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SEAMEN FENER FOR REFUSING TO SAIL TO SPAIN

DEMANDED EXTRA WAR RISK BONUS

Court Story of Wear Trader's Rescue from Insurgent Warship

AMOUNT INCREASED IF MEN HAD ONLY WAITED

Eleven North-East seamen, the crew of the Wear trader Knitley, were fined 40s each by Sunderland Magistrates to-day for refusing to sail with the ship to Spanish waters unless they were paid £5 over and above the special war risk in force.

On behalf of the men it was stated by Mr V. Grunhut (South Shields) that the voyages of the Knitley had been growing more dangerous with each trip. An incident was described during which the vessel was shelled by the insurgent warship *Reyna*, which was in turn bombed and sunk by a Spanish plane.

The captain of the Knitley, Frederick Robinson, told how the men, acting in a body, had made their demands to him. He asked them to go on the voyage and the owners would consider their requests, but they refused the terms. Later the bonus was doubled, and this extra amount was paid to the relief crew with which the vessel left port.

OWNERS "HELD TO RANSOM"

HOLDING shipowners to ransom was the description given of the crew of the Knitley by the court. Convictions, without penalty, were returned to the crew for refusing to sail with the vessel and wilfully disobeying the lawful orders of the master.

The accused men were—John George Wilson, of Milford Street, South Shields; John Vivian Lloyd, of Straker Terrace, The Dock; John Robert Lawson, of Quarry Lane, South Shields; John Robert Williamson, of Stainton Street, South Shields; John Duncan, of Bracham Street, South Shields; Thomas Watson Cluff, of Shortridge Street, South Shields; John Pease, of Hardwicke Street, South Shields; Hector MacDonald, of Campbell Street, South Shields; Thomas Watson, of Weir Street, South Shields; John Taylor, of Slake Terrace, South Shields; Joseph McQuade, of H. S. Edward Street, South Shields.

The witness operator of the ship—Henry Dwyer, of 20, Marconi Road, Newcastle—also accused the crew of the Knitley of being avaricious and wilfully disobeying the lawful orders of the master. He did not deny, and the hearing of the charges against him was adjourned for the summer to be served on.

EXTRA COMPENSATION

Provision For Injury To Members Of The Crew

Opening the case, Mr. Robinson said that the crew of the Knitley signed at San Sebastian an agreement to run the vessel on Spanish voyages under a clause which was inserted because of a war risk bonus of 50 per cent of the daily wage being the time the vessel was in a Spanish port, including 24 hours before leaving and 24 hours after leaving.

Provision was also made for special compensation in the case of injury, fatal or otherwise, to members of the crew. When the agreement, the ship made several voyages to Spain, and, for some time, the crew was killed or injured, and the crew was not paid, apparently without dispute or objection.

When the vessel returned to Sunderland on May 5 with a cargo of iron ore, the crew was told that the crew was talking about going to Spain to get a higher bonus for Spanish voyages.

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SHIP NOT LIKE A MOTOR-CAR

Expense If Prevented From Sailing

"NO END TO SUCH DEMANDS"

(Continued from Preceding Column)

"In this town, it needs no words of mine to remind you that a ship is not like a motor-car in that it can be put away in a garage without costing anything. If a ship is prepared to sail on May 14 you can understand the expense and inconvenience if it is prevented from sailing for another four days.

"I do desire to make this point. If this sort of thing—the last minute demands for remuneration to which men are not entitled—is permitted, there can be no end to such demands. If a ship can be held up in the Wear under such circumstances, there is no logical reason why it should not be held anywhere in the world by a similar demand."

CAPTAIN'S EVIDENCE

Frederick Robinson, of 14 Haverdon Crescent, Sunderland, master of the Knitley, gave evidence bearing out Mr. Robinson's opening statement.

Mr. R. J. Wilson (presiding Magistrate) asked if the men knew what Spanish port they were going to before they asked for the extra money.

Mr. Wilson: Was there any particular danger attached to a voyage to the usual war risk port to which you find any where in civil war.

When Mr. Robinson replied that they were going to Salta-caballo, where they had been before.

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NINE M.P.s IN GROUP

Mr. George Lambour (Bow and Bromley, Ald. J. R. Davidson, Durham)

Miss Ellen Wilkinson (Jarrow), Mr. J. Lawson (Chester-le-Street), Ald. D. Adams (Consett), and Messrs W. Stewart (Houghton-le-Spring), J. Bates (Spenningmoor), E. Shinnell (Seaham), and T. Sexton (Barnard Castle).



Two Explosion Deaths

THIRD MAN SERIOUSLY INJURED

Speech of New Ambassador

"NAZI EULOGY"—QUESTIONS IN COMMONS

Mr. A. Henderson and Miss Rathbone asked questions in the Commons to-day about the speech of the new British ambassador in Berlin.

Mr. Henderson asked whether the speech represented the Government's attitude towards the new ambassador, whether the Foreign Secretary's attention had been called to the ambassador's "Panegyric on National Socialism," and whether he would instruct the ambassador to refrain from giving public expression to his personal views upon the form or mode of government of the state to which he was accredited.

Mr. Henderson replied that the speech was made on a social and unofficial occasion, and there was thus no question of expressing the view of the Government.

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A FACTORY A WEEK

Letting of Properties At Gateshead

TRADING ESTATE PROGRESS

NORTH-Eastern Trading Estates, Ltd., are letting factories on the Team Valley Trading Estate at an average of one per week.

Colonel E. C. Appleyard (Chairman) at the second annual general meeting of the company at Newcastle this afternoon, making this disclosure, said: "I stated on our first day that I should be satisfied if we had let six factories during our first year's existence. Actually we have received 224 inquiries and have let 24 factories."

This remarkable result has been achieved not only by our own efforts but the help of all with whom we have come in contact, including Government Departments, local government units, numbers of companies, associations, and individuals, the London and North Eastern Railway Company, and above all, by the Press, both national and local, the value of whose co-operation it is impossible to estimate."

Referring to progress made with the development of the estate, Col. Appleyard said that on May 26 work done on roads, drainage, and general engineering comprised 170,000 cubic yards of excavation, 34,500 square yards of concrete, 140,000 cubic yards of fill, 21,000 feet of pipes and ducts, and 10,000 feet of kerbs.

Some criticism, added Col. Appleyard, "was directed towards us for having let the first contract to a London firm, but the magnitude of the work necessitated the appointment of a firm equipped to cope with it in a comparatively short time."

On the other hand they and all contractors are bound to use local materials throughout, all things being equal, and also to draw all their labour requirements from the North-East Special Area with the exception of a small percentage of lay men.

The total sum actually expended to March 31 on estate development was £28,491, 13s. 8d. and future progress should be such that the monthly expenditure upon this heading should exceed the whole expenditure up to March 31 last.

Some idea of our commitments may be gleaned from the figure of £270,000, representing a contingent liability in connection with the estate.

"The directors look forward to the year in any guide the success of this experiment by the Commissioner for the Special Area with the active co-operation of the Government seems to be assured. Already the company itself has made a distinct inroad into the unemployment figures and there are many I hope to be able to report large numbers employed by tenants on the estate."

A spokesman for Mrs. Hackett told a Sunderland Echo representative that one of the threatening letters received by Mrs. Hackett has been handed to Scotland Yard.

It is an anonymous document, type-written on a half-sheet of paper and containing, according to Mrs. Hackett's friend, Miss Agnetha Asquith, a threat to her life.

Mrs. Hackett's friend said that the engagement of Miss Asquith with Mr. Michael Asquith, an Oxford undergraduate and son of Lady Cynthia Asquith, was expected to be announced shortly.

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Missing a Week

Mystery of Society Girl

SCOTLAND Yard has been notified of the disappearance of Miss Diana Batye, 21-year-old daughter of Mrs. L. A. Hackett, the airwoman, and her description has been circulated.

Miss Batye has not been seen since she left the London home of Viscountess Long, with whom she had been staying six days ago. A friend of the missing girl's mother, Mrs. W. Woodley, Berkshire, told a Sunderland Echo representative today that Miss Batye had received several anonymous letters threatening character between March and April.

"I believe," she said, "that on Coronation Day she was attacked in Cambridge Street by a man who inflicted two wounds over her eye with a razor."

Miss Batye left all her jewellery, her bag, make-up, and gloves at the home of her mother, who has been staying six days ago. A friend of the missing girl's mother, Mrs. W. Woodley, Berkshire, told a Sunderland Echo representative today that Miss Batye had received several anonymous letters threatening character between March and April.

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Pair 2/6
Suits 2/6, 3/6
Trousers 1/6

LITTLE BOYS' FASHION
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Similar to school, with collar, buttoned top, and two pleated trousers. Just the thing for the warm weather. Available in shades of Blue and Light Blue. To fit ages 4 to 6.
Super quality in Cord. The Suit 8/6
The Suit 11/6

BOYS' KHAKI LUMBER SUITS
Blouse effect, with zip fastener at front, two patch pockets with map and two side pockets. Excellent for school or play. To fit ages 4 to 6.
The Suit 5/6

BOYS' CELLULAR BLOUSES
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Green, Staked in sizes 4 to 6.
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