ANTI-STRIKE BILL WORRIES SOLONS

WASHINGTON, March 16.—(UP)—A bitter congressional battle was developing today over legislation designed to place ceilings over wages and to limit the right of workers in war industries to strike.

Senator Clyde L. Herring, Democrat, Iowa, said he would move soon to discharge the Senate labor committee from consideration of antistrike legislation. He also will sponsor a "work or fight" bill.

The labor committee, Herring charged, has been sitting on his bill to institute a cooling-off period in defense strikes and to prevent the negotiation of new closed-shop contracts. By this pocedure, he contended, the group has been "sabotaging the war effort."

Anti-Inflation Step

The wage-ceiling measure, which President Roosevelt has discussed with his advisers, is being considered as an anti-inflationary step. It is designed to bring salaries in line with the cost of living.

Senate Democratic Whip Lister Hill of Alabama called for such a measure to be accompanied by a "100 per cent" war-profits tax. He said labor would not object to having its wages restricted if it could be assured there would be no excessive profits from the war effort.

No definite legislation to set a ceiling over wages was before Congress, but there was a general agreement that any bill should not be "inflexible." Senator Walter F. George, Democrat, Georgia, said there were industries where "substandard" wages should be raised.

Chairman Elbert D. Thomas, Democrat, Utah, of the Senate labor committee, was not available for comment on Herring's charge of "sabotage." In the past, Thomas has contended anti-strike legislation should not be enacted until the War Labor Board has been given time to demonstrate its ability to handle industrial disputes.

Secret Vote Provided

Herring said the board would fail of its purpose for lack of authoritative legislation to make its decisions stick. He maintained Congress should establish some definite labor policy.

Under Herring's bill, war-industry disputes would be certified to a mediation board for conciliation. If this step did not succeed, the National Labor Relations Board would conduct a strike vote under secret ballot.

Union leaders who brought their men out on strike when they could not get a majority vote for this purpose, would be subject to severe penalties. Furthermore, no union could bargain for a closed shop in an industry which previously did not have one.

Herring said he would sponsor an amendment to this bill, if it is discharged from the labor committee, which would place war-industry strikers in Selective Service class 1-A.

House Asked to Ban Closed Shop Pacts

(Continued From Page One.)

a week or for work on Saturdays, Sunday or holidays.

The bill also would suspend the overtime provisions of the Wage-Hour Act and other federal statutes governing workers' hours.

The Smith bill also would prohibit a naval contractor from "entering into or maintaining" any contract with any organization that required his employes to be a member of that organization.

By Associated Press.

WASHINGTON, March 16.—Representative Howard Smith, Democrat, Virginia, author of a bill to prevent strikes in war industry, told the House today that he would introduce legislation soon to suspend all federal work-hour ceilings for the war's duration.

Smith's statement came after more than a score of representatives, on both the Republican and Democratic sides of the aisle, reported a swelling stream of mail from their constituents on the subject of labor legislation.

F. R. for 40-Hour Week

Earlier, Chairman Norton, Democrat, New Jersey, of the House labor committee had a "general talk about labor conditions" with President Roosevelt, but she said they had not considered abandonment of the 40-hour week or putting a ceiling on profits or wages.

Representative Disney, Oklahoma, lugged into the well of the House an armful of mail he said he had received in the past three days, protesting "racketeering and strikes and our failure to suspend the 40-hour week."

From a colleague, Representative Wickersham, Democrat, Oklahoma, came the report that he had received 13,000 letters and telegrams in five days on the subject.

Cox Demands Curb

Representative Cox, Democrat, Georgia, opened the subject when he cried out for the public to "turn on the heat" and force an "end of strikes against the government."

"I am convinced," he shouted, "that only by an inflamed, aroused public opinion can government boondoggling and racketeering in labor ranks be ended."

Immediately, Representative Rankin, Democrat, Georgia, jumped to his feet with the argument that the House-approved Smith bill was "soundly sleeping in the Senate," and that "all that august body has to do is wake up."

38 More Washingtonians Are Honored by Who's Who

Nineteen new names from Seattle and 19 new ones from other parts of the state appear in the 1942-43 edition of Who's Who in America, just off the presses, the publishers announced today.

Only one woman is among the 38 newcomers from this state in the new edition. She is Allis McKay, who lives at Port Blakely, Bainbridge Island, and is author of a recent best seller, "They Came to a River."

Pullman ranks second to Seattle in the number of new names, with five; Spokane third, with four, and Olympia fourth, with three. In the list of newcomers the publisher furnished, James W. Carey, consulting engineer and member of the Alaska International Highway Commission, is listed from both Seattle and Tacoma. His home is in Seattle but he has offices in Seattle and Tacoma.

Seattleites Named

Seattle names—Lawrence M. Arnold, banker; Lloyd L. Black, United States district court judge; Carl E. Brazier, editor of The Seattle Times; James W. Carey, consulting engineer; Herbert T. Condon, dean of men at the University of Washington; Judson F. Falknor, dean of the University Law School; Forest J. Goodrich, dean of pharmacy at the University.

Comdr. Harry J. Hansen, former captain of the Navy Yard at Olongapo, P. I.; George P. Hardgrove, investment banker; Frederick K. Kirsten, professor of aeronautical engineering at the University and an inventor of note; Emmet K. Knott; Edward H. Lauer, dean of the College of Arts and Sciences at the University; Herbert Little, attorney; Philip D. Macbride, attorney; James W. Maxwell, banker; Vernon McKenzie, head of the School of Journalism at the University; George W. Mertens, corporation executive; Russell H. Peters, managing editor of The Post-Intelligencer, and William G. Reed, lumberman.

Bellingham—Frank L. Taylor, corporation executive.

Cheney—Otis W. Freeman, educator.

Dayton—Col. Frederick Gilbreath, United States cavalry.

Ellensburg—George H. Black, educator.

Everett—Henry M. Jackson, congressman.

Governor Is Listed

Olympia—Gov. Arthur B. Langlie, Attorney-General Smith Troy and George F. Yantis, attorney.

Pullman—Paul A. Anderson, professor of physics at Washington State College; Murray Bundy, professor at the college; William M. Foote, librarian at the college; Paul H. Landis, sociologist and college professor; Fred R. Yoder, sociologist and college professor.

Spokane—Robert A. Brown, banker; Cheney Cowles, editor; Maj. Gen. John F. Curry and Kinsey M. Robinson, corporation executive.

Tacoma—Frank Power, newspaper publisher.

3,560 New Names Added to Who's Who

CHICAGO, March 16.—(AP)—The editors of Who's Who in America published a new edition today and declared it proved that intellectual achievement, rather than money or social position, was the road to fame in the United States.

For evidence they cited statistics showing that almost nine out of every ten of the famous people listed in the volume for 1942-1943 attended college, and that 73.5 per cent of them did more—they were graduated.

The educational analysis also showed the percentage of people who grew famous with college educations had increased steadily since 1910. Only 70 per cent of those listed in Who's Who that year were university trained.

Education Value Cited

This, the editors argued, demonstrated clearly "the practical value of higher education as a preliminary to a successful career."

Made taller and thinner than previous editions for greater ease in handling, Volume 22 of Who's Who contains 3,560 new biographical sketches and a total of 31,692. A special feature of the new book is a pronunciation guide, which informs you, for instance, that the name of Princess Lazarovich-Hrebelianovich, the New York writer, is pronounced La-za-ro'-vich-Re-be-li-na'-o-vich.

Among the newcomers to Who's Who this year were Viscount Halifax, British ambassador to the United States; Vera Zorina, dancer and actress; Larry Allen, Associated Press correspondent, who did outstanding work with the British Mediterranean fleet; Pierre Van Paasen, author; Jean Arthur and Henry Fonda, "movie" stars; Milton Caniff and Al Capper, cartoonists; Ezra Stone, Bob Hope and Don Wilson of the radio; Ferde Grofe and Roy Harris, composers; Fowler McCormick, president of International Harvester; John Ringling North, circus executive, and more than 280 high officers of the Army and Navy.

MacArthur Honored Again

Gen. Douglas MacArthur, hero of Bataan, is there, of course, but his name was in the last volume, too.

A full sketch of the late Rear Adm. Isaac C. Kidd—the first one intentionally to be published in Who's Who after death—is among the new names.

Many already famous refugees from Europe, now living in the United States, were included for the first time. Among them were Eve Curie, author and daughter of Madame Curie; Erika and Heinrich Mann, daughter and brother of Novelist Thomas Mann; Louis Raemaekers, the Dutch anti-Fascist cartoonist; Erich Maria Remarque, German author of "All Quiet on the Western Front," and Sigrid Undset, Danish author and Nobel Prize winner.

OBITUARIES

Mrs. Beardslee, One of Bothell Pioneers, Dies

Mrs. Molly Beardslee, member of the first white family to settle in Bothell and granddaughter of David Bothell, after whom the town was named, died yesterday after a heart attack at the family homestead. Funeral service will await the arrival of a son and two daughters from Washington, D. C. The body is at the Bothell Funeral Home.

Mrs. Beardslee came to Bothell from Iowa with her parents and grandparents. She was a member of the Methodist Episcopal Church there.

Surviving are her husband, Charles V. Beardslee; three sons, Will G. Beardslee, Seattle attorney; J. Fred Beardslee, Forks, Clallam County, and John M. Beardslee of Washington, D. C.; three daughters, Mrs. Rachel Brown and Mrs. Mary Rinaldi, Washington, D. C., and Mrs. Ruth Lind, Seattle, two brothers, William Keener, Bellingham, and John B. Keener, Bothell, and three grandchildren.

MRS. JOSEPH G. RYAN

Requiem Mass for Mrs. Ruth Ryan, a resident of King County all her life, will be held in St. Joseph's Church tomorrow at 10 o'clock. Rosary will be said at 8 o'clock this evening in her home in Bothell. Burial will be in Calvary under the direction of the Bonney-Watson Mortuary.

Mrs. Ryan died in Columbus Hospital Saturday after a month's illness. She was born in Seattle.

Surviving are her husband, Joseph G. Ryan, Seattle transferman; three children, Eileen Adel, Mary Ruth and Patrick Ryan, and two brothers, Frank Peters, Chicago, and Ray Peters, Seattle.

MRS. HILMER MATTSON

Mrs. Clara Belle Mattson, a resident of Seattle for 37 years, died yesterday in her home at 7234 Ravenna Ave. The Rev. Dr. Newton E. Moats will conduct funeral services at 8:30 o'clock tomorrow forenoon in the Bonney-Watson Chapel.

Mrs. Mattson, widow of Hilmer Mattson, was born in Eleva, Wis. She was a member of the Seattle Women's Club, Columbine Club, and the First Methodist Church.

Surviving are a son, Glenn Mattson, Seattle; two daughters, Mrs. Edna Heiwig, Seattle, and Mrs. Norma Jerbert, Kent; a sister, Mrs. Henry Kelly, Mason, Wis., and a brother, Lou R. Moore, Plymouth, Wis.

JOHN ANGELES

Funeral services for John Angeles, 48 years old, foundry worker, of 2766 Westlake Ave. N., will be held at 2 o'clock tomorrow in the Greek Orthodox Church, Yale and Thomas Streets. He died Saturday in a Seattle rest home after a long illness. Burial will be in Evergreen under the direction of Clark-Rafferty Mortuary.

Mr. Angeles, born in Greece, came to the United States in 1913 and made his home in Seattle. He was a member of the Foundry Workers' Union.

Surviving are the widow, Hilda Annie, and two children, Maragete Eline and John Dean Angeles.

MRS. HANNAH COLLINS

Mrs. Hannah Collins, a resident of Seattle 50 years, died in a rest home here yesterday at the age of 53. She had been an invalid 15 years.

Services will be conducted at 1 o'clock Wednesday in Butterworth's Chapel by the Rev. Hugh Armstrong, pastor of the First Presbyterian Church, of which Mrs. Collins was a member. Burial will be in Lake View.

Mrs. Collins was born in Wales. She was one of the first members of the Sunshine Smiles Society and was a charter member of the Seattle chapter of the Indoor Sports Club. A sister in Australia survives her.

MISS LILLIAN SULLIVAN

Funeral services for Miss Lillian Sullivan, private secretary with the Washington Mutual Savings Bank since 1917, were being arranged today by the Bonney-Watson Mortuary. She died Saturday after a heart attack in the home of her sister, Mrs. R. W. Hubbard.

Miss Sullivan, born in Marysville, Mont., had lived in Seattle 26 years. She was secretary to Raymond Frazier, board chairman of the bank, for 25 years. Her home was at 1651 Tenth Ave. N.

Also surviving are four sisters, Miss Ella Sullivan and Mrs. A. A. Richards, Seattle, and Mrs. Katherine Campbell and Miss Margaret Sullivan of Butte, Mont., and a brother, John Sullivan, Butte.

HENRY H. MANNY

Henry Haven Manny, 64-year-old business man and resident of Seattle 32 years, died yesterday after a heart attack while he was working in the garden of his home at 3641 37th Ave. W. Funeral services will be held at 11 o'clock tomorrow in Bonney-Watson Chapel.

Mr. Manny, born in Rockford, Ill., May 7, 1878, came to Seattle in 1911. He was an agent here for a hardware manufacturer. He was a past district governor of the Seattle Rotary Club, ow which he was a charter member.

Pallbearers will include Dr. Alvin Linne, M. B. Houston, Roy Maryatt, W. F. Muche, Robert Wadick and Willis Darrow. Surviving teside the widow Mrs. Gertrude Young Manny, are two sisters, Mrs. Fred O. Larkin, Seattle, and Mrs. Charles Sackett, Winnetka, Ill.

GEORGE W. ALBIN

George W. Albin, vice president and general manager of Ames Terminal and prominent in Pacific Northwest shipping circles, died yesterday in Swedish Hospital after a short illness. The Rev. L. J. Bailey of Trinity Episcopal Church will conduct services at 1 o'clock tomorrow in the Bonney-Watson Chapel.

Mr. Albin, a resident of Seattle for 41 years, was a leading figure in organizing Seattle shipbuilding activities during the First World War. He was first vice president of the Ames Shipbuilding & Drydock Company previous to his association with Ames Terminal in 1922.

Mr. Albin was born August 23, 1879, in St. Louis, Mo. He came to Seattle after he was graduated from Yale University in 1902. The following year he married Clarice Bruns, who survives him. He was a member of the Rainier Club and the Propeller Club. His home was on Mercer Island.

Also surviving are a daughter, Mrs. Virginia Tesreau of Mercer Island, and three sons, Robert L. Albin of Seattle, and Thomas B. and George W. Albin, Jr., both lieutenants in the Navy.

Pallbearers will be Virgil Begue, Capt. W. J. Malone, United States Navy, Archie Taft, J. W. Thompson, Fred G. Clarke and John Wilson.

Fishing Vessel

One fishing vessel, the Delight, arrived in Seattle today from the deep-sea banks with 400 pounds of sable fish, 2,000 pounds of ling cod and 600 pounds of red cod. The catch sold to the Whiz Fish Company at 15½c, 11½c, and 11½c a pound.

This prompt Listerine gargle may help Mother Nature to head off a cold before it gets serious. Drafts, like wet feet and fatigue, may weaken body resistance. That makes it easier for germs associated with colds to invade the tissue and aggravate those miserable cold symptoms. Listerine helps hold such types of germs in check . . . actually kills millions way back on throat surfaces. So, at the first sign of trouble, use Listerine Antiseptic early and often, meanwhile consulting your doctor.

MARINE SEA TRADE NEWS

R. H. Calkins Editor

NEW LIMITS SET BY COAST GUARD

New wartime restrictions on Puget Sound were announced today by the Coast Guard. The entrace to Port Townsend Bay has been closed to traffic except for a gateway 1,200 feet wide extending from Point Hudson obstruction Light No. 2. Marrowstone Obstruction Light No. 1 has been discontinued.

The Admiralty Inlet restricted area has been revised as follows:

All ships using the main channel will pass within 600 yards of Bush Point lighted bell buoy. All ships using the west side of Admiralty Inlet will keep within 1,000 yards of Nodule Point.

Salmon Bay Buoy No. 1 is described in the notice to mariners as a black second-class special can buoy.

The Naval Air Station, Sand Point, today reported the loss of two buoys which marked restricted areas on Lake Washington and asked anyone finding the equipment to notify the station. The buoys went adift early this month. One is a red buoy and the other yellow, and both are twenty inches in diameter and of metal construction. Each carried two-inch lines attached to an anchor. It is believed the buoys were cut adrift by a log raft.

NO-STRIKE PLAN TO BOOM SHIPS

NEW ORLEANS, March 16.—(AP)—Labor pledged a no-strike policy here today to rush construction of 200 Liberty ships, one of the nation's largest single shipbuilding contracts.

"There'll be no strikes and no labor stoppages," Holt Ross, Southern roganizer of the American Federation of Labor, pledged Andrew J. Higgins, president of Higgins Industries, Inc., which was awarded the ship contract by the Maritime Commission.

"We'll build those ships ahead of schedule in ever-increasing numbers, rapidly and efficiently," said the labor leader, "and our task will not be completed until Nazism and Fiscism are driven from the face of the earth."

Higgins said a telegram he received in Washington from a labor leader pledging "no strikes" was shown to President Roosevelt. "They told me afterward that tears came to his eyes as he read it and he said that "such a pledge of loyalty from labor is grand and inspiring."

The Nebraska-born shipbuilder, whose little plant less than two years ago was producing only small commercial boats, called on traditionally amusement-minded New Orleans "for more work and less Mardi Gras, honkey tonks and fun."

Army Promises Not To Fire at Police

PORTLAND, Or., March 16.—(AP)—Portland police-patrol boats have resumed operations in the vicinity of Terminal No. 4 on assurance of the Army that a machine-gun attack will not be repeated, Capt. K. A. Prehn, harbarmaster, reported today. He explained signals had been arranged so the terminal sentry will know when the patrol boat is passing the dock.

A burst of machine-gun fire whizzed by one of the boats the night of March 6, and an Army sentry said the craft was running without lights. Captain Prehn abanloned Terminal No. 4 patrol until the Army devised the signal plan as a safeguard againsts a future "incident."

Calif. Yards Launch Two C-2 Freighters

RICHMOND, Calif., March 16.—(AP)—Two new C-2 freighters were launched here yesterday, signalizing the start of the 168-hour week in the yards of the Richmond Shipbuilding Corporation and the Todd-California Company.

The Todd yards launched the Ocean Volunteer, and the Anthony Wayne was launched at the Richmond ways. Henry J. Kaiser, president of the Richmond Shipbuilding Corporation, spoke at both events.

The 168-hour week will be accomplished by rotation of days off, each workman being on a six-day week basis.

Today's Tides

First high	5:46 a. m.	11.9 ft.
First low	11:47 a. m.	3.1 ft.
Second high	5:31 p. m.	10.3 ft.
Second low	11:46 p. m.	1.9 ft.

Tomorrow's Tides

First high	6:15 a. m.	11.9 ft.
First low	12:23 p. m.	2.4 ft.
Second high	6:19 p. m.	10.4 ft.

Wednesday, March 18, Tides

First low	12:25 a. m.	1.7 ft.
First high	6:42 a. m.	11.5 ft.
Second low	12:59 p. m.	1.9 ft.
Second high	7:04 p. m.	10.4 ft.

Liner Will Take Axis Envoys To 'Trading Points'

WASHINGTON, March 16.—(AP)—Acting Secretary of State Sumner Welles disclosed today that the Swedish liner Drottningholm had been chartered to take German and Italian diplomats to Lisbon and to bring home the American diplomats and consular officials waiting there for passage to the United States.

The Drottningholm, Welles added, also will carry to Portuguese East Africa the Japanese diplomatic and consular officials who will be exchanged there for American officials brought from Japan and Japanese-occupied territories.

Welles told a press conference that the dates for the Drottningholm sailing have not yet been fixed, but indicated that all arrangements for the exchange of diplomats were proceeding smoothly and that the exchange might be completed soon.

'IRISH' WARSHIP LAUNCHING AT 6

Arrangements have been completed for the St. Patrick's Day launching of the destroyer Doyle, which will be sent down the ways from the plant of the Seattle-Tacoma Shipbuilding Corporation on Harbor Island at 6 o'clock tomorrow evening.

Named for Richard Doyle, a Navy gunner who served under Lieut. Stephen Decatur at Tripoli February 16, 1804, the new destroyer will be christened by Mrs. Blanche Maloney, wife of Chief Gunner Clarence Murray Maloney, now serving at the Keyport Torpedo Station, who is of Irish ancestry.

A feature of the launching ceremony will be the presentation by Rear Adm. C. S. Freeman, commandant of the 13th Naval District, of the Navy "E" award for efficiency to the shipyard for production achievement.

The Navy "E" pennant will be presented by Admiral Freeman at 4:30 o'clock.

Awarded to Units of the Fleet

Since 1906 the Navy has awarded the "E" to those units of the Fleet, excelling all others in the same classification in certain fields of action, such as gunnery and engineering. Among the crews of the warships and planes of the Navy, it is one of the most coveted and respected honors to be obtained.

The program for awarding the Navy "E" to deserving industrial plants has the backing of full authority and the approval of President Roosevelt and Secretary of the Navy Knox. The following factors determine the awards: The status of production as compared to contract schedules, the amount of ingenuity shown in overcoming obstacles and genuine cooperation.

The award to the Seattle-Tacoma Shipbuilding Corporation gives this firm the right to fly the Navy "E" pennant as a symbol of the Navy's recognition of distinguished effort. The award of the "E" is for a period of six months, and at the expiration of this period, the award is reviewed to determine fhether it shall continue. Even though the plant may lose the right to continued to fly the Navy "E" flag, the employes continue their right to wear the "E," in the form of lapel insignia.

Lake Union Yard to Launch Minesweeper for British

the J-809, being built by the Associated Shipbuilders in the plant of the Lake Union Dry Dock & Machine Works, will be given to the sea at 2 o'clock tomorrow afternoon. The J-809 will be floated in the plant's drydock. She will be christened by Corinne Mansker, 13 years old, daughter of Acme O. Mansker, one of the yard's foremen. The 136-foot vessel is building for the British navy under the lend-lease ship pool.

Crew, Awaiting Rescue, Plays Swing Records

AN EASTERN CANADIAN PORT, March 16.—(AP)—A medium-sized Allied ship struck a rocky ledge off the Nova Scotia coast and pounded to pieces, but her entire crew of more than 50 was saved, it was disclosed yesterday.

Seamen brought to this port told how, while they waited to abandon ship, the cook served ham and eggs in the galley and they listened to swing records on the ship's portable phonograph.

The officers and volunteers from among the seamen, 14 in all, staved aboard several hours after the others took to two lifeboats. They were eventually taken off when it became apparent she was doomed.

Seventh Minesweeper Finished in Tacoma

TACOMA, March 16.—(AP)—The seventh minesweeper to be built in Tacoma fishing-boat yards for use by the Navy was to be launched this afternoon by the Western Boat Building Company, Lieut. William W. Wales, naval supervisor, announced today.

The vessel, YMS-134, was to be christened by Miss Phyllis Lorraine Almont, daughter of a yard workman.

NUTS AND JOLTS -:- By Holman

This is our biggest seller, madam—you'll notice it holds a whole bucket of stuff!

MEN FLEE SHIP, DIE NEEDLESSLY

HAVANA, March 16.—(AP)—At least 15 members of the crew of 37 of the torpedoed sugar transport Colabee appeared yesterday to have been saved, but the remainder apparently lost their lives needlessly.

All but one man aboard the 5,000-ton vessel deserted the ship quickly after she was attacked by a submarine Thursday night only a ile and a half off the northeast Cuban coast near Neuvitas. They thought the ship was going down, but she never did. She remained afloat and was beached on a bar.

The man who remained aboard was First Assistant Engineer Frank Eckman. He was rescued by an American tanker, and for a time was believed to have been the only survivor.

Later four more survivors were landed by an American plane at Camaguey, and nine others were found by the Cuban steamship Oriente on Cape Confita. A fifteenth survivor was a seriously injured man who reached Nuevitas.

Most of those lost died as their lifeboats sank beneath them. They had been damaged by the submarine's shelling and quickly filled as they were put into the water.

Eckman himself was prepared to go overboard as the last man, but just as he was about to leap the attacking submarine turned a light on him and he fell flat on the deck to avoid being seen. The supbmarine stayed around for sme time, and he hemained on the vessel. By the time the submarine left, it was apparent to Eckman that the Colabee was not going down immediately.

The crew of the rescuing tanker said the Colabee looked like a ghost ship as they came upon her the next day, drifting helplessly with lines over her side and only two linvig beings aboard—Eckman and his dog, saved by his master.

Freighter Crewmen Spend Week on Raft

MERIDA, Mexico, March 16.—(AP)—A tale of seven days stranded on a life raft after their ship went down with half of her crew was told yesterday by survivors of the torpedoed Norwegian freighter Gunny.

The sailors said their 2,360-ton ship was torpedoed without warning by an unidentified submarine early the afternoon of March 2, six days after she left Trinidad en route to New York on a voyage from West Africa.

The Gunny sank immediately with 13 of her crew of 26, the survivors reported. The other 13 crowded aboard one of the ship's life rafts, where one of them died of gangrenous injuries.

The 12 survivors, including the Gunny's captain, Otto Henrichsen, were picked up seven days after the torpedoing by the Swedish freighter Tenmaren, which londed them at Progreso.

They arrived here Saturday for medical treatment. Four survivors who were immediately hospitalized were reported improving.

Men Serve as Human Oar Locks to Save Lives

WILMINGTON, N. C., March 16.—(AP)—A story of death by fire on oil-covered seas and of men being ground to bits by the propeller of their sinking ship was told today by survivors of a large American tanker torpedoed Thursday night.

They described how a quartermaster used his body as an oar lock on a life raft and, when 11 of the 26 survivors were landed at nearby Southport, his flesh was black with bruises. The other 15 were landed at Charleston, S. C.

Shipmates credited Quartermaster Edwin Chaney, 24 years old, of Yeadon, Pa., with saving many lives. They said he swam to the raft after jumping overboard. Then, by calling directions through the dense smoke and flames, he guided several men to the raft.

During the nine hours on the raft, Chaney and several survivors alternated in making human oar locks so the others could pull the heavy oars and get away from the flames.

Herbert L. Gardner, Jr., 22, of Nashville, Tenn., on his first sea voyage, was in the mess hall, he said, "and a gang of us were talking about what we'd wo if a torpedo hit us, when the torpedo struck. And we did just the opposite of what we said we'd do."

Survivors of Torpedoed Texan Reach Havana

HAVANA, March 16.—(AP)—Survivors of the merchant vessel Texan, sunk by a submarine off the northeast Cuba coast, reached Havana last night. Nine of the 47 men are unaccounted for. Of the survivors, five were slightly injured.

The 7,005-ton ship is the property of the American-Hawaiian Steamship Company and was en route south.

F. R. Requests New Tests Of 'Otter' Design

WASHINGTON, March 16.—(AP)—The designer of the "Sea Otter" type of cargo ship, Comdr. Hamilton Bryan, has been ordered to make further experiments in an effort to salvage the original idea of a design suitable for mass production.

Congressional sources said yesterday the order to Bryan, a Navy Reserve officer, was issued at the request of President Roosevelt, who told a press conference last week that some of the revolutionary construction details of the "Sea Otter" might have to be abandoned.

After a trial model had been built and given tests, Secretary of the Navy Knox said the program virtually had been abandoned. The President indicated subseouently, however, that some of the advantages of the design might be retained if modifications were made.

The original "Sea Otter" proposal called for a ship of about 1,950 tons powered with a series of gasoline automobile engines hooked to vertical drive shafts which operated propellers amidship. One disadvantage reported to have developed in the amidship propeller design was an excessive draft. New designs were said to contemplate location of propellers in the stern and use of Diesel oil engines.

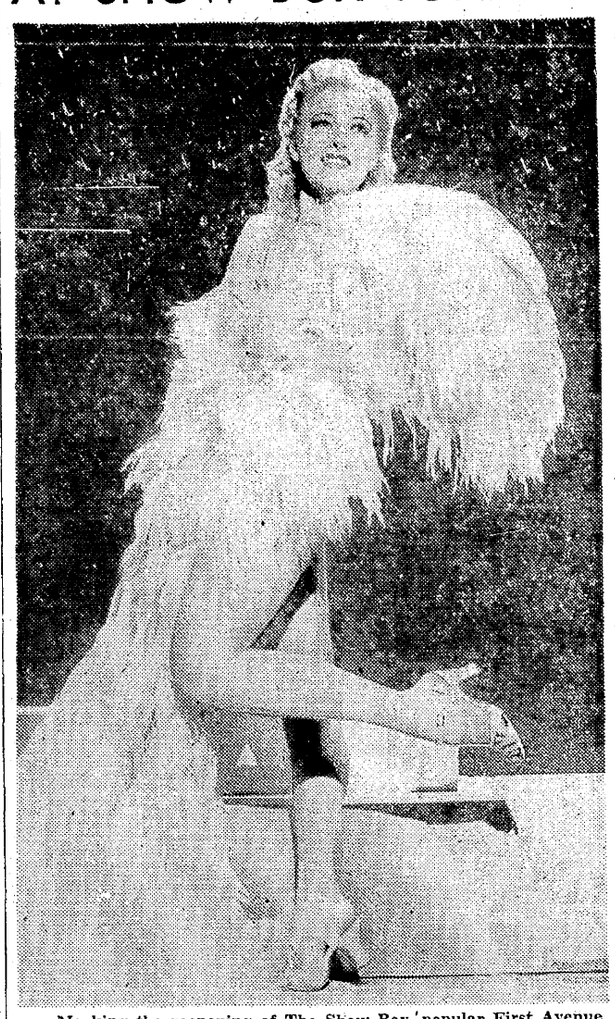
'Censorship' Halts Shipping Magazine

NEW YORK, March 16.—(AP)—The American Bureau of Shipping announced today it had suspended publication of its monthly magazine, The Bulletin, because of "censorship requirements."

The magazine, one of the most authoritative of its kind, listed shipbuilding activities throughout the nation as well as other vital marine data. The bureau said it would continue to keep the records privately for use after the war.

Britain recently banned the public sale of Lloyd's Register of Shipping—a book listing information on the world's merchant ships.

AT SHOW BOX TONIGHT



Marking the reopening of The Show Box, popular First Avenue theatre-restaurant, Sally Rand will again bring her famous dances to Seattle audiences, beginning tonight. An elaborate revue supports Miss Rand, including a large all-girl chorus.

Sally Rand's Lasses Arrive, But No Sally (and No Stork)

Sally Rand's troupe of "Lass Roundup Revue" girls arrived in Seattle this morning bright and early (early for the members of the troupe—it was 7:55 o'clock to be exact) but no Sally Rand was with them and there was no Sally Rand to greet them.

The girls, quite a package of pulchritude, arrived on the train from Yakima. Sally, they said, and her husband, Turk Greenough, drove to Seattle by automobile and were to meet the girls at the train. No Sally and no Turk appeared, however, and after a breakfast at the King Street Station the girls collected a multitude of baggage and retired to their hotel.

Sally and her company open an engagement tonight at The Show Box. The girls had a rehearsal at 10:30 o'clock, without Sally and Turk.

No News on Stork

With Sally absent this forenoon, no confirmation or denial could be obtained first-hand of the recent reports that she soon will play host to the stork; reports she has denied.

The girls in the revue seemed reluctant to discuss the possibility. Eyebrows arched quizzically, however; when the subject was mentioned.

The girls, with wry smiles, told of the entertainment furnished them and Sally in Spokane by the Athletic Round Table—the group that won national notoriety with its "Bundles for Congress" campaign. The Round Table gave Sally a "Bundles for Sally" dinner. Included in the gifts was a wagon for "twin bundles."

The girls were discreet. They didn't say so, but sly winks indicated that no stork would be joining the company soon.

Seattle was no novelty for some of the troupe. The majority have appeared on the stage here before. Connie Sharon, for instance, who said she is recently from Los Angeles but actually is a product of New England, appeared in Seattle twice with the ballet of the San Francisco Opera Company. She now is sort of a chief trouper for the nine other girls.

Camille Fuller, Arville Clare, Adrian Allen and Genevieve Ahlin also have appeared in Seattle in previous engagements. All four are from Los Angeles or vicinity.

Miss Ahlin said she wanted another peek at the Lake Washington Floating Bridge while she is here.

"I saw the bridge in the daytime last year," she said. "I'd like to see it at night, as I hear the lighting is very effective.

Dee Dee Mason expressed great satisfaction that there was no snow.

"We had snow in Salt Lake City and in Spokane," she said. "I've had enough of it for this trip."

Miss Allen said that the present Sally Rand act uses a horse and a burro and that Sally and her husband drove to Seattle to bring the animals along.

"Maybe they had a flat tire," she observed when Sally did not meet the girls at the station.

The dancers said priorities haven't spoiled Sally's fan and bubble dance acts yet.

"She may have trouble getting rubber balloons," one of them said, "but I don't think there is any restrictions on fans, except electric ones—and Sally has no use for electric fans in her act."

Movie Time

LIBERTY—"The Invaders"—(A. M.)—10:45. (P. M.)—12:55, 3:25, 5:21, 8:19, 10:47.

5TH AVENUE—"Confirm or Deny"—(A. M.)—11:45. (P. M.)—2:45, 5:45, 8:45. "Roxie Hart"—(A. M.)—10:15. (P. M.)—1:15, 4:20, 7:15. 10:20.

PARAMOUNT—"Obliging Young Lady"—(A. M.)—9:40. (P. M.)—1, 4:30, 7:55. "The Bugle Sounds"—(A. M.)—11:15. (P. M.)—2:40, 6:10, 9:40.

ORPHEUM—"I Killed That Man"—12 noon. (P. M.)—2:50, 5:40, 8:30. "Ride 'Em Cowboy"—(P. M.)—1:20, 4:10, 7, 9:50.

BLUE MOUSE—"Right to the Heart"—(A. M.)—11:35. (P. M.)—2:40, 5:50, 8:50. "Shanghai Gesture"—(P. M.)—12:55, 4:05, 7:10, 10:15.

MUSIC BOX—"Blue, White, and Perfect"—(A. M.)—11:30. (P. M.)—2:25, 5:25, 8:20. "Son of Fury"—(P. M.)—12:50, 3:55, 6:50, 9:50.

PALOMAR—"Ellery Queen and the Murder Ring"—(A. M.)—11:40. (P. M.)—2:50, 5:50, 8:50. "Yokel Boy"—(P. M.)—1:50, 4:50, 7:50, 10:50. Stage—1, 4, 7, 10.

ROOSEVELT—"The Man Who Came to Dinner"—(P. M.)—12:12, 2:41, 5:10, 7:39, 10:28.

TELENEWS—Late films, "Flaming Singapore," "Men for the Fleet," and world-wide news events. Continuous, 9 a. m. to 11 p. m.

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The meeting of the Women's Traffic and Transportation Club to be held at the Y. W. C. A. at 6 o'clock this evening will be featured by a Cornish School musical program. A technicolor motion picture of Sun Valley will be shown. Lois Bates, president of the organization, will preside. The program is in charge of Mrs. Myrtle Smith.

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