

DUTCH LAGER BEER
PHOENIX BRAND
Pale or Dark
6/3 Per Dozen
LAING & COMPANY
22 FAWCETT STREET AND
254 HIGH STREET WEST
Telephone 4260

LIGHTING-UP TIME TO-MORROW: 9.14 P.M.

The Sunderland Echo

and Shipping Gazette



SPANISH RED RIOJA
Burgundy Style
2/8 Per Bottle
1/6 Per Half Bottle
LAING & COMPANY
22 FAWCETT STREET AND
254 HIGH STREET WEST
Telephone 4260

NO. 19,818 (SIXTY-FOURTH YEAR) TELEPHONE 66261

MONDAY, APRIL 19, 1937

(POSTAGE ONE PENNY)

ONE PENNY

SUNDERLAND SKIPPER FIRST TO RUN BLOCKADE

WEAR-BUILT SHIP DEFIES FRANCO

Owners Report Thorpehall's Arrival in Port of Gijon

"POTATO" JONES AGAIN

Ordered Now To Take Cargo Round Spain to Alicante

WITH A SUNDERLAND MASTER ABOARD—CAPTAIN JOSEPH ANDREWS, OF 27 CLIFTON ROAD, ROKER—THE WEAR-BUILT STEAMER THORPEHALL IS THE FIRST VESSEL TO RUN GENERAL FRANCO'S BLOCKADE ON THE NORTHERN SPANISH COAST AND HAS REACHED GIJON, ABOUT A HUNDRED MILES WEST OF BILBAO.

On her passage to Bilbao before the blockade was declared the Thorpehall had an exciting time. Ordered by an insurgent gunboat to stop, Captain Andrews refused and promptly made for Gibraltar.

The Thorpehall (1,251 tons) was built by the Sunderland Shipbuilding Co., Ltd., in 1910, and was engined by the North-Eastern Marine Engineering Company at the South Docks. She was formerly known as the Oakmere and the Bazan. Her owners are the Westcliff Shipping Co., Ltd., of London.

LOYALISTS ADVANCING

A DIRECTOR of the Westcliff Shipping Co., Ltd. to-day told a Sunderland Echo representative, "We have received a message from the Thorpehall saying 'Arrived Gijon.'

The Thorpehall went to Bilbao before the blockade. She has no instructions from the British Admiralty. "Our instructions were to follow the advice of His Majesty's warships in the area."

If she has run the blockade, I am totally unaware of the facts surrounding it."

The Thorpehall had an exciting voyage before reaching Bilbao. An insurgent gunboat ordered her to stop, but she refused and made for Gibraltar. Andrews refused and made for Gibraltar. He was given the escort of the British destroyers.

A week later the Thorpehall was stopped eight miles off the Spanish coast by insurgent warships, which had been sent to intercept her.

The British boat called up by radio the British destroyer *Fatal*, and was escorted as far as the three-mile limit.

ONCE ARRESTED

Capt. Andrews's Adventure In Spain

Captain Andrews is a well-known Sunderland master and comes of an old Salford shipping family.

When Sunderland Echo representative called on his sister, Mrs. Captain Andrews, she was away from home at Christmas, and then it was only a flying visit. He said the people out in Spain had been very kind to him, and he was arrested and taken through the streets of the city governors.

After being arrested he examined his papers to see if he was allowed to go, saying he had been arrested because he was believed to be a spy.

Capt. Andrews was born in Sunderland, and went to sea at an early age as an apprentice.

Thorpehall's Orders

OWNERS of the Thorpehall have requested the captain telling him to leave Gijon, and the steamer is now on its way to La Palle, Spain.

"We told the captain to follow Admiralty instructions entirely," an official of the company said.

Apprentices. His first ship was the *Blue Funnel* Line, and the War was torpedoed and sunk.

He joined the French Fenwick Line, and when the War was being made, he joined the firm until last year, when he joined the Thorpehall.

Then Capt. Andrews was engaged in carrying food to the Spanish ports.

"DANGER MONEY"

This week we saw the arrival in the port of Sunderland from Spain and the Spanish should have some interesting news to tell.

(Continued in Next Column)



Some of the competitors in Northumberland and Durham Collie Club Members' Sanction Show held in Sunderland on Saturday night. (See Page 7.)

Mistake of Young Couples

ANOTHER DEBATE ON BILBAO?

MR EDEN BOMBARDED WITH QUESTIONS

After a number of questions about Bilbao had been put in the House of Commons to Mr Eden and Sir Samuel Hoare, Mr Attlee announced that in view of the unsatisfactory nature of some of the answers he had raised the matter on the adjournment to-morrow night.

Eden was bombarded with questions to-morrow with the same impatience as he had shown to him.

He said that the Spanish insurgents had informed a British Government representative that mining had been intensified in certain parts of the Basque Country by the Moors.

He understood that the mining operations were intended to be restricted to territorial waters.

Mr Arthur Henderson: Will not these miners be restricted to the coast?

He added that the Spanish insurgents had informed a British Government representative that mining had been intensified in certain parts of the Basque Country by the Moors.

He understood that the mining operations were intended to be restricted to territorial waters.

Mr Attlee: I would not like the House to imagine that we are too hasty in our judgment of the situation in Spain, where there is so much trouble, but "danger money" usually tempts them.

Asked whether the mines, anchored or not, would not be set off, Mr Eden said he appreciated the seriousness of the matter. The difficulty was the extent of our rights within territorial waters.

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