keep the brothers busy in and around Placerville doing all types of construction work. The J. P. Morton Co. has two schools under construction at this time. Joe Vicini keeps his rigs in reservoirs, roads, parking lots, etc. Henningson Bros. keep three engineers busy in the yard and on the batch plant.

The western side of the Sacramento area also is buzzing with activity. The gravel plants all are working to capacity at this time. There are six plants in the Woodland area, plus a batch plant.

The Jay Bailey Co. has several jobs going at this time, including subdivisions in Woodland and Winters and street work and paving jobs. This firm also has a new hydraulic backhoe mounted on a truck and operated by Pete Fredini. Stay with it, Pete.

W. C. Railing has started a job from Woodland to Esparto, a distance of 12 miles. This job consists of shoulders and some paving and seal coating. The brothers are working six ten-hour days. "Spike" Joudouris and Fred Burger do the jossing here, with Al Hughes, Ed Mbs., Charles Lloyd, Lloyd Dixon, E. E. Newell, Bill Holman, Jack Barnes, Jim Lux and Chico Ybarbo making up the crew.

Charlie Lloyd has his own blade on this project. This blade can be rented with operation by calling Marysville 2-0314.

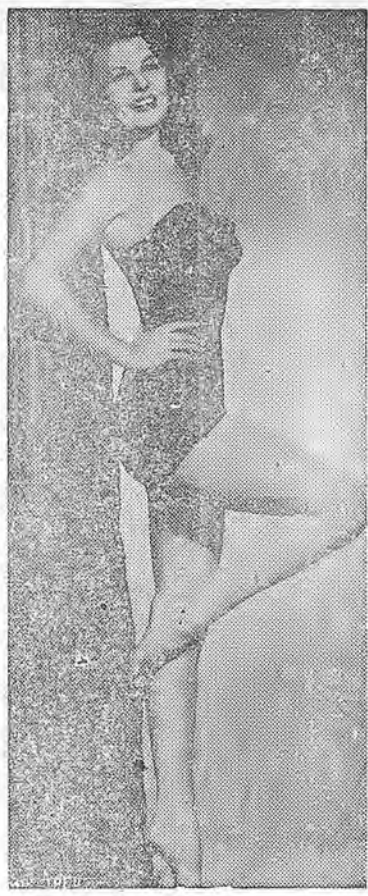
A. Teichert Co., with Jack Perkins in charge, is keeping the brothers busy on all sorts of jobs in this area. They also have a subdivision going in Roseville. Bro. Dick Wise ramrods this spread, with Jack Miller and Vern Briscoe doing the finish work.

Bob Noble and his crew keep the Fredrickson gravel plant and hot plant steamed up at Winters.

### PERSONAL MENTION

Bros. Pat Owens and Ray Blakelee were in to pay a year's dues. They're in business, Pat & Ray Motor Service, at 112 Eighth St., North Sacramento; phone HI 9-3885.

Orval Martin is in the landlevel-



**OUT FOR THE SUN**—Shapely Mary Castle draws the attention of more than the sun as she relaxes between films. She's a member of the Screen Actors Guild. (LPA)

ing business. He can be reached at Rt. 1, Box 405-A, Galt.

Better luck and health in the future to Bro. B. F. Wilson, who has been off work due to an injured leg.

Thanks to Bro. J. E. McCoy, who dropped us a note requesting that his name be removed from our out-of-work list as he had been dispatched from another office.

During the month another brother and friend passed away and we join with the family and friends in mourning the loss of Bro. John Vaughan.

### HERE AND THERE WITH THE BROTHERS

Vern Curtis dropped in at the office. Says he will be back at work very shortly. Vern suffered severe burns on his arms and legs last spring. Says he feels great now. . . . Mickey Cavana carrying groceries the hard way. . . . Bob Johnson watching a Chicago boom. . . . Bill Rafferty in the shade on a trencher. . . . Del Switzer looking for skimmers. . . . Chester Youngblood drinking coffee. . . . Lee Roeder hooking a striper. . . . Jack Dundee sweating it out at the Fair. . . . John Ellis loading red dirt. . . . George Lambert mucking clay. . . . Ernest Royat running a wind pump. . . . Bob Hall feeling much better. . . . Ray Eddington filling in during a layoff. . . . Carl Berg and Ernest Remington beating the games on the midway. . . . Ed McQuillan back from Morocco. . . . Howard Green caught dozing (?) on the job. Howard!!

We have, in the past, printed all sorts of requests for blood donors and have been successful in keeping our account solvent. This time we are sorely in debt at the Blood Bank. That, in itself, should be sufficient to let you know how desperately in need of donors we are.

We are in debt for only one reason. Some brother or some member of his family needed blood. It could have been you, or me, or any one of us that needed that blood—or may need it tomorrow. Call us and let us make an appointment for you, won't you?

We are holding considerable mail which includes many retroactive pay checks. Inquire if you think you may have mail here.

This office is open each Thursday evening from 7 to 9 for the benefit of those brothers who are unable to get in during the day.

On Oct. 11 your officers will hold a meeting at the Labor Center in Sacramento, Hall 1-2 and 3. Please plan to attend!

★ ★ ★

A man was taking an examination for a driver's license and one of the questions was:

"What would you do if the driver of a car ahead of you moved an arm up and down?"

The applicant asked: "Man or woman?"—Grocers Advocate.

# North Bay District Is Busy On Wide Variety of Jobs

By H. O. FOSS and FRANK LAWRENCE

Malfitano Co. from Pittsburg area moved in with a couple of rigs, Bros. Preston Beck, A. J. Denny and T. L. Gunter doing some work for Uncle in this area. The boys say they're not overworked and the climate agrees with 'em . . . nice and cool.

Bro. Jim McCaffrey doing some work for Chas. Hover down the peninsula . . . California City way.

Bro. Don Pressley seems doing o.k. with his TD 9 loader . . . if dirt on the operator means anything. At present he's getting out top soil. Don has two trucks also, can be reached by calling Glenwood 4-0631.

Bro. Bob Bordessa with Hein Quarry in Petaluma suffered a knee injury. Probably won't be laid up too long, we hope.

Bro. Bill Collins with Ed Forde Co., slowly recovering in the Ross Hospital. Hard way to learn he can't hold up roller when it rolls down the hill. Says he hasn't missed a paycheck since being injured. Wish we had more employers of this caliber. It will be a long time before he will be able to return to work. . . . Lucky to be with us, though.

Ran into Tom Hanna in old Rutherford pit in Vallejo, getting out material for Smith & Lenzi. Tom has new ripper to hang on the 8. Smith & Lenzi are busy as hell.

Bro. R. S. (Dick) Gudgel, 211 Marin St., San Rafael, Glenwood 4-3619, has good 6 for sale or rent—operated.

Bro. Leroy Calhoun in Vallejo General Hospital with respiratory infection last month, but seems to be o.k. again. . . . Sure has had his share of hard luck for '52.

Drayer Co. logging and clearing spread on Carson Dam site, probably finish first of 1953. Been a good but rugged job. Same for John Delphia job, clearing for Carson Dam. . . . Bro. T. Foster, foreman, Earl Bernard, super. Bros. J. Hinote, R. Trimble on cats More rigs coming in. . . . Hi-ball job.

J. H. Harris job on Two Rock Road with Marshall De Bisschop, super, and Bros. Rodarmel, Bryant, McClintock and Adkins on cats; Bro. Robert Marr on DL; Bro. J. A. Thompson, mechanic, and Bro. Chas. McKay welding on falling parts. Bro. F. D. Garrison with Bro. Croon on Emsco pavement breaker.

Bros. Richard Van Paten and Sooter on one of Siri's truck crane rigs pouring cement at Gerwick Yard in Petaluma. Bros. Bird, Pacheco, Spurgeon on other rigs.

Baldwin Construction Co. adding new P&H, with all attachments, to spread. . . . have year's work in bag. Nice lookin' job. Bro. Davis drove it out from the factory. . . . Got flagged down in Wyoming for a month's work. Bros. Giffen and Theron taking over on arrival.

Brown Ely Co. finished a fine job on the 4th St. repaving job. Could not miss with the crew they had. Same goes for Ghilotti Bros. on their repaving job. . . . West 5th St. Now digging up H St. Looks like you'll be able to get around this town without losing all wheels soon.

Lew Jones on overpass at San Quentin Wye making progress. This structure's design looks like a drunken architect's dream to this writer. A. G. Raisch Co. rapidly bringing 101 up to grade and paving looks like it might beat rain.

Carey Bros. of San Anselmo and William Bailey of Belvedere, with two other construction men from Diablo, have joined forces to form the Tricon Construction Corp. They have started on their Willits highway job. They recently got a cat 12 MP and as I was leaving the spread Bro. Paul Frye, nutbuster, was welding Bro. E. J. Clay's differential to seat. . . . guess he's happy now Ike Ely putting on surface at the Valley Ford job.

Miles Thomas going good on water line job. . . . Two Rock way.

Bro. Ed Burke has added rig to his family—TD 6 loader. Ed being general foreman for Brown Ely Co. Just completed job on highway at Dolan's Corner in Sausalito.

Glad to see Bro. Clarence Huffstutter back in area, now working for the Granite Construction Co.

Clarence has been with Williams & Austin Co. putting in gas lines in Pittsburg for the past year. Decided to come home and get caught up with homework.

Bro. Ray McClure, formerly with Brown Ely Co., now working for Peletz Co. Has moved out of our locale. Sorry to see Ray go.

Bro. Floyd Turpen is an oiler by day and cracks bones at night. Floyd is located at 740 1/2 3rd St., Petaluma. Phone 2-2901. Hours from 6 to 10 p.m. X-ray and physiotherapy also.

Bro. Duke Windsor can now be reached by calling Nicasio 4. . . . has a D-B to rent—operated.

Johnson, Drake and Piper got the State Hospital to be built at south end of Vacaville. Several carpenters are on the job setting up quarters for the compound officers now. C. M. Syar has the sub on the dirt and has several pieces of equipment on the job digging for the foundations and streets. Bro. "Whitey" Haver is foreman.

Munn & Perkins have moved their rock crushing plant down from Middletown and it's now set up on the Napa River east of St. Helena to furnish the material for the widening and resurfacing of Silverado Trail. The job cost . . . \$68,567. All of the engineers that were with them on the Middletown job came with them.

The Del Webb Co. has gotten started on its project at Travis. Hickey of Los Angeles sub the dirt and have Lee Stephenson's jeeps and dozers on the job, which includes streets and foundations. P & Z Co. of S. F. came in with four drilling machines and have started to drill the footings for the foundations on the concrete barracks.

Van Valkenberg has the job of installing the utilities for this project. They have two diggers, back hoe and two dozers on job at present.

Peter Keiwit Co. is working full blast at Cordelia, two shifts in their rock quarry, making aggregate for the job at Travis base and also for their highway job. They are setting up a hot plant close to the rock plant.

Rosenthal Co. was just awarded a contract from the PG&E Co. to construct a new gas pipeline from Napa-Vallejo Road across to Napa-Skaggs Island Road. The job will last about six weeks. Equipment moved in last week and they're really making progress. One ditcher, two sidebooms and a truck crane are on the job.

As this goes to press we regret to say one our really old-timers, Bro. Otto Bortfeld, is in Ross Hospital, after an operation. . . . cannot say as to just exactly what his condition is at present.

★ ★ ★

## Steel Mag Brags That Its Industry Kills Price Curbs

New York (LPA).—The steel industry's own magazine, Iron Age, bragged Aug. 20 that the steel price gouge would mean the end of price controls.

Higher steel prices in 1946 were deemed largely responsible for the death of federal price controls then, it said. "Today the situation is similar—and there is the impetus of price boosts in aluminum and copper. The government's 'solid front' has been irreparably breached. . . . The administration has been maneuvered. . . . into springing the lid on the next round of inflation."

★ ★ ★

Science is continually discovering mistakes and making new ones.

★ ★ ★

Tax-free securities are the only free things left in the country.

# SANTA ROSA: SUNKEN UNIONS SET PRECEDENT IN CVP CONTRACT

## DREDGE, COAL FIND

By GLENN L. DOBYNS, Business Representative

Dredging of Noyo Harbor's channel has been delayed for an estimated two weeks by the capsizing of a barge loaded with dredging equipment. The barge was en route from San Francisco to Noyo Harbor.

The barge listed and turned turtle in a 25-mile-per-hour wind, 10 miles south of Point Arena Cove. No men were aboard. A Northwest 80 and tools were lost. Ben C. Gerwick Company of San Francisco, who have the contract, rented a Dragline from Bigge Drayage Co. to replace the one that was lost on the barge. This time they hauled the equipment overland instead of floating it up to Noyo Harbor.

Brother Jack Mouser just completed assembling the equipment with the help of his son, Jack, who is his oiler.

The temporary low level bridge has just been completed over the Ten Mile River, north of Fort Bragg.

The bridge will be 496 feet long and will be about 10 feet above low water. There will be 108 piles to support the bridge.

The present Ten Mile River bridge has been posted for reduced load limits of 12-ton regular trucks and 17 tons for heavy trucks and trailers.

Arthur B. Siri of Santa Rosa is moving the dirt for the two approaches for the bridge.

Younge & Engelke of Healdsburg have completed the land-leveling at the 101 Ranch at Laytonville.

This project consisted of 280 acres of rolling dry land which has been transformed into living green fields by drilling for water, which was a gamble as they had been told they would not find water.

In place of "gold in them thar hills" the owner looked for gold in another form, for with the water he now has.

Designed to increase the production of hay and livestock, it is a worthy tribute to man's continued effort to increase food supplies for an ever-growing population.

Carey Bros. of San Anselmo have at last started to move dirt on their road job at Willits, Highway 101.

Brothers R. N. Cozod, Harold John Lewis, Delbert M. Joyuish and John R. Joyuish are on the pulls. Brothers Ray B. Hargis, C. J. Allen and Harold R. Merz on the dozers. On the blades will be found Brothers Lester Middleton and E. J. Clay. On the push cat is Brother James Dickey and Brother John Patchet on the roller. Brother Laurel Frohn is on the grease wagon. Brother Paul Fry is the heavy duty repairman. The grade setter is Brother Bruce A. Burch.

Ted Schwartz of Grass Valley has started work on the concrete dam just north of Healdsburg on the Russian River. This company just received delivery of a new one-yard Link-belt Dragline.

Brothers Leland Thomas, the operator, and Brother Douglas Bevard, the oiler, are breaking in the new rig on the channel change.

Raymond Concrete & Pile Co. of Richmond are expected to start driving piling this Wednesday for the dam.

Transocean Engineering Co. of Hayward have completed the detour across Indian Creek at Philon Highway 28 along the coast. They expect to move in a driver

this week to start construction on the new bridge.

### BIG COAL DEPOSIT

Covelo — located 60 miles from Ukiah, is one of the most beautiful and fabulous valleys I have ever seen. Most of you will recall that jade was discovered in this valley a while back.

From time to time hunters and fishermen in that area would remember long after they had visited the valley that they had smelled coal smoke. One persistent hunter decided to follow his smeller and after days of traveling the entire valley he discovered the vent from which the coal smoke was escaping last year. It was on the bank of the Middle Eel River, about eight miles southwest of Covelo.

This spot has been revisited many times since then and each time it can be seen that the ground was sinking, caused by a mysterious subterranean fire which has been burning for years.

It has been established definitely by United State engineers that there is a vast deposit of coal in the valley. There are lots of places in the vicinity where the vein has pushed through the surface of the earth and one can pick coal up off the ground.

Opening of mining operations would, of course, bring another huge industry to this area, creating hundreds of jobs and making it necessary to build roads, railroads and other developments needed to get the coal to the consumer.

### ULTRA-SENSITIVE LEVEL

Local man and also a member of Local No. 3 with a long standing, Sam Stewart, invents an electric level so sensitive it will register a heartbeat. The instrument is designed mainly for motor patrol and any type power blade and bulldozers on road work. Also ditching machines, pile drivers and even for ships—a hand level that tops them all.

The patented invention consists of two units—an electrical device that attaches to the back of a motor patrol or any other moving device that must be kept level or at a set angle, and a light panel that registers any askewness. The light panel can be placed in the cab of a vehicle, or any other place in easy view of the operator.

As soon as the electrical device registers a deviation from level, or a set angle, one of the three lights on the light panel flickers. In the case of a bulldozer, when all three lights are on, the operator knows his blade is either level or at the angle intended.

Mr. Stewart is confident many uses will be found for the new-type level. But the biggest market today is for contractors' graders and bulldozers.

Mr. Stewart's address: 4309 Langner Ave., Santa Rosa, Calif.

Brother O. Hicks has been confined to the hospital; he has had a serious operation. We wish him a speedy recovery.

We wish to express our heartfelt sympathy to the Cari family in their loss of Mrs. Bernice Price Cari and her two infant grandchildren, who were killed in an auto accident August 29.

A labor policy agreement described as an innovation in government-employee relations in this area has been signed today by Richard L. Boke, regional director of the Bureau of Reclamation, and officials of the AFL Central Valley Trades Council.

Covered by the pact are 320 workers employed on Central Valley Project installations.

Signing for the union organization were President E. A. Hester and Executive Secretary Vern L. Breuillot.

"The signing of this agreement culminates some years of cooperative relations between labor organizations and the Bureau of Reclamation, dating back to the construction of Shasta Dam," Mr. Hester said, "and it is a big step forward in labor-management relations which sets the stage for closer and more effective cooperative relations in the future."

The agreement, which is subject to approval by the Secretary of the Interior, is in line with department policy, Mr. Boke said.

It outlines items which are open for free negotiation, such as wage rates, working conditions, training, safety rules and craft jurisdictions. The agreement also spells out limitations, such as civil service regulations, prohibition of strikes and the like.

"This agreement will not mean a departure from the long established federal policy of paying wages within the trends for a particular area," Mr. Boke said. "But under it ungraded workers will have an opportunity to participate in setting

the agreement, which was made on the initiative of the employees, the regional director said.

Most of the employees covered by the agreement are employed on the operation and maintenance of Shasta and Keswick dams and power plants and the Tracy Pumping Plant.

wage rates according to those trends."

Nine American Federation of Labor craft unions are signatories to



CENTRAL VALLEY PROJECT CONTRACT—A precedent was set in the relations of federal agencies in this area with labor organizations with the signing of this contract between the Bureau of Reclamation and the Central Valley Trades Council representing AFL unions whose members work on CVP. Shown here are (left to right) Vern L. Breuillot and E. A. Hester, who signed for the union, and Richard Boke, regional director of the Bureau of Reclamation.

## Coal Operators Squawk as UMW Honors Its Dead

New York (LPA).—The owners of the hard-coal mines objected Aug. 20 to members of the United Mine Workers holding a memorial holiday in memory of 453 fellow workers killed at work in the previous months.

The operators charged "breach of contract." The miners claimed their right under a clause in contracts saying they shall be "willing and able to work." The management argued that the clause isn't in the anthracite contracts, just the bituminous, or soft-coal pacts.

The matter came up in by-play and off-the-subject discussions at contract talks here, although it was held that the memorial had nothing to do with terms of a new contract. The operators released their letter of protest to the press even before UMW officials had received it.

Previously, the operators had said they couldn't afford a pay increase for the miners without a speedup, that the UMW would have to bind its members to the production of more coal in less time if they got more money.

Miners are getting about \$65 a week at most now.

★ ★ ★

Support your labor press. Without it we are speechless.

## BLAKE BROS. CO.

Producers of Asphaltic Concrete -- Ready-Mix Concrete & Quarry Products

P. O. Box 1002 Richmond Western Drive BEacon 2-5198

## MORRISON-KNUDSEN COMPANY, INC.

CONTRACTORS AND ENGINEERS

411-W. Fifth St. Los Angeles, Calif

## Casey & Case Foundation Co.

HOLES FOR ANY PURPOSE 10 in. to 6 ft. Diameter by 200 ft. Deep

1337 2nd St. Berkeley, Calif. Landscape 6-8622

## J. R. Feeney

Wire - Rope Splicing and Socketing

Agents for Roebings Blue Center All Work Made to Order Guaranteed and Insured

600 Addison Street Berkeley, Calif. Telephone Ashberry 8-8286

## RANSOME COMPANY

Construction and Butane Engineers

Member of A.G.C.

4030 Hollis Street OLYmpic 2-3600 Emeryville 8, Calif.

## PARISH BROS.

General Contractors — Highway and Public Works PHONE 330 P. O. BOX 6 BENICIA, CALIF.



THE CAT DW20s ARE HOTTER THAN A FIRECRACKER!

YOU'LL LIKE 'EM!

SAN FRANCISCO GARfield 1-9151 BRENWOOD Brontwood 105 SAN LEANDRO SWeetwood 8-5800 HALF MOON BAY Half Moon Bay 4443

## PART OF THE PACKAGE



TRUE QUALITY—equipment with the guts to stay on the job and outperform the ordinary, is part of the Sales-Service-Parts Package when you get it from ERBCO. We represent the top lines of equipment and aim to match the quality of the machine with service to you.

## GET IT FROM EDWARD R. BACON COMPANY

CONSTRUCTION EQUIPMENT FOLSOM STREET AT 17th • SAN FRANCISCO 10, CALIFORNIA • HElock 1-3700 SACRAMENTO OAKLAND FRESNO STOCKTON REDDING UKIAH VISALIA





# Report from Fresno

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

Fresno, Calif.—This past month has been very busy in this district due to many small jobs in progress and during the course of the month we have continually needed mechanics, blade operators and shovel men in order to fill jobs that have been stacked up in the office.

We have also had controversies on the West Side particularly in the oil field industry. We signed the Thompson Truck & Crane Co. to the construction agreement and after a strike of several weeks the Harris & Allen Co. of Avenal joined the A.G.C. and this firm is now back to work. Gerald Brewster Co. is now paying the new construction scale and will sign our agreement. The same applies to L. B. Folsom and Folsom & Oxborrow Co. in Coalinga.

In Tulare County: We have had more pipe line distribution system let by the Bureau of Reclamation and at the present time the United Concrete Pipe Co. have approximately one year's run ahead of them at the Tulare plant.

Gordon Ball and Trewhitt, Shields & Fisher, are making good progress on the Tulare Freeway job and Gordon Ball will start concrete operations soon at Pixley.

In the Fresno area: Gene Richards Paving Co. is still busy on the Blackstone Avenue job and have other small jobs also in operation.

Stewart & Nuss Co. have been busy in Pinedale, grading and asphalt operations. Both of their rock plants and hot plant also working to capacity.

Pine Flat Dam still working about the same crew, approximately 150 engineers, and going along very well; the job is now approximately 15 months ahead of schedule.

Sharp & Fellows and Ted Page Co. moving dirt on their Kings River job above the dam site and will be busy throughout the winter.

Schutt Construction Co. operating six rigs on clearing the basin area of the river and will complete operations sometime next Spring.

Hess Construction Co. at Shaver Lake has run into a rock problem but still making progress on the new highway between Shaver and Huntington lakes.

W. C. Smith Co. will be busy until the snow flies on their Bureau of Public Roads job at Chicquita Creek.

Bechtel Corp. is working a small crew at Power House No. 3 of the Southern California Edison Co. on a building project. As yet there has been no work as to when the dams at Vermillion Valley and Mammoth Pools will be started.

H. Earl Parker Co. have started their Bureau of Reclamation job in Madera County, however, we have been advised that some of the funds allocated for this contract will be used for emergency canal construction on other portions of the system. How this will effect the over-all job is yet to be seen.

In Merced County: Frederickson & Watson have been making materials for their resurfacing job on Highway 99 south of Merced and have recently started reggrading the shoulders. This job will continue until at least the first of the year.

Ball, Simpson & Harms are still laying hot stuff at Castle Field and have probably six weeks ahead of them.

River Rock, Inc., and Concrete Supply Co. are busy in their plants and also have several construction jobs in operation; they will keep the boys there busy for the present.

We have several secondary highway jobs coming up and other small jobs that should keep the brothers busy well into the winter season.

There will be a special meeting at which the officers of Local Union No. 3 will be present, to be held Oct. 23rd, 1952, at 631 Kearney, Fresno, Calif. Will all the brothers in this district please take note and make every effort to attend as this meeting will affect

"They look such a happily married couple, John."  
"You can't go by looks, dear. They probably say the same about us."

A lot of husbands are even scared to make a minority report.

each and every member of the Operating Engineers Local Union No. 3.

Brothers, during the month of August we unfortunately, through sickness and accidents, lost three members in this district and also have had illness to families. Our Blood Bank is seriously depleted—will you please make arrangements to meet your obligations to this cause?

## Construction Awards

(Continued from Preceding Page)

SSH, betw. 4.5 & 1 mi. W. of Caliente, LINCOLN CO., Nevada.

SEPTEMBER 3, 1952

SACRAMENTO, contract awarded to Dana R. Tyson, 1201 - 10th Ave., Sacramento, \$3,189 for grounds improvements at State Garage.

REDWOOD CITY, contract awarded to Huettig, Schromm & Bennett, P.O. Box 798, Palo Alto, \$15,167 for grounds improvements at Natl. Guard Facilities.

SAN JOSE, contract (General) awarded to Lew Jones Const. Co., 1535 S. 10th St., San Jose, \$747,000 for const. Speech & Drama Bldg. for San Jose State College.

REDDING, contract awarded to M. W. Brown, Box 222, Redding, \$17,205 for const. addl. base & rdmx. surf. landing strip & const. apron & taxiway, & 3500 ft. pit run surf. to Co. Rd. No. 61-C at SHASTA COUNTY airport, Fall River Mills, Calif.

SACRAMENTO, contract awarded to Harms Bros., 5261 Stockton Blvd., Sacramento for 5.9 mi. grade, place imp. base matl., cem. tr., surf. with rdmx. surf., & const. R.C. bridge acr. Yreka Creek, between Yreka and Montague, SISKIYOU COUNTY.

SACRAMENTO, contract awarded to Karl C. Harmeling, 1710 Mt. Diablo Blvd., Stockton, \$78,365, for 3.4 mi. grade, rdmx. surf. & widen R.C. bridge acr. Livingston Canal on Santa Fe Dr., betw. Buhach Rd. & 3.4 mi. Se., MERCED COUNTY.

TALMAGE, contract awarded to W. H. Picard Co., 293 Whitmore St., Oakland, \$17,300 for const. repairs & re-routing of sewer collection system at Mendocina State Hospital.

SACRAMENTO, contract awarded to Lentz Const. Co., 2416 Sutterville Rd., Sacramento, \$46,028 for const. sanit. sewer system in Dudley Homes Squares Assessment Dist., Sanit. Dist. No. 2, Local Improvement Dist. No. 5, SACRAMENTO COUNTY.

SACRAMENTO, contract awarded to Lord & Bishop, P.O. Box 812, Sacramento, \$11,398 for reconstr. culverts on Del Paso Blvd., south of Palo Verde Ave., SACRAMENTO COUNTY.

SEPTEMBER 4, 1952

MODESTO, contract awarded to Standard Materials, Inc., 1411 - 9th St., Modesto, \$60,038 for const. sewers & lights, etc., in Impvt. Dist. No. 1.

FAIRFIELD, contract awarded to J. Henry Harris, 2657 - 9th St., Berkeley, \$6,555 for site improvements incl. surf. tennis courts & parking areas.

SACRAMENTO, contract awarded to San Francisco Bridge Co., 503 Market St., S.F., \$129,980 for maintenance dredging of Sacramento River, between "M" St. Bridge & "Y" St. bend, under No. 1706.

REDDING, contract awarded to O'Connor Bros., 750 Madison St., Red Bluff, \$14,500 for 10.5 mi. sealcoat on sect. of Co. Hwy. No. 14, from Illville easterly for 5.87 mi. & on Co. Rd. No. 1-B-1, 1 go-Ono, for 4-621 mi., SHASTA CO.

SACRAMENTO, contract awarded to Royse & DeVriend, 327-40th St., Sacramento, \$2,074 for const. sanit. sewers in Greenview Lane in Fairways Subdiv., SACRAMENTO COUNTY.

# START WORK ON TUNNEL AT BIG BEND

By E. A. HESTER

Business Representative

Work has started on the big power project at Big Bend, Calif. Walsh Construction Co. of San Francisco was the successful bidder on the four-mile tunnel. This tunnel will be 19 feet in diameter, and expected to be completed in 2½ years.

"Haywire" Les Huntington is general superintendent, with Bro. O. L. Allen as general foreman. The company is building a camp to house about 350 tunnel workers. The camp is expected to be completed by Oct. 1, and work underground is to start about that time.

Harms Bros. Construction Co. of Sacramento is busy on a nine-mile road job between the two portals, with a N.W.-80 on each end and several caterpillars in between.

Bids on the power house have been submitted to PG&E, but no contract has yet been awarded. The same thing applies to the Pit 6 project. I do not look for any work on the latter until next year.

George Thatcher is the resident engineer. About 25 years ago, when George finished college, I think the first job he took was as pitman on a 120 Bucyrus shovel, working under the writer. So, you see, George has had the experience and has come up the hard way.

Huettig, Schromm & Bennett have started work on their bridge and highway project on the Klamath River near Seiad Valley. They have subcontracted the dirt work to Webber & McCann. Harold VanScoy is the foreman. Levi Watt and Joe Ames are operating the LeTourneau pulls. John Jacobs, George Hillman, Oren K. Wilson and John Sausedo are on the cats. Joe Thomas is doing the H.D. mechanic work. Work is progressing very nicely on this project. We have a fine bunch of boys out there!

The Pacific, Judson & Murphy Co. and Natt McDougall Construction Co. are progressing very nicely on the Klamath road and bridge project. Everyone seems to be happy.

Another large job on the Klamath River, near Happy Camp, is in the making. We think bids will be called for on the job in the very near future.

Adolph Bauer, of A. Tiechert & Son, Dunsmuir, has cut down to one 10-hour, 6-day shift on the big freeway between Dunsmuir and Mt. Shasta. Dirt is flying and the boys are all now, happy!

Over at Harrison Gulch, on the George R. Patterson job, the boys are settled down and whittling away at that 600,000 yards of rock and muck. Bro. Dale Clifford is the general foreman, and he has with him Bros. Claude Brown, T. J. Cecil, M. B. Corbett and Joe B. Walters, R. Howard, T. Johnson, Clifford Morris, Fred Probst and Dee Reynolds, Wally Rice, August J. Rose, Harry Seward and Robert Seward, W. Tate, and the old-timer Ralph Wilson. Jack Zachary, Ed Bridges and Ernest Andreuccetti are the talented men, or in other words, the stake-setters, on this project.

Bob Kurtz (the Big Wheel) for Fredrickson & Watson, seems to keep everything rolling in very good shape and they are employing a lot of Local 3 men.

Monty Brown has started work on his road project at Platina. O'Hair Bros. are expected to finish that 15-mile stretch out of Adin within another month.

Work is holding up very well in this district and the future looks very good. The out-of-work list is cleared!

Heck Marsotte, superintendent, and Bro. George McFadden, general foreman, have taken over the Ravendale job for A. Tiechert & Son.

We regret to report Bro. Jack Rinckhoff, one of our old-time members, passed away Sept. 7 at Memorial Hospital in Redding. He leaves his wife and one brother.

\*\*\*

PATRONIZE UNION SERVICES

# Field Surveying Report

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

The signed agreement with the Bay Area Civil Engineers & Land Assn. has been submitted to the Wage Stabilization Board for approval, and all firms will be notified of the results.

We are slowly getting the new rates provided in the Master Agreement with the Associated General Contractors. Many of the members are receiving their

retroactive pay. However, if any of the brothers have money coming and have not yet received it, they should report to the business representative! The new wage scales are retroactive to May 1, 1952.

Notification has been received by your union that Mr. Albert E. Borgwardt of 15 Bernard St., Mill Valley, has become a member of the San Francisco-Marin Chapter of the Bay Counties Civil Engineers & Land Surveyors Assn., Inc. Mr. Borgwardt does extensive engineering work for Marin County.

The hearing on the injunction proceedings brought against Operating Engineers Local 3 by Joe Spink was held Friday, Sept. 5, in Sacramento. The court's decision is expected momentarily.

Of interest to the draftsman at Pacific Manufacturing Co. in San Jose is the jump of 0.6 per cent between June 15 and July 15 in the consumer prices of the U.S. Bureau of Labor Statistics. The general index (new series based on 1935-39 as equaling 100) went to 190.8.

This is the fifth month in which the general index has risen and the food index also has gone up correspondingly since February.

The general index is now 12.1 per cent above the pre-Korean

level and the food index is 15.7 per cent above that level.


As your contract is more or less tied to the cost of living index, and a steady rise is indicated during the coming months, it will be interesting to watch this index. The past several months have shown the following:

U. S. Bureau of Labor Statistics Price Index

	All Items	Food
Feb. 15, 1952	187.9	227.5
March 15, 1952	188.0	227.6
April 15, 1952	188.7	230.0
May 15, 1952	189.0	230.8
June 15, 1952	189.6	231.5
July 15, 1952	190.8	234.9

The next meeting will be held Friday, Sept. 26, 1952 at the union offices, 474 Valencia St., San Francisco, at 8 p.m.

O. A. FOGELBERG  
ENGINEERING  
CONSTRUCTION  
PIPE LINES  
MT. DIABLO BLVD. & ELIZABETH ST.  
Lafayette 2, Calif. Ph. Lafayette 3700



**Ben C. Gerwick Inc.**  
Engineering Construction  
Wharves - Piers - Bridges  
Terminals - Foundations  
Submarine Work  
112 Market Street  
San Francisco 11  
Phone SUTter 1-7104

**GARFIELD & CO.**  
Power Shovels -- Cranes -- Draglines  
Locomotives  
1232 HEARST BLDG. Phone SUTter 1-1036 SAN FRANCISCO, 8

**HERRICK IRON WORKS**  
18th & Campbell  
Glencourt 1-1767  
OAKLAND

**STOLTE, Inc.**  
General Contractors  
TRinidad 2-1064 8451 San Leandro St.  
Oakland 3, California

SAVE A WEEK'S PAY TODAY 3<sup>3</sup>/<sub>4</sub>%  
FINANCE YOUR NEW CAR FOR.....

**LOWEST RATES ANYWHERE FOR A. F. of L. MEMBERS**

SIMILAR SAVINGS ON USED CAR FINANCING

- INSURANCE WITHOUT DISCRIMINATION AS TO RACE, COLOR OR CREED.
- NO RED TAPE — NO HIDDEN CHARGES.

**Union Auto Service Ass'n., Inc.**  
485 South Van Ness Ave., San Francisco Underhill 3-1540  
610 16th St., Room 522, Oakland Templebar 6-3458

Sponsored by Associated Business Club, Inc.

# PLENTY OF WORK IN SAN FRANCISCO AREA

By PAT CLANCY and CHET ELLIOTT, Business Representatives  
 Good News—S. F. Reports Shortage of Cat Skinners and Blade Operators.

This is the time of the year that lets the Business Agent sleep a little during the "night" without the worry of the brother engineers who are unemployed and unable to take care of the mouths of their families. We are happy to report at this time that the majority of the engineers are employed, especially the cat operators, and we can say that the out of work list is practically down to nothing.

Charles Harney is going along very fast with the Van Ness Ave. track removal job. Maybe some of you brothers have noticed a few of the articles in the newspapers about lack of cooperation between Harney and the Police Dept. It seems as though Harney is trying to work so fast that he forgot all about the rights of the people and had Bay Street pretty well blocked off, but since that argument things have been straightened out and everything is back to normal.

M&K Corp. still has a few engineers employed on the Lincoln High School job.

Fay Improvement has been at work on Valencia Street and so far has been able to keep open most all of the streets. At the present time the street in front of the Engineers' Building is pretty well messed up, but on talking to the brothers on this job they informed us that it will not be too long before the tracks are all removed and the street completely paved.

Foster & McHarg and Lowe & Watson are still progressing very well and still have a number of engineers on the payroll at their Fort Funston project.

Piombo Bros. are very busy with work on the Sunset Recreation Building and also have their share of the track removal work, which at present is on Turk Street.

Standard Builders are very busy with work on Twin Peaks and also with some finishing touches for the operators on the old golf driving range off Sloat Boulevard.

Lowrie Paving is busy here, there, and all over. They've been working on a housing project off Sloat Boulevard and various street jobs.

The good job for so many engineers at the Broadway Tunnel has just about run out and it shouldn't be long before M&K finally sells that project, after taking quite a loss. However, this job did not, by any stretch of the imagination, put M&K on the "skids."

Henry Doelger, as the report has been for some time, is still going strong at Westlake. The end of this project is not in sight yet and from all indications our brothers should be employed there for a "long" time to come.

Fredrickson Watson Co. and M&K Corp. have moved in a bunch of Jeeps on the excavation of the freeway job behind the County Hospital. At the present time they are working five nine-hour shifts.

The beef with the Plumbers & Steamfitters has been straightened out to the satisfaction of Local 3, as an engineer is now operating an A-frame truck with the Plumbers.

The Bethlehem Steel Co. is raising steel on the overpass at 16th Street. Practically all of this steel is coming under the welding type. We have a member taking care of the case driving welding machines, also the raising gang.

The pile driving is going along about as usual on the freeway. Charles L. Harney ran into a little difficulty and had to use a jet on his end of the driving.

Duncanson-Harrellson is going ahead about the same as usual on the sewer job in Butchertown. McGowans drive is finished on the Butchertown sewer job.

M&K Corp. was low bidder on the tunnel job south of Evans Avenue through the hill to Hunters Point. I believe there are about 1,100-feet-plus of six by six tunnel. The contract was a little over \$2 million and should be getting under way in the very near future.

Hyman & Michaels Co., Ken Royce Co. and other repair shops have been going along about as usual.

Barrett & Hilp have several

small jobs scattered around. Eaton & Smith, Fay Improvement Co. and various small contractors are being kept busy in this area.

## Overseas Dept.

By RUSS SWANSON

Brothers, all is quiet on the foreign front. There is very little news that could be considered as "new news," but there are still a lot of Local 3 members who are working on the various projects overseas.

A letter was received from Bro. "Skip" Paulsen, who is working for M&K in French Morocco. He informed us that things are slowing down considerably and most of the men who complete their contracts and go home are being replaced by either the "Army" or the "French." As "Skip" puts it—at one-third the labor and one-tenth the production. Also that there would be some hiring of shovel operators soon. (P.S.—Just contacted M&K office and was informed that, as far as they know, there is nothing doing on any of their overseas jobs.) "Skip" also tells us that Local 3 is well represented. Bill McQuire has left this job for a two-year contract in Liberia and there will be some more leaving soon.

Bro. Paul Harper had been employed in French Morocco, but his last letter came from Venezuela. There he is working for Raymond Concrete Pile Co. and from all indications he is very happy with the job. Paul has been with Local 3 for some time and, as has been said before, we appreciate all letters from those brothers on the foreign jobs. Thanks for the letter, Paul, and good luck to you.

Al Kohlmeyer has been back from French Morocco for some time and from his words the job was O.K. and he wants to go out again.

The report shows that Bro. Joe Franklin was in the U.S. and out again—this time to Labrador.

Bro. James E. Baily is now with North Atlantic Constructors, operating a DW-10 in Greenland. He arrived there June 21 and cannot predict when he will return, everything depends on weather conditions.

Paul Tepsa had a rush job in South America and we aren't sure of the length of the contract. Paul assured us that he would write as soon as he arrived there and let us know all about it.

Bro. Mel Ott was in the office the other day after having completed five years with Bechtel in Arabia. Mel is now a superintendent and the money goes with the title. He is now on his way to Aden, which is very close to the Red Sea. Mel was looking fine and from all indications the job agrees with him. Thanks for stopping in at the office, Mel, and don't forget to write.

So much for the "out of country" jobs. By the way, Joyce Chapman has made formal application for (Jr.), born July 31, 1952. Congratulations, Joyce.

Trueman Phillips was working at Tehachapi and had the misfortune of being laid up with a fractured pelvis. Hope you are able to work by the time you see this in print.

Don't forget, brothers, there is still a Blood Bank, but hardly any blood has been deposited for some time. If you can give, please contact the Dispatcher and all arrangements will be made. Thank you.

\*\*\*

Patrick Henry said, "Give me liberty or give me death." His descendants now just say "Gimme."

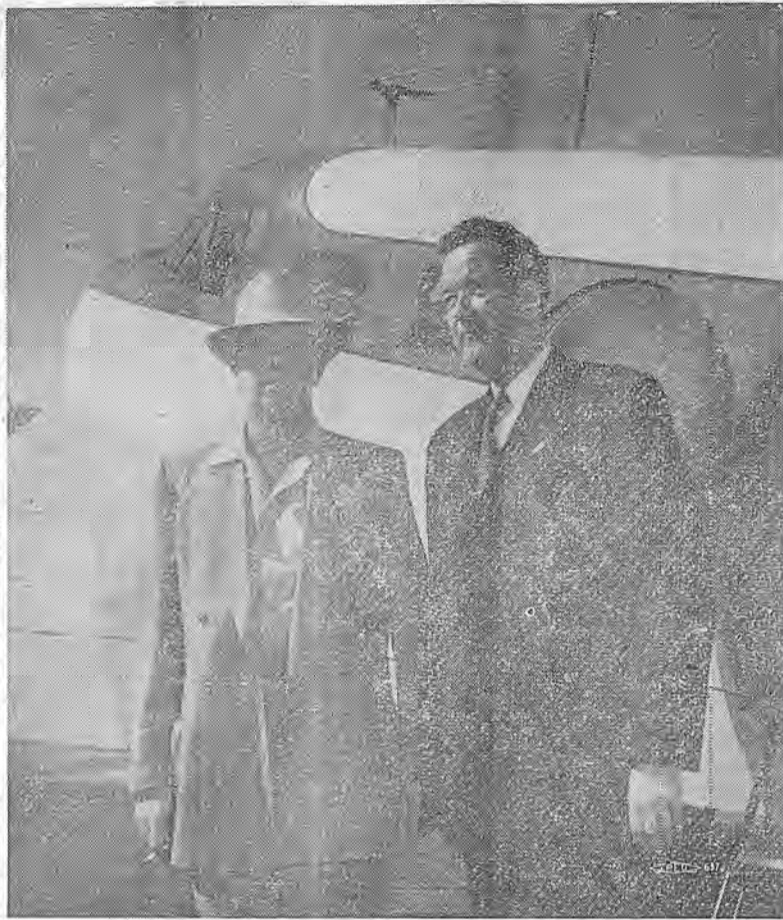
\*\*\*

Ideal menu for a midget would be a short cake and condensed milk.

# State Agency Commends Our Attitude on Safety

Refusal by a member of Operating Engineers Local 3 to operate a crane because of unsafe conditions has been upheld by the State Division of Industrial Safety, and the member and this union have been commended for their attitude on safety.

Brother Davis, a crane operator working for the Joseph Sheedy Drayage Co. on the Duncanson Harrelson job in San Rafael, refused to operate his rig in the vicinity of high voltage power lines.



AFL ENGINEER PLANE FOR SPARKMAN.—Pres. Pat Clancy of N. Calif. Operating Engineers Local 3 piloted Vice-Presidential Candidate John Sparkman around California on his recent visit here. Bro. Clancy flew Sparkman from Los Angeles to San Diego, then to Santa Ana, then to L. A. and to Sacramento, then back to Long Beach. It was the first time Sparkman had a private plane since the campaign began.—(Picture by E. B. Reimer of Engineers Local 526.)

The crew was supposed to drive 65-foot poles underground, but they joined Bro. Davis in refusing to go ahead under the dangerous conditions.

Mr. Battani of the Sheedy firm telephoned the office of the Division of Industrial Safety in San Francisco, and two representatives of that office came out to make an investigation. They were Bill Chapin, safety engineer, and Joe Roberts, labor liaison representative.

The safety representatives upheld Bro. Davis and the rest of the men, and they contacted Joseph Sheedy, company head, who agreed the refusal to work was justified.

They removed the crane with the long boom and substituted a skid rig which could function without danger from the power lines.

The rest of the story is told in the following extract from a letter written after the incident by Roberts to Bro. P. E. Vandewark, treasurer of Local 3:

"... We found a crane with a 70-foot boom ready to operate a pile driving rig. If Mr. Davis had operated this rig at that particular spot, there was danger that a serious accident would happen.

"We found that the seven men on this particular job were sitting and waiting for this office to send its representative to verify whether or not the men were right in refusing to work in an unsafe manner in accordance with Labor Code Section 6604. The men were right.

"This letter is sent to you for the express purpose of letting you know what can be done in these matters. At this time, I want to personally commend Mr. Davis for his actions and attitude in this matter.

"It is certainly refreshing to see one of your members do as Mr. Davis did, instead of complaining as some of the men have done, making this type of statement: 'If I don't work near these high voltage lines, the boss will get someone else to do it, so why shouldn't I?'"

"If more of your members would take the stand that Mr. Davis did, there certainly would be a sharp drop in the number of deaths and injuries to the men who work alongside of these cranes. I believe it important for you to know that Mr. Joseph Sheedy also took this stand and backed up Mr. Davis. He, too, is to be commended.

"I personally know that your motto is always 'Be Safe!' and wish to thank you, as well as most of your members, for your past splendid cooperation with the work of this Division. I personally know very many of them and they surely are a fine body of men."

\*\*\*

## Wholesale Food Prices At Year's Highest Level

New York (LPA).—Soaring to the year's highest level, wholesale food prices as measured by the Dun and Bradstreet index advanced for the fourth consecutive week, the agency reported Aug. 20. The index at \$6.69 was 12.2 per cent above the pre-Korea level. It presents the sum total of the price per pound of 31 commonly used foods.

The week's index has not been surpassed since last Nov. 27 when it stood at \$6.71. It was \$6.66 the previous week and \$6.93 the like week of 1951, Dun and Bradstreet said.

\*\*\*

The courtroom was crowded as the judge finished his lecture to the defendant in a divorce case. "So, I've decided to give your wife \$50 per month," were his last words.

The husband's face lit up as he smiled. "That's fine, Judge, I'll try to slip her a couple of bucks now and then myself."

# Engineers Confer With Adlai; Provide Plane for Sparkman

(Continued from Page One)

made a courtesy call on Governor Earl Warren.

On Wednesday, Brother Clancy again flew the Senator from Sacramento to a luncheon in Long Beach. From this point on, with shorter distances to cover, the candidate was able to use more leisurely transportation.

This was the first time Senator Sparkman had a private plane

placed at his disposal since the campaign started.

After spending the better part of three days in his company, Brother Clancy said he was favorably impressed with Senator Sparkman.

"My opinion of him is that he is a friend of the small businessman, the small rancher and organized labor—a friend of the common people," said Brother Clancy.

The Senator reminisced about his early life as the eldest son of a struggling tenant farmer in Alabama, one of 11 children.

"I feel he understands very well the problems of the small person," Brother Clancy said.

One of the things Senator Sparkman seemed most impressed with on the trip was a view from the air of the Tulare Lake basin, hundreds of thousands of acres of it still covered with water as a result of the floods earlier this year.

The Senator, aware of the reason of the flood—failure to vote enough money for the Kings Canyon dam—made it clear he favored an adequate program of flood control.

\*\*\*

Little Willie, with father's gun, Punctured Grandma, just for fun, Mother frowned at the merry lad, 'Twas the last shell father had.

\*\*\*

"Will you tell the court what passed between you and your wife during the quarrel?" asked the judge.

The defendant replied: "A flat iron, a rolling pin, six plates, and a tea kettle."

\*\*\*

How hard it is for a rich man to enter the kingdom of heaven is of less concern today than how hard it is for a poor man to remain on earth.

\*\*\*

The quickest way to wipe out a friendship is to sponge on it.

## BACK PAY CHECKS HELD

McCAMMON-WUNDERLICH CO.

GENERAL CONTRACTORS  
 Palo Alto, California  
 P.O. Box 1023

Sept. 6, 1952

The following letter has been received from the McCammon-Wunderlich Co., contractors in Palo Alto, regarding back pay checks held for some of our members:

Operating Engineers Union,  
 474 Valencia St.,  
 San Francisco, Calif.

Gentlemen:

We have a number of retroactive pay checks which have never been claimed by your members.

We are reluctant to mail these checks because of the possibility that many of the payees have changed their addresses.

If you will ask your members to send us a post card requesting their checks and giving us their correct mailing addresses, we will be glad to forward them.

Very truly yours,

McCAMMON-WUNDERLICH CO.,  
 J. J. VOYE, Bookkeeper.