

# WHAT THE SHIPYARD ARMY IS DOING

## FLEET CONTRACTS AT TRAYLOR YARD

**Shipping Board Decision to Curtail Production May Close Cornwells Plant**

The Taylor shipyard at Cornwells has been cut off from contracts for ships for the Emergency Fleet Corporation as a result of the decision of the United States shipping board to sharply curtail production.

Contracts for wooden ships have been canceled at many yards over the country, and no new contracts for steel ships will be awarded.

The Taylor yard, which employs 1800 workers, probably will close down unless the Taylor corporation decides to purchase the shipways and operate as a private concern.

"The corporation will not lose because of the cancellation of contracts," said Charles Piel, general manager of the Emergency Fleet Corporation, in making the announcement. "As the Government issued Mr. Truman's executive order for the cancellation of the ten ways."

He said it was doubtful if the yard would be able to bear up against competition of western yards, which are nearer the timber supply.

Samuel W. Traylor, a member of the corporation, made the following statement:

"The Taylor Shipbuilding Corporation has received no official notification of the probability of awarding contracts in the future for wooden ships. The first indication this corporation had regarding the 1939 program for this type of ships was noticed last month, when an application was made for fifteen or twenty 3500-ton coal barges. The delay in announcing the decision on these contracts has led the corporation to suspect that they were not necessary."

## CHIEF BENDER QUILTS JOB AT HOG ISLAND

### Chippewa Ball Player-Shipyard Worker May Change His Mind, Friends Hope

CCXXVIII

GEE, I do feel mean. I told Max Bender that I couldn't come to him any more and he was real upset. "See here, boy," he said, "you chuck up the real estate—don't start picking swampy house lots—that ain't no kind of a job for a feller like you. Come right here with me and I'll give you twenty-five bucks a week and you'll learn a real man's trade."

Still I refused, of course, for having gone so far, I was going to see it through, but I feel a bit uncomfortable about the whole thing just the same.

Say, but was I the astonished kid when I got to Bellman's? I couldn't have believed such a change could have taken place in a week. Bruno Duke had told Francis and me about the plan he'd worked up for Bellman to sell the bankrupt stock he'd bought at the salesmanship class last Thursday—and that reminds me! I must write down what Jethro Jones, the instructor, told us, for he expected to hear from him definitely today.

### HOG ISLAND HONOR ROLL

#### Girl Liberty Loan Workers Mentioned for Distinction

Hog Island has created a roll of honor for the girls who distinguished themselves in the fourth Liberty Loan drive. In the last few days these girls gathered in their dormitory to receive their certificates, thus helping to put the yard on the top with a good deal to spare.

Those mentioned for their great work are Ruth McElroy, Helen Bechtel, E. Hale Greaves, Marie Barnum, Helen Ode, E. Melville, Sarah Toomey, E. M. Evans, H. Eastwick, Mary Eastwick, M. Montello, Paul Marquie, Gertrude Smith, and Katherine Burns.

Others mentioned are: Mrs. Mary Barret, Helen Grady and Zeta Trax.

Emma Trax, T. Meeks, A. P. Powers, Ruth McElroy, E. Melville, Frances Molson, Esther Kirkpatrick, Pearl Burnett, Pauline Edell, V. H. Taylor, E. Sanderson, L. Morris, Catherine Carr and Margaret L. Lovell.

Mabel Bechtel, Anna Osborne, Helen Ode, E. Melville, Sarah Toomey, E. M. Evans, H. Eastwick, Mary Eastwick, M. Montello, Paul Marquie, Gertrude Smith, and Katherine Burns.

The girls were recruited and indoctrinated by Mrs. John M. Miller, Mrs. D. Stone and the Misses H. E. Porter, S. Leonard, M. E. Ellsworth, S. D. Martin, F. Bour and M. More.

There's a bunch of former Hog Islanders with whom we're still in touch and anxious to hear from them. In the great turnouts at the recent drives, it's impossible for the management to keep up with all the men who have drifted into the yard. Well, we hope to get back to those people, though many of the former workers have been traced to their new addresses, whereabouts of the following is known:

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