

Our Yard

SUN SHIPBUILDING
AND
DRY DOCK COMPANY

OCTOBER, 1950

IT'S A MACHINE AGE — *But*



OUR YARD again reminds its readers that while we are in a Machine Age, human hands and human heads must guide the wheels and levers to get high production. Safety is important. This month we present three more pictures and share about machines in the Shipyard.

PLATT AND WHITTEN JO-BORER (LEFT TOP)

By Earl Lane, superintendent at Brown and Blevins, South-
west-Mo., Kentucky, New Ship 46 years' big shaver.

This machine is used for the producing of lips and flutes which are necessary for the manufacture of interchangeable parts. It is possible to measure on this machine within .001" and to measure depths within one strand. It is important on this machine that every part or machine be kept absolutely clean in order that no foreign matter interferes with the calibration instruments. The operations performed are, in the main, precision turning and counter boring.

DANGER

Machines must be kept clean. Cloves should not be used.

RADIAL DRILL PRESS (LEFT)

By James E. Jenkins, superintendent at Fordyce-Corcoran, Inc., New York, New York, New Ship 24 years.

A large drilling machine, the drill spindle of which can be brought to four positions within a large set by moving the drill assembly along a horizontal radial arm and engaging the arm slowly to rotate. It is used for accurately drilling the work piece in forward to the table. It performs such work as drilling and reaming, tapping, boring and counter boring.

DANGER

Do not wear gloves, loose clothing or with loose, worn gloves, all gloves and keep machine and floor clean. Do not wear loose or ragged clothes.

TURNT LATHE (RIGHT TOP)

By George Smith, JR., JR., General made U. S. Navy (the other school, New Ship 23 years).

This lathe does everything an engine lathe does, even thread-
ing by using tool and die. The machine is semi-automatic, being equipped with a turret that can be set up with tools generally utilized in connection with a cut of the operation. The work piece is held in a chuck. It has speed and is generally known as a production machine.

DANGER

All cut up must be secure, machine kept in repair without play. Never use gloves, always gloves especially do not use old and loose. Keep machine oiled, ground and clean, using brush to clear toolings. Have good light and keep floor clean.



Sun Ship to Build Two Seatrains

SEATRIN Lines, Inc., of New York City have awarded contracts for the construction of two Seatrain type of ships to the Sun Shipbuilding and Dry Dock Co. of Chester, it was announced in a joint statement by Graham M. Bruck, President, Seatrain Lines, Inc., and Richard L. Darbo, President of the Sun Shipbuilding organization.

These new vessels will be 483 feet long each with a beam of 45 feet, 4 inches; a depth of 36 feet, 1 inch, and a draft of 22 feet, 9 inches, and designed to carry 100 freight cars.

The new Seatrains will be propelled by single-screw geared turbines which will develop a speed of approximately 17 knots.

Work on the vessels will start immediately in the Drawing Room and the Mold Loft of the shipbuilding plant, and it is hoped that steel can be placed in November and December to get construction well underway early in the coming year.

The Sun Shipbuilding and Dry Dock Company finished its program of eleven 27,000 d.w. ton super tankers, last March. Since that time the plant has had no ships under construction, but have depended largely upon its ship repair work and dry dock facilities along with the construction of high pressure refinery and other equipment for its operation. The company expects to get these new ships started as soon as possible in order to bring back many of its old employees, who have been laid off due to lack of work.

Four ships of the Seatrain type were previously built by Sun Ship, two of them, Seatrain NEW YORK, and Seatrain HAVANA, were built in 1952, and Seatrain TEXAS, and Seatrain NEW JERSEY, were built in 1948.

During World War II all four of these earlier Seatrain vessels were taken over for Government use. Following hostilities they were reconditioned and placed back in Seatrain service.



RICHARD L. DARBO

HOSPITAL SHIP "BENEVOLENCE" WAS BUILT HERE



AFTER safely passing through one of the worst Pacific typhoon seasons in many years, which wrecked scores of other vessels, and after having attained fame during World War II, the staunch Navy Hospital Ship BENEVOLENCE was sunk in a collision off the Golden Gate, California.

Struck in a vital spot, this vessel, which had been constructed by San Shipbuilding and Dry Dock Co., was damaged so deeply that she turned over on her side and sank in relatively shallow water.

The BENEVOLENCE carried many wounded service men during the second World War and was preparing to sail for Korea to take out one wound of whom she was run down during a thick fog. More than 10 perished and some of the crew are still missing. In the time of the accident there

were 740 persons on board, including 15 nurses.

Built as Hull 349 in No. 4 Yard the ship was christened MARINE LOON at the launching July 18, 1944. She was about 300 feet long, of approximately 1500 dead weight tonnage, and when the later was converted into a hospital ship had a capacity of 800 patients.

Tragically marked her sinking on August 24 last, The 40th U.S. MARY LUDENBACH, which was involved in the accident, stood by to take on what survivors she could find. Her skipper, Capt. L. S. Smith, sent an emergency call to shore for blood plasma. Most of the crew of 50 aboard the LUDENBACH was lost.

The 15,000-ton BENEVOLENCE recently was taken out of the main-hull fleet and readied for service in

(Photo courtesy of Peter MacArthur Inc.)

Korea. She was on a trial run, that also served as a test by the men who helped work on her and for the doctors, nurses and civilians who would be aboard her on her annual of mercy to Korea. No patients were aboard.

The rescued nurses told of the moments of terror when the ships collided.

"I was in the washroom waiting for dinner when I heard a big crash," said Lt. Gail Matthews, a nurse from Scranton, Pa.

"I went to the portside and I saw a ship hit on the port side, sliding over."

Lt. Florence Burdick, the ship's chief nurse, told the BENEVOLENCE immediately began to list to port.

The girls joined men and

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VETERAN EMPLOYEES RECEIVE SERVICE PINS



CHARLES CALLAHAN, 45-71, accepting number 35 pin. Service Pin from Sgt. Frank A. Hunt.



ALEXANDER VARNOFF, 34-76, better ship, is presented his 35 pin Service Pin by Sgt. Raymond Riediger.



PETER BROWN, 1-46, is presented his 40 pin Service Pin by Sgt. William Smith.



LESTER MOORE, 34-66, is congratulated by Sgt. Frank A. Hunt on his number 38 pin Service Pin.



Sgt. Raymond Riediger congratulates LESTER MOORE, 34-66, on his number 38 pin Service Pin.



Sgt. Frank A. Hunt hands CHARLES CALLAHAN, 45-71, of the engineering shop, a 35 pin Service Pin.

SERVICE PIN AWARDS TO OUR EMPLOYEES IN AUGUST



WILLIAM LARSEN, JR., presents the 25 yr. Service Pin from Chief Engineer Gordon McGowan.

1-40	40 Years	Peter Hansen
10-20	20 Years	Alexander Yankovsky
15-20	25 Years	
15-20		Ludwig Beyer
10-15		Wallace E. Carothers
11-2004		John Halls

SALARY ROLL

79-24	20 Years	John H. Tychison
34-20	15 Years	Carl A. Ronger

HOURLY ROLL

34-07	20 Years	Ernest Martin
34-120		Oscar Thompson
34-55		Paul Fisher
34-57	15 Years	J. Caldwell Beatty
34-037		Oliver Davis
34-09		John Panchuk
34-56		Benjamin Lefter
34-128	10 Years	Charles Wood, Jr.
34-058		Wm. J. Weber
34-27		Morris Fakhourian
34-374		Charles Harrison

Girls Have a Get-Together Party



MARY DONALDY MORGAN was hostess of a happy gathering of her new home in Wallingford with 27 guests attending. It was held over one of the houses on the picture above. Among other things the girls discussed plans for a big "buddie" party to be held next November.

ENTERPRISE that is "Free" Began with Our FOUNDERS

Five of us readers, probably, just like the American system of really "free" individual enterprise got started in our country.

But if we remember what we studied in grade school, we'll recall that when the Pilgrim Fathers landed on the bleak New England coast in the fall of 1620, they put all their stores into a single warehouse and then rationed out supplies.

That certainly was not "free" enterprise, in which each man would work at whatever task he decided on and keep the rewards of his own labor. However, it was the natural thing to do, because winter was coming on, and only by the united effort of all could they hope to survive.

In the new built houses, and built of and baked. The houses they built, the game they shot or trapped, and the fish they caught, were all for the use of the whole colony. The women all cooked, sewed, and scrubbed for all the men.

What the farmers raised during the next summer and the second summer was likewise added to the common stores. Each member of the colony got his rations, and no more.

But by the third year, the system was causing a lot of dissatisfaction. The women were particularly outspoken. They said that to make them cook, sew, and wash for men outside their own families was no better than slavery. Married men also objected to having the women of their families cook and sew for outsiders.

The men were also dissatisfied for other reasons. Strong and skilled men got tired of dividing crops with those who did less work. Besides, the common stores were too meagre



to give any of the colony enough to eat.

So Governor Bradford and the other leaders of the colony decided to try a system in which each man was free to reap the rewards of his own enterprise. Accordingly, they gave each family a plot of land, and announced that each family could keep everything it raised. On the other hand, each family would have to depend on its own work to provide food and clothing. There would be no more rationing.

Now, Bradford wrote in his diary of those days that the new plan was "a great success." Everyone in the colony, he added, became very industrious, and far more contented. Under the new system, he said, each family succeeded in supplying its own wants, and some had a surplus to sell, so that there were no more families in the colony. The experience of the Pilgrims, he said, should show everyone that it is a mistake to deprive people of private property in the theory that public ownership will make them happy and healthful.

And that was how the free enterprise of individuals got started in

Our way to happiness—and it's the hard way!—is by personal experience. A better way is through the experience of others who've had their failures or successes . . . No success was the experiment in communal enterprise and ownership (two names of today's socialists "planning") which our forefathers tried, and discarded, hundreds of years ago.

what is now the State of Massachusetts. Having found that the free enterprise system worked best, the Pilgrim Fathers stuck to it and handed it down to their children to this day.

Their experience holds a lesson for people who now believe a central government should take care of everybody from the cradle to the grave. When even these early Colonial "polly and nolly" men and women, who had the courage to leave a wild and uncultured continent, would not do their best without hope of an individual reward for individual enterprise, why should we expect it today?



ICE BREAKERS HERE — ONE A SIDE-WHEELER

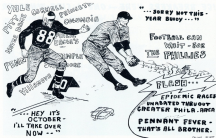


(Left) — Shipyard for Brother No. 2. (Left) — First public view of No. 2. (Right) — View under the Brother John's hull.

BUILT more than 60 years ago, the side-wheeler for Boat "No. 2" came to the ship dry dock with another ice boat the **JOHN WHEELER** for a paint job. These vessels attracted plenty of attention, especially "No. 2." These ships are owned by the City of Philadelphia which put its first ice boat in service in 1877 or 1878 years ago.

The ice-breaking crafts of the City of Philadelphia are maintained by the City as a protection against winter conditions in the Delaware, and while they serve as insurance against ice congestion in the channel or at the pier, the last time the boats were used was in 1938. Philadelphia's Dept. of Wharves, Boats and Ferries gives these facts

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BY GARY K. GALT

CAN YOU SEE AN ACCIDENT COMING?

By Professor James E. Hyman, *Ministerial Road Institute of Public Safety, The Pennsylvania State College and Consultant on Road Training — American Automobile Association, Washington, D. C.*

HERE is an article that tackles auto safety from a new angle. How? Howard was traveling 30 mph on a city street past a long line of parked cars, about to be stopped by rednecks making money from the exhaust of one car. Was it about to pull out into traffic in front of him? He took no chances, he saw "wreckle in the making," slowed down, and just in time too! He had developed his "driving detective" sense.

The wise driver is never taken by surprise. He all times has some exact control of his vehicle, and of the situation, because he stays up really conditions as far ahead as he can see, and develops a special type

of "detective" sense, which really pays off.

School children are walking or playing along the road, this is about to catch a ball. Suppose he misses it. Will he run after it into the road? The driver who knows this possibility may save the child's life.

In the distance, an impatient driver is making out around a truck. He is obviously misjudging your speed as you approach him. He will be forced to cut in sharply. Your anticipation of the situation avoids a wreck.

Ahead, a pedestrian is crossing the street. Will he slip, or become confused, or change his mind and direction? The driver with foresight is prepared.

You observe a slight movement at the left front door of a parked car, someone is about to step out on the wrong side without knowing that your car is approaching. This may be trouble in the making.

The driver you are following is

erratic. His speed is not steady. He slows down at unexpected places, without signaling, and then starts on ahead. He does not keep to his side of the center line. You prepare to take no chances with him.

Some distance ahead you see a strip of icy road, a section of wet pavement, a large puddle of water. You anticipate what could happen if you were compelled suddenly to apply your brakes on that particular spot.

You are about to emerge from a deep cut through a hill. You know it is a windy day and there will be a strong crosswind at the edge of the cut. There will be a strong sideways thrust on your car because of the wind. Your foresight makes you ready for it, and it will not catch you napping at your steering.

So you see, driving may be likened to a game of skill where the outstanding player outwits his opponent. He sees what's coming, he anticipates the situation which may develop and prepares to make the move that wins. There are made of such warning you look if drivers will but look for them.

SOME NEW FACTS ABOUT YOUR SOCIAL SECURITY

SOCIAL Security is designed to protect you and your family against loss of income due to old age, death and unemployment.

Your social security benefits were created by a national law called the Social Security Act. The original law became law in 1935 and payroll deductions started on January 1, 1937. It provided for old-age insurance for wage earners only.

Then, in 1950, the old-age insurance system was enlarged to include benefits for the wage earner's family, both after his retirement or after his death. This program became operative January 1, 1950. A number of other amendments were adopted between 1940 and 1950. Among these were the extension of Social Security coverage to women working for the Government and the application of benefits to survivors of certain World War II veterans.

The most important changes in the Social Security Act were made through the Social Security Amendments of 1953, which were enacted into law in August, 1953. As a result of the 1953 amendments:

HOW BENEFITS ARE INCREASED

1. Benefits are increased considerably.

2. It is easier to qualify for benefits because of the liberalization of eligibility requirements.

3. The amount of money a beneficiary may earn on covered employment without losing benefits is \$40 per month compared with the previous limitation of \$14.08. There is no limit as to how much you can earn when you reach age 75.

4. World War II veterans get wage credits of \$400 per month for each month of military service.

5. Salaries up to \$14,000 per year are subject to Social Security taxes and credited towards benefits against the previous limit of \$3,000.

HOW YOU ARE INSURED

The Social Security Act provides for two nationwide systems of social insurance:

1. Old-age and survivors insurance, an all-Federal system, operated by the Government through the Social Security Administration. This gives you the following benefits:

(a) Retirement payments when you reach 65; also, for you and for dependent husband) at age 65 or your wife under age 65 if she is caring for your children under 16; and your dependent children below 16 years of age.

(b) Insurance payments to your family or other survivors if you die (before 65 or after).

2. Unemployment insurance, established under a Federal-State plan, each state with its own law and State administrative agency, but with operating costs paid by the Federal government.

This gives you benefits if you are covered by the unemployment insurance law of your State and are out of work. It also helps you to find a new job.

Supplementing these, the Act provides the public assistance on a Federal-State plan with monthly cash payments to needy old people, dependent children, the needy permanently and totally disabled and the needy blind. It also provides for health and welfare services for children and their mothers.

As a wage earner or self-employed person covered by Social Security, you are primarily concerned with the insurance provisions of the Act. Do not confuse these with the supplementary phases—public assistance, health and welfare services—of the Act, mentioned in the paragraph above. These public assistance phases of the program are intended for men, women, and children who are in immediate need of assistance. The

monthly allowances (sometimes called "pensions") are given to the needy regardless of whether or not they have paid any Social Security taxes. Actually, such recipients are usually not entitled to regular benefits from the Old-Age and Survivors Insurance Fund.

ALL CAN GET BENEFITS

As a wage earner or self-employed person, or dependent covered by old-age and survivors insurance provisions of the Social Security Act, you receive benefits regardless of your race. You are entitled to these benefits just as you would be entitled to receive your insurance payments from a commercial insurance company, regardless of your personal financial status at the time of collection.

Federal old-age and survivors benefits payments are non-transferable and cannot be transferred or assigned and are not subject to attachment, garnishment or other legal process.

WHERE PREMIUMS COME FROM

All insurance must be paid by someone. In your case, you are paying only a part of the premiums through Social Security deductions from your wages—your employer pays the balance. Consequently, you are getting the most economical insurance protection ever available, based on what you pay in an individual and benefits to which you are entitled.

Your social security tax bill is 1½ percent of your wages up to \$3,000 per year. Your employer contributes an additional amount representing 1½ percent of your wages up to \$3,000 per year. This adds up to a total of 3 per cent of your wages that will be paid for your benefits under the "Federal Old-Age and Survivors Insurance." In addition, your employer contributes a varying amount for your unemployment insurance. You can see, therefore, that a substantial amount of money is paid for your insurance benefits.

You and your employer will each continue to pay 1½ per cent of your wages until 1954. Beginning with 1954 each will pay 1 per cent until 1960. In 1960-65, inclusive, the tax rate for each goes to 2½ per cent; in 1965-69, inclusive, to 3 per cent; in 1970 and after, to 3½ per cent.



Rod and Gun News



By W. Zemke

GOOD shooters are made not born. Practice and attention to detail make a good wing shot. We give you some of the details, the practice is up to you.

You can ask any live shotgun fatter in any neck of the woods if they can kill flying birds, and most of them will answer with a definite "No." The fourth will throw out his chest and state that he does not consider it a day unless he gets the big limit, which automatically makes him an honorary member of the live club. The fifth man, the quiet fellow, with the restless eyes, which notice everything, will tell you peace him about that he kills a few birds, but unless for too many for his own peace of mind.

I have been fortunate to have over spent a bit of money, and during this time I have met a lot of interesting people, and made many best friends, but of the very best of them is also one of the best wing shots I have ever known. The game, pleasant, woodcock or duck, he is a cool, consistent workman who takes more than fifty birds with each hundred shells he expends. I cite his case because I think it remarkable, in view of the fact that he was nearly thirty years old before he killed his first flying bird. He had given the game a whirl for a couple of years, and had reluctantly decided that it was impossible for him to make a single kill. With a little wiggling, and a little coaching, in two more seasons, this fellow learned to shoot like nobody's business. I have no reason to think that he was particularly gifted. In analyzing his style, I finally believe he had the wisdom to discover his mistakes, and the dogged determination to correct them.

Finally, I believe, say the answer to a great many failures. If it is ever asked to possess the quarry, you must adjust yourself to the thought that it is only a piece of meat which could be very easily duplicated in any meat market for \$1.00. If it is momentary paralysis, which is a com-

mon affliction among most of us, when a bird flashes, you should be in the course of time, discover the flash and make yourself to overcome it. It frightens me to think of the years that have passed since I killed my first game, but I know these are times, even now, when that nervous reaction bothers me. I cannot prevent its happening occasionally, but I

have learned to affect myself for it, when I say, "Brother, at the next shot of wings, forget about looking for the bird, but swing your gun at the sound" then things event to normal and usually stay there for a time.

Concentration is a factor which could be stressed, I finally believe the sound of a human voice has a

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THE BARNUM, if it is a long, was caught in Florida waters by these friends will learn that this water. There has been other large snook, and snook, but this one was awarded a certificate of membership in the Miami Beach Snook Club. The certificate was signed by the Mayor and President of the Miami Beach Chamber of Commerce.

FIRST SUN SHIP BOYS LEAVE FOR WAR SERVICE

MOMENTS of War days come to Sun Ship as the first of our employees leave the Shipyard to re-join the armed forces. In this issue we present pictures and sketches of the two first young men recalled to the service. Both were in the Reserve and both had been employed in the Wetmorell Plant. May they return in safety.



EDDY, L. F. STEWART, U. S. NAVY AIR FORCE

LIEUT. L. F. STEWART was the first Sun Ship employee to be recalled to active duty. He was hired as an apprentice draftsman and assigned to the Tool Design Department at the Wetmorell Plant where he proved to be a very capable and loyal employee. "Nick," as he was known to those associated with him, served about three years in the Pacific area during World War II. On being discharged, he returned to the Wetmorell Plant and in the last two years has served as Assistant to William Smith, Superintendent, specializing particularly in Foundry Metallurgical Practice. His duties also covered general maintenance engineering. He attended Bailey Park High School, graduated from Germantown High School and took Engineering education at Drexel Institute. He is missed by his many associates and it is hoped he will soon be able to return to his duties at Sun Ship.



HERBERT H. TAYLOR, U. S. NAVY

HERBERT H. TAYLOR was employed on March 13, 1938 in the Machine Shop at the Wetmorell Plant where he served his apprenticeship and was rated as a first-class machinist. During World War II he served with the U. S. Navy as an aerial photographer and upon being discharged returned to the Wetmorell Plant, Harbor, where he is a member of the U. S. Naval Reserve, was recalled to active duty on August 30, 1948. He is a graduate of Chester High School. His wife and son, John, reside at 33 Grandview Avenue, Essicktown. He is much missed by his many friends and it is sincerely hoped that he will soon be able to return to his duties at Sun Ship.



00-10-10000-1000 - Bow being moved by crane. Bow is being moved from dry dock to repair area.
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More Ships Arriving at Our Dry Docks for Repairs



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OUR YARD



66 DEPT. CARPENTER SHOP

By Bob Stanford

Members of 66 Dept. and their families were very well represented at the Sun Ship Picnic Team, some of the highlights were:

Joe Zende on the winning tug-of-war team. Mrs. Zende was really cheering for Joe.

Stanley Judd was kept busy watching his daughter riding the ponies and supervising.

Tamara Muscarewicz had his grandson on the ponies till Henry, Tom's brother, started to get bored from watching.

Mrs. Alex Rava was busy putting out tickets to her grandchildren.

A. Martin did not do so good in the quail game, but at the last stop should be come out on top.

Mr. and Mrs. Howard Ryan of Newtown Square returned to the park. "Amateur Wonder Joe" accompanied the Ryans.

Sam Ellensburg, well known Lester resident, is looking for a ride to and from work since his Stanley, paint shop, put him out of his car for playing his big feet on top of the front seat.

Joe Papi always carries an extra sweater with him when he works on the second shift so he won't have to return to the shop if it gets cold during working hours.

Yusef requires is a proud owner of a used but not abused 1939 car. The gas mileage is "great."

Tom Brown spent most of his vacation in his cottage at Stone Harbor during the last numerous warm weather in rain and working "X" marks in his attic where the mud beds.

It's a boy! Congratulations to Mr. and Mrs. Tom Zende on the arrival

of their son weighing 7 lbs. on Sept. 12th, at the Chester Hospital. Thanks for the cigars you passed out at the Sun Ship Picnic Team. Note—This makes the second time Tom has passed out cigars in five years.

Clayton Fendrell spent a few days in Chester visiting some of his old time workers before returning to Maryland.

INK SPOTS FROM THE HULL DRAWING ROOM

By C. F. Arnold

Congratulations to Mr. and Mrs. Joseph Clark on the birth of their third child, Joseph L. Jr., formerly of Wall Street, is now with the ship.

Les Fren, paid us a visit the other day. He was telling us, his feelings for the picnic as well as thanks for him, being a punk, were the same.

Vacations spent at the shore for the preceding month, were enjoyed by John Smith, Eugene Vetter and Frank Marling.

Freeman Hollman, and his son-in-law Dr. Healy went to Seaside, New Jersey to go out trolling for Marlin. Considering the rough waters they encountered, their catch of fifty bluefish was very good.

Mr. and Mrs. Frank Shady attended at the annual outing of the Eastern Section of the Temple of Solitude of the Mystic Shrine, held in Atlantic City, New Jersey, Frank being a member of the John Carroll Band.



REMARKING THE HULLS—The technique here made water a useful in painting is a job that must be repeated frequently. It has only gotten to come knocking up the rigging.

67 CLEANERS

By Major Fahn

The Granblers were out to hell tonight at the Piacis. Their leader, Bill (Stumpy) Miller, really went all out and lived up to his name. When the Squidheads who had been disputing about how they were going to win in a softball game didn't show up, the leader, Big (Homer) Wheeler then claimed the Granblers are no match for his crew. When the likes, T. Row, who plays first base for the Granblers' loved this to start meaning and we didn't know what gang he officially belonged to.

Everyone had a good time at our Piacis including Perry Young of second ditch who didn't was outstanding. He had on two pairs of trousers, he said it was a little chilly when he left home for the picnic.

Jerry (Double Talk) Johnson, with that overbearing smile of his, couldn't get a word in while talking with Rudy (Dix) Hallin.

Big, Fife Harris, with her daughter in Geneva, was strolling about the park. Also the talented Gus family whose daughter was some of the pretties. We know their father Harrison is very proud of her.

Nathaniel was drawing to a close. Later to come back from his vacation is our Foreman Joe Romano.

Big Bats (Bill) wants to meet the entire Granblers team in a football battle. See Bill Miller.

Benevolence

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Other ship workers in sliding into the water as the ship heeled over came its side. Ten of the girls, linked together by a ship's officer, climbed onto a rail.

They sang songs and prayed until so far we tipped them up. One girl died just as she was taken aboard the rescue vessel.

At midnight, seven hours after the crash, the waters of an incoming high tide finally covered the hull of the **BENEVOLENCE**. The ship apparently was lying on her starboard side, with the portside up.

Capt. E. R. Worth, in charge of rescue operations at the 12th Naval District, said, "Thank God this ship wasn't returning from Korea. Normally, there might have been 1,000 patients aboard, and 5,000 if need be."

GUARDS — DE DEPT.

By G. C. Zimmerman

Sgt. Shandy and Chief Martin have returned from their vacation.

Capt. Miller said he could stand two more weeks at Ocean City.

Miller is improving and expects to be back on duty soon.

Lewis and Sawyer are still in the hospital.

Miller is back from his vacation.

Your reporter would like to have pictures of children, grandchildren or any others for **OUR TALK**. Also any news would be welcome, so get busy boys.

Rod and Gun

(Continued from Page 10)

everything effect on all games. I learned that fact early in life from my old friend Frank, who was old enough to be my father, and was also the shooting master of my youth. He did in fact take a fatherly interest in my shooting, and only by the stimulus, which comes from watching an old master at work, did I improve my shooting.

I was a gunfiling kid, and I know now, that I must have gotten on his nerves from time to time. He stood it for a time, until one day when I was squinting off with normal vigor, he came over to where I was and crouched himself down on a grassy bank. "Now," he said, "talkin' is a serious business so I handle it, but they don't rightly mix, sit down and we'll talk awhile, and after that we'll go out and kill ourselves a mass of birds." I have not forgotten it, and that it was worth remembering.

From my experience, I believe that any man who has a firm determination to master the game can become a good wing shot, although I am not sure I would recommend that he try it. There are quite a lot of disadvantages in it. Perhaps the fellow, who takes his sport where he finds it, and gets his quota of pleasure by merely watching the woodland trails in the wire one after all.

Tom Stevens, Captain of the Butler Ship Fuel Room, in company with Mrs. Stevens, spent the past 2 months enjoying the sunsets around Cape May, N. J. Tom reports exceptionally good luck, what with a few jack snipe, and a few ducks there, he managed to keep the company on full notice.

Charles Kierell, of 41 Department, together with Charles Jr., spent an enjoyable 2 weeks fishing at Millville Light, and Shampers Beach. Charlie reports plenty of fish, mostly croakers, trout and rock fish, mostly the rock fish coming from 1½ to 5 pounds.



PORTLAND MUSEUM caught by Governor. Wife of Public Relations also went and knew Ocean City, N.J., with his wife William and grandsons Bobby and Mike.

From outside reports we know that Charlie Phoenix, the old red and white of 47 Department, is doing quite well with his angling.

Carl Fisher, of 47 Department, spent Labor Day fishing at Springfield Mass. Carl reports a catch of 7 muskies and a few bass.

Ruby Fleming, and party spent the holidays fishing at Atlantic City. Ruby reports the day was extremely rough, resulting in a very small catch of 12 dolphins and 10 sea loas.

The April boys, Ned, Frank, John and Joe of Chipping and Gaffling lines, have been spending their leisure time fishing off Cape May, N. J. They report making some excellent catches, and all are very well pleased with the results of the season.

Sam Oprensch, 78-11, in company with the Wyo, and all the State Department's, spent an enjoyable month vacation at Atlantic City, where Sam did some extensive net fishing. Sam reports making some very nice catches while fishing for bluffs.

Bobin Scott and Ralph Overwood of the Main Office landed several nice bluefish on a recent fishing trip at the shore.

JUNIORS FROM WETHERILL PLANT FAMILIES

PICTURES SUPPLIED BY SAM STERRITT, 2nd SHIFT REPORTER—THAMES



ELEANOR CARSON, daughter of Marjorie Carson, 11.6.55.



EVELYN, daughter of Mr. and Mrs. Carson.



NELSON CARSON is the son of Mr. and Mrs. Nelson Carson.



RICHARD CARSON, age 7, son of John Carson, 1.12.55.



JOHN CARSON, 11, age 11, son of John Carson, 1.12.55.



DEBORAH CARSON, granddaughter of Thomas Ford, 11.12.55, 11 months old.



CHARLES CARSON, 11, is the son of Charles Carson, 1.12.55.



BETTY CARSON, daughter of Mr. and Mrs. Charles Carson.



MARGARET CARSON, young daughter of Charles Carson.



FWING shown in picture are Gailden and Madeline, daughters of Charles Fwing, 22 East 45th Ave. are Joseph Charles Jr. and grandson Charles Schmidt.



FC, NORMAN FEE, Jr., son of Thomas F. Fwing, stationed at the Wallkill Plant, has enlisted in the armed services. He resides in Gilead.



REYNOLDS, EDWARD, Jr., age 14, son of Edward Reynolds of 7th Street.

IT'S SWEET POTATO TIME

A versatile and nutritious food—that's the Sweet Potato, September and October each year are the big months for "sweet," since the bulk of the crop is dug in that period. And this fall, with the largest crop in four years, early marketings are especially heavy and prices reasonable.

Types

Some sweet potatoes are dry, mealy, and light yellow in color; others—sometimes called yams—are deeper yellow, moist, and waxy. The principal moist variety is the *Puerto Rican*, which is grown in nearly all producing areas. A similar moist type, also popular, is the *Nancy Hall*.

In New Jersey, southern Indiana, and southern Illinois, the *Jersey* is a widely grown variety of the dry type. The *Gailden* is the chief variety of the Eastern shore of Maryland and Virginia, and like the *Jersey*, is a dry type. A popular, relatively new variety, the *Jersey Stripes*, looks like the *Jersey*, but it has deep orange, moist waxy flesh.

Sweets offered in September and October are uncooked. After November 1, and through the winter, you'll find all sweet potatoes have been heat-cured for better keeping in storage.

Because sweet and white potatoes are much alike in food value (except for the high vitamin A in sweet), the Bureau of Human Nutrition and Home Economics suggests that you avoid serving the two vegetables at the same meal. Potatoes are excellent baked, boiled, steamed, fried, and mashed. They can also be made into sweet potato pies and cakes and a host of other main dishes or dessert specialties. Canned sweets, of course, are a universal favorite.

BAKED

Wash and dry sweet potatoes of

uniform size. (As a rule, you can figure one medium-sized per person.) Bake until tender in a hot (425° F.) oven 25 to 40 minutes, depending on size. You can save time by cutting large sweets in half crosswise before baking. A little fat will make the skin softer. Cut crosswise halves in the skin of the baked sweets, then prick them until steam of the flesh pops up through the opening. Drop in meat drippings, butter, or other fat.

STEAMED

If the skins are not too thin and the inside not too moist, baked sweets are delicious steamed. Cut large baked sweet potatoes in half lengthwise. Carefully scoop out the inside, leaving a little of the flesh as a lining for the skins. Wash the scrapings, then heat in steaming and hot milk until fluffy and smooth. Stuff back into the shells, brush the top with melted fat, and reheat in a hot oven. For variety, add chopped left-over cooked meat or chopped prunes.

GLAZED

Pare sweet potatoes and cut in half. Drop them into enough boiling water (containing $\frac{1}{2}$ teaspoonful salt) to cover. For each potato add 1 to 2 tablespoons honey, one cup, maple syrup, or molasses, and 1 teaspoon table fat. Cover and boil until the sweets are tender. If liquid has not cooked down enough by the time they are tender, remove cover and boil rapidly until a sirup is formed. Baste the sweets occasionally with the sirup.

CANNED

Wash cooked sweet potatoes in halves. Arrange in a shallow greased baking dish. Put each layer with fat, sprinkle with salt. Pour over the top a cup of corn sirup or honey. Bake in a moderate oven (350° F.) 15 to 20 minutes, basting frequently with the sirup.

Plants

(Continued from Page 7)

Groper, James Robertson, Walter Ross.

Plants Race for Boys—Donald McCall.

Wheelbarrow Race for Boys—Donald Woodhull and Luther Rife.

Pinet Scramble for Boys—James Ferguson.

Flowering Contest for Boys and Girls—Barbara David.

1938 PLANT COMMITTEES

Members of the Executive Committee and the men who helped make the Plants a success are:

Executive Committee: Fred Smith, Chairman, Major Palm and E. E. White.

Ticket Committee: Frank Moore, M. Council and Ben Noffs.

Potability Committee: Robert R. Vahr and John Adams.

Planting Committee: J. Eppels, 24-35, Chairman, W. Cooper, 47-173, J. Blackman, 34-576; F. Warden, 5-46, T. Chas., 47-8922 and R. McHaven, 34-99.

Grounds Committee: Geo. Flindersson, Chairman, W. Barrett, 67-493; J. McCadden, 35-2143; R. Moore, 35-45; R. Jones, 47-221; and G. Fletcher, 33-214.

Refundment Committee: Richard Chabersky, Chairman; G. Smith, 35-891; E. McGowan, 74-69; R. Miller, 47-179.

Music of Committee: Fred News and Lorne Giffin.

Spots Committee: Donald J. Clark, Chairman; R. Green, 67-363, Co-Chairman.

Race: J. Bagley, 5-45; R. Brown, 31-598; R. Ross, 91-69; W. Rindard, 65-55; W. Williamson, 65-94; R. Jones, 35-15; J. Galinsky, 35-16; H. Wilson, 67-393; J. Smith, 35-67; R. Brown, 34-122; T. Novak, 35-59; A. Graham, 5-77; E. Martin, 35-67.

Sup. Staff: R. Plural and C. Stern, 35, 44-226.

Play Rules: W. Jellison, 33-55; T. Smith, 4-35; R. Sims, 4-21; J. Grant, 6-21; F. Parsons, 29-63.

Merry-go-Round: Jerry Smith, 55-109; W. Jones, 67-664; R. Ely, 55-2963; M. Kunkin, 34-237; and J. Dougherty, 47-64.

Quits: Norman Fisher, Chairman, R. Ely, 35-73; E. Lewis, 34-69; O. Stankovic, 43-21; W. Lynch, 54-38.

Real Committee: A. R. Leroy.

Nearly 1,000,000 dependents of deceased veterans were sharing death compensation or pension benefits from Veterans Administration on May 1. Included were 393,879 widows; 299,000 children; and 297,922 dependent parents.



Bill dollars are the worst money. They produce neither shade nor heat.

74 DEPARTMENT (TOWN ROOM)

By M. Jacobson

This reporter has just returned from an extensive trip through the coal regions. We report conditions bad, as coal mining is almost at a complete standstill. Plenty of good old mountain air.

While Gaudy, upon Labor Day promulgating the Labor Gaudy along the streets of Edinburg, Mike says it was really a labor day.

Frank Green, took a trip to Lake George, N.Y., with the intention of enjoying a vacation, but the deal faded out due to Frank being taken suddenly ill upon arrival, causing him to be confined to the local hospital for the length of his vacation.

The Howard Clark family (died) out the family party at Green City, Ill.

Pete Wilkey had his week of relaxing right in the city of Chester.



ICE-BREAKING WATER DEMANDS on a ship as this is illustrated in the photograph. Powerful pumps get rid of the bilgewater in a short time.

Ice Breakers

(Continued from Page 7.)

about the ice breakers.

In 1935, the City government authorized the construction of Ice-Breaker No. 2. The former William Group & Sons built the hull, which was 3,000, and the former Seattle & Lacey Company built and installed the boilers and engines. This boat cost \$340,000. Length overall 200 feet, beam 34 feet, with seven guards 16 feet $\frac{1}{2}$ inch, draft 12 feet.

There are two independent horizontal, single cylinders, non-combustible engines with cylinders 43 inches in diameter by 6 feet stroke, each developing 1,000 horsepower. Steam is supplied by four gas heat type boilers, each 115 inches in diameter and 28 feet long, using coal for fuel.

In 1937, new boilers were installed by Wood, Bishop & Co., at a cost of \$125,000. The boat was rebuilt in 1963, being fitted with new boilers, and paddle wheels in place of the old wooden ones, new decks, new funnels, cylinders refitted and fitted with new pistons, new valves and piping, by the Seattle & Lacey Co., at a cost of \$92,500.

William Group & Sons, in 1965, built the icebreaker John Warner for the City at a cost of \$400,000. In 1913, the Russian government offered the City \$200,000, the original purchase price, for this vessel, but their offer was not accepted.

The John Warner is a steel hull boat, 252 feet long, 45 feet beam, 22 feet depth of hull and 12 feet draft. The power plant consists of three vertical triple-expansion steam engines, two aft and one forward, developing a total of 3,000 horsepower. Steam is supplied by two double-ended Scotch boilers, 31 feet in diameter and 28 feet long, and one single-ended Scotch boiler 15 feet in diameter and 12 feet long, using coal for fuel.

There are three propeller shafts, two under the stern and one forward, under the bow.

Two of the worst diseases that afflict mankind have the same first letters — cancer and communism. Medical science is conquering the first; communism seems should be medicine enough to eradicate the second.

47 FEAR SHOP

By William Genger

A couple of high stepping boys, Bill McCain and John Cleaver, really were strutting in the Shrimers' Parade on the Atlantic City Boardwalk.

Quite a few of the boys enjoyed a days ending with their families at the ocean parks and all comments praise of the affair's lot.

Tommy Post claims that fishing at Atlantic City is about over now.

George Trevelin is back looking better than ever since being hospitalized. He will gladly tell you about his operation, and how he is probably the only man ever to have had a hole (this was mentioned by the nurses in the Chester Hospital).

Andy Younger is not too sure that his wife still loves him (by the way that she hated especially for him).

Sorry that Slim Pagan and Eddie Dwyer are still on the sick list. We hope that you boys are sending him.

Pop Meyer finally broke down and bought himself a television set. His wife is starting to learn all the words in his book.

Joe Dougherty has also purchased a television set.

How About You?

Election Day was drawing near.
But phoed! Elmer Great
Decided he had naught to lose.
And therefore, would not vote.

To Campaign talk he closed his ears,
He didn't read a line
On Candidates, or their careers,
On issues they'd define.

He counted on fellow workers who
Discussed the coming vote,
And said: "That's talk, but guys like
you,
But not for Elmer Great!"

And then one night he had a dream,
(He'd rather believe late)
From which he awakened with a
scream
Of terror at his fate.

He dreamed democracy was dead,
Our way of life ceased,
Dictatorship was here instead,
And freedom was displaced.

He dreamed ten million Elmer
Greats
Had followed his advice,
Refusing to pass up their votes,
Now had to pay the price.

He dreamed he tried to vote his
voice
In protest, but they said
That he no longer had a choice,
Except to make up his mind.

He said, "Come next election day
You'll hear from Elmer Great!"
They answered, and as they turned
away,
They said, "You have no vote."

When he woke up he took an oath
That hereafter Elmer Great
Would rather give up ten years
growth
Than miss a chance to vote.—L.S.S.

Just Whose Job Is Most Vital?

Have you ever discussed whether the game actually is going on the other side of the fence? And did you ever get into a hot discussion with a fellow worker as to whose job was more important around the plant? . . . Well, it seems that the Captain and the Chief Engineer of a ship got into such an argument, and they decided that the only way to settle it would be to exchange jobs for a spell.

So, the skipper went down into the hold to supervise the steam boilers, and the engine-room chief went up to the bridge to navigate the vessel. The Captain kidded around with the steam valves and gauges, getting hot-ter and warmer and warmer with each hour—but to no good. Finally he gave up in disgust, and started up the iron stairs by the open decks.

Half way up he met the Chief Engineer, coming down.

"Take over your engine-room, manny," said the skipper, "I just don't seem to be able to get up enough steam for those boilers, and keep it up."

The Chief Engineer grinned.

"Well, it doesn't matter anyway, skipper," he said, "We've been aground for two hours!"

So each went back to the job he did and did well, knowing at last that it takes a lot of men doing well the jobs they can do best; and convinced that every job in the whole outfit is important to the whole operation if it is done well—to keep the operation running smoothly and for the benefit of all hands.

WETHERILL PLANT

By Wally

Sam Ship's plant in September was so enjoyed by the old timers: Mr. Pew Sr., Mr. John Williamson and Mr. Bill Irving who by the way is 90 years young. Mr. Irving, Mr. Williamson and Mr. Pew Sr., enjoyed talking about old times and meeting many friends. A remark made by Mr. Pew was that if you see him and he does not notice you, speak to him anyway. The same goes for Bill Irving and John Williamson.



Privately Owned U.S. Tankers Now Total 461

PERIODIC COUNTING of privately-owned American ships indicates the status of the fleet. In mid-May the National Federation of American Shipping reported that during April the fleet had decreased by four ships, totaling 31,000 DWT.

The Federation's monthly report on the status of the American Merchant Marine showed the privately-owned fleet was composed of 735 dry cargo and combination vessels of 7,038,000 deadweight tons, and 461 tankers of 6,797,000 DWT.

The number of government-owned ships under bareboat charter to private operators showed continued decline, dropping from a net of 61 at the beginning of April to 70 on May 1 currently scheduled to continue in such operation.

Government-owned ships in the hands of general agents dropped from 5 to 4 during April. All are dry cargo ships, inactive pending lease or sale. Total vessels in the National Defense Reserve Fleet, including tugs, subships and military auxiliaries, increased from 2,136 to 2,190 during April.

33 DEPT.

(ELECTRICAL)

By Sherry R. Roshier

Norman Follethausen and E. Byrle Cox, of the Armature Dept., thought they would try their luck at fishing. Norm (being an expert at the game) gave Byrle a few pointers on how to catch the big ones. So, through this advice, Byrle's hope of a big catch was raised to the extent that he got in touch with some of his friends informing them of the dinner they could expect upon his return.

Well, to make a long story short, a lot of exploding had to be done because the final score was Byrle one (1) cat, Follethausen one (1) skate.

Carl (Ducky) Bate has returned from a three week's vacation during which he acquired a nice coat of tan.

William Drake, (Diplomat) has returned from a three week's vacation during which he and Mrs. Drake visited friends in Newport News, Va.



SHARPEN LADDER at the big boats are using this position by means of cranes. This picture shows one being hoisted by a jacking crane.

THE WAY IT IS

You wouldn't build a wide long bridge across a little brook,
You wouldn't use a running pan if you've one egg to cook,
You wouldn't want a great big line to be a run for two,
And where you need a longshore, a skyscraper won't do.

For building canals, ships and planes, you wouldn't dream it takes

To try to use a workman that was built to make him fit.

A person, or a company, to prosper in this land

Must fill the needs, both large and small,

That those they serve demand.

For larger needs, the larger firms — for smaller needs the small.

The customers alone decide if they succeed or fail.

— L. S. S.

36 MACHINISTS

By Dick Glendening

Congratulations, and all good wishes to Dr. Charles Lee Kautzman on the arrival of 7th, Kautzman on Aug. 15. Yes, all are doing very nicely—thank you.

We wish to extend our deepest sympathy to second shift's George Ruppberg and his family on the recent death of his father.

We were all sorry to learn that Charlie Bentley's wife has been hospitalized for a major operation. We all join Charlie in hoping that she may be blessed with a speedy and complete recovery.

Our deepest sympathy also to Mr. Rex Gramer who recently lost his wife.

Sorry to report that Dr. Fredrick's Harry Wright is still hospitalized as a result of a recent hospitalization and trust that he may soon be fully recovered and back in our midst.

The second shift in the shop enjoy some heated discussions on the relative merits of the various functions of our armed forces—sparked by members, Jimmy Connell, ex-Gilder, Pete Yagle, and ex-Baker, Charles. The arguments were heated, but the last remark that Jimmy still shouts like a pig, Tom.

Weldon Sherman was recently reported off with a common cold and the boys got right on the job of preparing a "get-well" card for him, but he spoiled the whole plan by reporting the following day—completely recovered.

Garvin Knute is still distributing bouquets from his garden to some of his many friends. Incidentally, samples of his gladioli may be seen currently at 50's fruit stand in Kiddy-stops.

Weldon Sherman recently visited the Corliss Fair and is showing some fine souvenirs around the shop—including a dollar that you can really stretch a long way.

Lee Moore's son William has enrolled at F.M.C. preparatory to a career in Engineering—so all join in wishing him a successful and happy future.

Ken McCoy is up at Harrisburg with the Firmans at the time of this writing, and it is a foregone conclusion that he will enjoy himself. He hasn't missed a convention as long as we can remember.

The shop hosts several members of the Collingdale String Band and

they inform us that the band has just purchased new uniforms which are outstanding in beauty and should go a long way toward some prizes in future parades. They are still searching for talented musicians, and to cite all interested persons to contact them any Monday evening at the Collingdale Firehouse where they rehearse.

The Class "Glendening" has been going great guns lately with the old fishing tackle. Dick's brother Tom, Baltimore dropped, recently journeyed down to Port Deposit, Maryland, and fished the Susquehanna River and caught 17 nice stripers, while trawling with a fly rod. These fish ran from 1 to 3 lbs. and made up a fine catch.

Later, at the Third Annual National Better Fishing Contest, held along Bailey Creek, where the participants were children under 16 years of age, Dick's nine-year-old daughter Connie finished with more fish than any other girl contestant and won a nice fly rod, and his grandson Edward Moore, 14 years old, caught a 15½-lb. sucker to win first prize for the largest fish, thereby becoming the winner of a complete salt water fishing tackle including everything right down to salt water boots.

Lee Glendening, 13-year-old son of Dick, recently fished the Susquehanna below Conowingo, then and found the water very muddy, spoiling the chances for walleyes and stripers. However, he returned with 18 salt water catfish several of which went 4 lbs. Tom was also along on this trip.

Dick is still planning to get in a trip or two down Tidewater, Maryland, to try the fishing in Chesapeake Bay and we shall say what we shall see.

We feel that the management deserves a ringing vote of thanks for the fine picnic given the employees at Clontar Park. Everyone enjoyed themselves immensely and it seems that the Amateur show was the outstanding event, due largely to the ability and versatility of our two popular emcees—"Sniffing" Jimmy Collins and Buckey News. Fred Smith, Chairman, was highly cited at the success of this event and feels amply repaid for his efforts and all are looking forward to a continuation of this annual outing, particularly the kiddies who in the long run are most to be considered.

Mrs. William Gramer

Sympathy is extended to William Gramer, Treasurer of Sun Shipbuilding and Dry Dock Co., on the death of his wife, Helen Louise Gramer, August 15th last. Mrs. Gramer, who was in her 64th year, had been ill for some months and had been at the University Hospital in Philadelphia for three weeks preceding her death.

She is survived by her husband, three daughters, two sons, and two grandchildren. The daughters are Mrs. Helen D. Staley, Miss Alice R. Gramer, and Mr. Virginia C. Gramer. Two sons are William Gramer, Jr. of Springfield, and John Gramer also of Springfield. The grandchildren are William J. and Nancy, no children of William.

Mrs. Gramer was born in New York City and studied in the local schools there. She was a graduate of Hunter College in education, and taught in the New York Public School system until 1912 when she and William Gramer were married.

In 1921 Mr. Gramer was appointed treasurer of the Sun Shipbuilding and Dry Dock Co. in this city, and the Gramers moved to the east, taking residence on Princeton Avenue, Southwicks. A year or so afterwards they moved to 422 Harvard Ave.

Mrs. Gramer was primarily a homemaker and mother, and not a member of many organizations. She did hold membership in the Southwicks Women's Club and the Music Club of Southwicks, and was very much interested in the affairs of the Southwicks Presbyterian Church.

On May 26, 1934, Mrs. Gramer launched the "Lake Erie," one of the many launches built at Sun Ship.

OUR OCTOBER COVER

Heavy industry figures in a big way at Sun Ship, particularly in refinery and other equipment. Our front page cover shows a huge unit being shipped by water with the homestead crane playing it on a barge.

TREE GROWS ON SUN SHIP CLIFF



GRASSHOPPER AT BARGE has created this cliff on south of Whiting strand; tree seen on top of ship has grown rapidly in last five years.

STOP LOSSES BY FIRES

FIRE Prevention Week is set aside each year during the week in which October 9th falls to focus public attention upon our dangerous loss of life and destruction of property by fire.

Fire Prevention Week is a time when every community in the United States and Canada can dramatize the need for fire protection and fire prevention.

In the last decade fire has killed more than 200,000 persons and injured or disabled many hundreds of thousands more.

Each year about 11,000 Americans die needlessly in fire and more than twice that number are severely injured or disabled for life. 5,000 of the annual casualties occur on the nation's farms. More than half of the fire deaths are women and children.

Every day there are 300 house fires . . . 30 deaths by fire . . . 138 more

fires . . . 100 factory fires . . . 1 church fires . . . 7 school fires and 2 hospital fires.

There are 650,000,000 acres of forest land in the U. S., yet fire lays waste to 20,000,000 acres, annually.

The average forest area burned each annually is equal to the land area of the New England States.

Deaths and property losses from fire are increasing mainly because of the careless smokes. Out of the approximately 620,000 fires which attack U. S. buildings annually, about 81,000 are caused by careless smoking. Smoking is bad because for the largest loss of life.

FIRE'S YEARLY BOX SCORE

CAUSE	NO. OF FIRES	LOSS
Smoking and Matches	67,000	\$13,100,000
Misuse of Electrical Equipment and Defective Wiring	51,000	56,000,000
Defective Heating Equipment	44,500	56,000,000
Defective or Overheated Chimneys and Flues	30,800	14,700,000
Sparks on Wooden Stairfloors	27,800	19,500,000
Careless Handling of Flammable Liquids	20,800	21,800,000
Children Playing with Matches	20,800	8,200,000

Liberty Above Security

He received all his needs for himself and family . . .

He received medical attention for himself and his family . . .

He paid no rent . . .

He and his family did not have to buy clothing . . .

His home was furnished for him . . .

He got his working tools for nothing . . .

If anything happened to him, his family received the same benefits that they received when he was alive . . .

If it was necessary for him or his family to travel, transportation was provided . . .

He didn't have to pay any taxes . . .

In fact, he didn't have to pay for anything . . . he didn't need money . . .

Despite these, he ran away.

You know the answer. The slave, and a lot of others, preferred freedom and integrity to slavery and security.

For every benefit we gain, we have to pay a price.

Our ancestors, with little more than their own hands, won a living and freedom from the wilderness, and what they earned was their own. They supported themselves and took pride in doing so. And they didn't allow the government to run their lives for them, either.

TAKE PRIDE IN YOUR WORK

If you are unhappy in your work you are hurting yourself. Here is Dr. Norman Vincent Peale's plan to snap out of it.

"The way to find happiness in your work is to think about it in terms of improving yourself. Don't try to make others over; that's their responsibility, not yours. If you think of what you can do to make your work more pleasant for your associates and yourself by avoiding the friction that was



USS MISSISSIPPI (BB-41), this shipyard dips deep into the Baltimore Basin. Completed before the first war.

rying about the shortcomings of others brings, you will have taken a major step in that direction.

"Then try to take real pride in what you are doing by doing it efficiently and well. There is real credit meaning to be displayed in every task, indifferent or shoddy work always leaves a vague feeling of unhappiness inside you because it violates some thing in your nature. A poor job doesn't hurt the boss half as much as it does the man who does it.

"If you can honestly say to yourself that you are looking within yourself to find your own shortcomings so that you may correct them, if you are making a real effort to do a quality of work on which you can pride yourself, and if you respect the work and the rights of others, then you will be happy in your own work."

DID YOU KNOW?



—That some 12,000,000 golf balls are lost each year—come off them before they stop rolling?

—That one out of every 40 persons in the United States is a boss, who serves one out of the five million business and industrial firms?

Philadelpy

Now Philadelphia and the Rock Company estimate the sympathy to the families of the following employees who died during the months of August and September last:

Ray Condy, 33-35, 199 East 10th Street, Chicago, Ill., August 25.

George Costin, 47-49, 129 E. 4th Street, Chicago, Ill., September 2, 1935.



Q.—Who pitched the most games in a single World Series?

A.—Hugh T. Casey, for the Brooklyn Dodgers, in the '55 series.

Q.—Are small business firms increasing in number?

A.—Yes, they're growing in number. In 1935, for each 1,000 Americans, there were 35 small businesses; today for each 1,000 population there are 24 small businesses, according to Secretary of Commerce Harney.

HOW TO AVOID CATCHING COLD...



IF YOU ALREADY HAVE A COLD...



5. CALL THE DOCTOR.....

If you have fever, aches or a rocking cough
for more than 24 hours. **DANGER!**
Call doctor at once if you have chills or
rust-colored sputum

Winter
approaches.

It's the season
of Indian
Summer. But
you can catch
cold easily in
the Fall.

Here are
some tips on
how to keep
well and beat
the cold germ.

RIGHT AROUND CHESTER

COMMUNITY CHEST
 UNITED STATES - CANADA - U.K. - IRELAND
CAMPAIGN

OPENED OCT 17
BOLLS \$270,000

