DECLASSIFIED Authority NND 883078 STATEMENT 1. Prior to the war and until about the middle of December, it was my policy to have the owners of the vessels I commandeered for the Army pay their crews and furnish all the necessary supplies for the vessels. However, this procedure was discontinued about the middle of December or particularly around the 24th of December when a number of vessels were commandeered for Arw use. It became the responsibility of the Army to pay the crew members and furnish the necessary supplies for the vessels. In other ords, I would consider that the members of the crews became civilian imployees of the Army. 2. In general, when the U. S. Army agreed to pay to salaries of the crew, it was agreed that additional pay would be aid to the crew members for operating in dangerous waters. In some patances, the salary was doubled. In other instances, the salary we not increased, but, a bonus was to be paid. The amount of this paus was not definitely established. 3. It was very difficult at that time to keep crews if the vessels due to the intense bombing attacks in the city. At tins it was necessary to place armed guards on certain vessels to preven the crews from deserting. 4. To my knowledge, I do not think any payrolls were ket. However, if a man's name did not appear on a payroll, that does it necessarily mean that he was not employed by the Army. /s/ Richard G. Rogers RICHARD G. ROGERS CERTIFIED TRUE COFY: Case Unit (Rigidon) 15 april Corn (Ipage Capt

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/s/ Richard G. Rogers t/ RICHARD G. ROGERS Colonel, QMC

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Capt Inf

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> /s/ Richard G. Rogers /t/ RICHARD G. HOGERS Colonel, QMC

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Cheek Sheet

File No.

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Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

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DATE: 26 Aug 46 TO: Chief, Claims Service FROM: Director, RPD Chief, Proj "J" Br Deputy Commissioner, Federal · Nobel 12 Security Agency, Bureau of Children & Employees' Compensation Stimulla Galvage the de Milipines Proposite of Mainteen The of suchfull 2. Saged Last Parkersander

Organizations

Mindanao Motor Line
Angat-Manila Transportation Co.
Bachrach Motor Co.
Binan Transportation Co.
Gabanatuan Lumber Yard Co.
Central Asucarrera de Don Pedro
Eastern Tayabas Bus Co.
Halili Transit
La Mallorea Trans. Co.
Luzon Bus Line Co. (MER Co.)
Manila Wheetric Co. (Meralco)
Manila Wellow Taxicab Co.
Mational Lumber Co. (Batangas)
La Confianca Lumber Co.

Pampanga Bus Co.
Auto-Trucking Co.
Benguet Auto Line (MRR Co.)
Bureau of Flant Industry
Caguiwa Trans. Co.
Dangua Transportation
Hacienda Banilad
Laguna - Tayabas Bus Co.
Luzon Brokerage Co.
Maingat Trans. Co. Bus
Manila Truck Co.
M. R. Matso Transportation Go.
Morthern Luzon Trans. Co.

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Commissioner

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3. The conference referred to in par 1 was attended by the following:

LEGISLAND A VENUERAL

Recovered Personnel Division, AFWESPAC

Col. M. H. MARGUS, Director
Maj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KEITH, Officer-in-Charge, Civilian Section
Project "J" Branch

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Claims Service, AFWESPAC

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Lt. Col. B. A. WOOD Capt. B. J. PULLBY

Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

/s/ Morris H. Marcus /t/ MORRIS H. MARCUS Col. AGD Director

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Commissioner

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HEADQUARTERS AFWESPAC Check Sheet

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

Hechi manon

(1)	PROM: Directo Benguet Bahel II Bahel II Balingo			TO:	Chief, Deputy Secu	Proj Comm	ms Service "j" Br issioner, Fe Agency, Bure Compensati	deral au of	26 Aug 46
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Organizations

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Angat-Manila Transportation Co.
Bachrach Motor Co.
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Dangua Transportation
Hacienda Banilad
Laguna - Tayabas Bus Co.
Luson Brokerage Co.
Maingat Trans. Co. Bus
Manila Truck Co.
M. R. Mateo Transportation Co.
Northern Luson Trans. Co.

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Commissioner Commissioner

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Becovered Personnel Division, AFWESPAC

Col. M. H. MARGUS, Director Maj. D. M. LYNCH, Chief, Project "J" Branch Capt. M. KEITH, Officer-in-Charge, Civilian Section 100 707, Care of Foalmeater

Claims Service, AFWESPAC

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Lt. Col. B. A. WOOD Capt. B. J. PULLEY in reply to your letter of 19 December 1947 to the

Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

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CERTAFIED TRUE Commissioner

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R. AL KRID Colonial,

MEADQUARTERS FORT BLISS, TEXAS Office of the Post Quartermaster

13 January 1948

Colonel William S. Eley Chief of Claims Service Philippines-Ryukyus Command APO 707, Care of Postmaster San Francisco, California

Dear Colonel Eley:

This is in reply to your letter of 19 December 1947 re the "Menry Keswick". This vessel was taken over between 23 and 31 December 1941 for towing barges from Manila to Bataan and Corregidor. The British master and his British-Chinese crew were employed to operate the vessel.

On the night of 31 December the Keswick was ordered to tow barges to Corregidor incident to the evacuation of Manila. On 1 January at Corregidor I discovered that the master and crew had abandoned the vessel in Manila harbor inside the breakwater, and that the USS Pigeon had towed the Keswick's barges to Corregidor. Lt Col C. E. Byrd, QMC (now deceased), and a volunteer Navy and ATS crew returned to Manila the night of 2-3 January (after the city had been occupied by the enemy), recovered the Keswick and towed her to Corregidor. The original crew of the Keswick are entitled to no pay except from an unknown date after 23 December to the date they deserted, or 31 December 1941.

I assume that the ATS crew members assigned to the Keswick by me after the vessel's arrival at Corregidor are not concerned in the present claim. They served aboard until the vessel was badly damaged and aground due to enemy artillery fire on 9 April 1942.

I am always glad to be of assistance to your office. Please feel free to write me at any time.

Sincerely yours,

Kaymond Spendme Chief Wage Section

/s/ F. A. Ward /t/ F. A. WARD Colonel, QMC

CERTIFIED TRUE COPY:

OBORGH D. JONES, JR.

HEADQUARTERS AFWESPAC Check Sheet

File No.

Subject: Policy regarding employees of con-

tracted Trucking Companies and Water

Transportation Vessels.

(1) FROM: Director, RPD TO: Chief, Claims Service DATE: 26 Aug 46 Chief, Proj "J" Br Deputy Commissioner, Federal Security Agency, Bureau of Employees' Compensation

- 1. As the result of a conference held on 23 August 1946 and sttended by representatives of Claims Service, AFWESPAC; Federal Security Agency, Bureau of Employees' Compensation; and Recovered Personnel Division, AFWESPAC, certain policies were developed with respect to the handling of claims of employees of commandeered, requisitioned, cooperating and confiscated organizations.
 - 2. The following policies were agreed upon by all conferees:
- a. Employees of commandeered, requisitioned, cooperating and confiscated organizations will be considered to be Contractors' Enployees and, as such, not entitled to the benefits of the Missing Persons Act. Such employees will be given a negative determination, "Mon Project "J", Contractor's Employee" by the Recovered Personnel Division, and their claims will be referred to Claims Service, AFWESFAC or the Federal Security Agency, Bureau of Employees' Compensation, as the circumstances of the case may require.
- b. Employees of the following organizations and vessels are considered to be Contractors' Employees:

Organizations

Mindanao Motor Line Angat-Manila Transportation Co. Auto-Trucking Co. Bachrach Motor Co. Binan Transportation Co. Cabanatuan Lumber Yard Co. Central Azucarrera de Don Pedro Eastern Tayabas Bus Co. Halili Transit La Mallorca Trans. Co. Luzon Bus Line Co. (MRR Co.)

Pampanga Bus Co. Benguet Auto Line (MRR Co.) Bureau of Plant Industry Caguiwa Trans. Co. Dangua Transportation Hacienda Banilad Laguna - Tayabas Bus Co. Luzon Brokerage Co. Maingat Trans. Co. Bus

Organizations

Manila Electric Co. (Meralco)
Manila Yellow Taxicab Co.
National Lumber Co. (Batangas)
La Confiansa Lumber Co.

Manila Truck Co.

M. R. Mateo Transportation Co.

Northern Luzon Trans. Co.

Vessels

P. Aboitiz Active Adams Albert Antonio Asturias Augustina Aurora Aviador Bacolod Batavia Benguet Bohol II Bohol I Bolinao Estrella Caltex Carmen Carmen Cebu I Cia de Filipinas Compania de Filipinas Condesa Construction Cordova Corregidor Crown I Danao Del Monte Dinas Dominga Don Pepe Don Esteban Don Isidro Dumaguete Fleano Escalante - R Escano -Esperanza Explorador Flora - D Forby Fortuna Freddy

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Vessels

Hai-Kwang
Ines
Iona
Teresing
Tovador
Venus
Volador

Sunta IV
Governor Taft
Talisay
Tilley
Unicorn
Visreco
Yu Sang

- c. Claims filed by Contractors! Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claimant.
- d. Claims of persons for assistance rendered allied personnel in escaping or evacuating the Philippines during the defense of the Philippines (1941-1942) and during its occupation by the Japanese will be determined "Mon Project "J" by the Recovered Personnel Division and referred to Claims Service, AFMESPAC.
- e. Claimants who have been determined by Recovered Personnel Division as being entitled to the benefits of the Missing Persons Act and who suffered service incurred injuries and can furnish proof of same, including date and time and location at time of injury, will be carried under the Missing Persons Act until the day before date of return to military control. The date of return to military control will be the date of beginning of entitlement to benefits of employees' compensation, if any. Further, in deceased cases, the date of notification of next of kin as determined by the Recovered Personnel Division, being the terminal date for payments under the Missing Persons Act, will be the date of death used by the Federal Security Agency, Bureau of Employees' Compensation rather than actual date of death where there is a difference between the two.
- f. The Recovered Personnel Division 201 files of claimants whose claims are referred to Claims Service, AFWESPAC or the Federal Security Agency, Bureau of Compensation will not be transferred to those agencies but will be available to them at all times.
- 3. The conference referred to in par 1 was attended by the fol-

Recovered Personnel Division, AFWESPAC

Col. M. H. MARCUS, Director
Maj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KEITH, Officer-in-Charge, Civilian Section,
Project "J" Branch

Claims Service, AFWESPAC

Lt. Col. B. A. WOOD Capt. B. J. FULLEY

Federal Security Agency, Bureau of Employees' Compensation

Mr. C. F. HANSON, Deputy Commissioner

Morris H. Marcus MORRIS H. MARCUS AGD Col, Director

CERTIFIED TRUE COPY:

RAYMOND B. LICUDINE

lst Lt., Commissioner

HEADQUARTERS AFWESPAC

File No.

Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

- (1) FROM: Director, RPD TO: Chief, Claims Service DATH: 26 Aug 46 Chief, Proj "J" By Deputy Commissioner, Federal Security Agency, Bureau of Employees Compensation
- 1. As the result of a conference held on 23 August 1946 and attended by representatives of Claims Service, AFWESPAC; Federal Security Agency, Bureau of Employees' Compensation; and Recovered Personnel Division, AFWESPAC, certain policies were developed with respect to the handling of claims of employees of commandeered, requisitioned, co-operating and confiscated organizations.
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Recovered Personnel Division, AFWESPAC

Col. M. H. MARCUS, Director
Naj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. HWIWH, Officer-in-Charge, Civilian Section,
Project "J" Branch

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Claims Service, AFWESPAC **可以在第一部的图片**

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Federal Security Agency, Bureau of Employees' Compensation

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Mr. C. F. HAHSON, Deputy Commissioner

Morris H. Marcus MORRIS H. MARGUS AGD Col. Director

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HEADQUARTERS ATMESPAC Check Sheet

File No. Lamber In Bubject:

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Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

No h. Maken Transportation Co.

(1) FROR: Director, RPD TO:

Chief, Claims Service DATH: 26 Aug 46 Chief, Proj "J" Br Deputy Commissioner, Federal Security Agency, Bureau of Employees Compensation

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Mantle Truck Co.

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Angat-Manila Transportation Co.
Bachrach Meter Co.
Binan Transportation Co.
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Cabanatuan Lumber Yard Co.
Control Assessment de Don Pedro
Mastern Tayabas Sus Co.
Halili Transit
La Malloros Trans. Co.
Luson Sus Line Co. (MRR Co.)

Pampanga Bus Co.
Auto-Frucking Co.
Eenguet Auto Line (KRR Co.)
Sureau of Flant Industry
Caguiwa Transportation
Hacienda Baniled
Laguna - Tayabas Bus Co.
Lucon Brokerage Co.
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- c. Claims filed by Contractors' Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claiment.
- d. Claims of persons for assistance rendered allied personnel in escaping or evacuating the Philippines during the defence of the Philippines (1941-1942) and during its occupation by the Japanese will be determined "Non Project "J" by the Recovered Personnel Division and referred to Claims Service, AFWESPAC,
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- E. The conference referred to in par 1 was attended by the followings

Regavered Personnel Division, ATWESPAG

Col. H. H. MARCUS, Director Nej. D. M. LYNCH, Chief, Project "J" Branch Capt. N. KWITH, Officer-in-Charge, Civilian Section, Project "J" Branch

FLIN NES

Claims Service, AFWESPAC

Lt. Col. B. A. WOOD
Capt. B. J. FULLEY

Federal Security Agency, Bureau of Employees' Compensation

Chicag, want de for

Mr. C. F. HANSON, Deputy Commissioner

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File No. Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

B. R. Marco Transportation Co.

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Chief, Claims Service DATH: 26 Aug 46 (1) FROM: Director, RPD TO: Chief. Proj "J" Br AND DE WATER OF THE PARTY OF TH Deputy Commissioner, Federal Somerity Agency, Bureau of **海水水水水** Employees' Communation RESTORTED

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Hanila Electric Co. (Meralco)
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- c. Claims filed by Contractors' Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claimant.
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Naj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KWITH, Officer-in-Charge, Civilian Section,
Project "J" Branch

Claims Service, Alverrac

Lt. Col. B. A. WOOD Capt. B. J. PULLEY

Federal Security Agency, Bureau of Employees Commencation

Mr. C. F. HANSON, Deputy Commissioner

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File No. Subject: Policy regarding employees of contracted Trucking Companies and Water Transportation Vessels.

and the Machine Transporter tion Gal.

(1) FROM: Director, MFD TO: Chief, Claims Service DATE: 26 Aug 46 Chief, Proj "J" By
Deputy Commissioner, Federal
Security Agency, Bureau of
Employees' Compensation

1. As the result of a conference held on 25 August 1946 and attended by representatives of Claims Service, AFMESPAC; Federal Security Agency, Bureau of Employees' Compensation; and Secovered Personnel Division, AFMESPAC, certain policies were developed with respect to the handling of claims of employees of commandeered, requisitioned, equipmental and confiscated organizations.

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Eastern Tayabas Sus Co.
Halili Transit
La Mallorea Trans. Co.
Luzon Bus Line Co. (MRR Co.)

Pampanga Bus Co.
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Benguet Auto Line (MRR Co.)
Bureau of Flant Industry
Cagaiwa Trans. Co.
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Laguna - Tayabas Bus Co.
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Organizations

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- c. Claims filed by Contractors' Employees which have been closed by a previous determination will not be reopened unless such determination is appealed by the claimant.
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- 3. The conference referred to in par 1 was attended by the fol-

Recovered Personnel Division, AFWESPAC

Col. M. H. MARCUS, Director
Naj. D. M. LYNCH, Chief, Project "J" Branch
Capt. M. KWITH, Officer-in-Charge, Civilian Section,
Project "J" Branch

DECLASSIFIED Authority NND 883078 LEADING PERSON APPEAR TO THE PERSON THE MARKET Claims Service, AFVESPAC 13 January 1918 Lt. Col. B. A. WOOD Capt. B. J. PULLEY being of Chains Service APO 707, Cars of Postmaster ban Francisco, California Dear Colonel Eley: Morris H. Marque

Federal Security Agency. Bureau of Employees' Compensation

Prilipping G. W. HANSON, Deputy Commissioner

This is in reply to the Lee MORRIS H. MARCUST 1947 To the "Henry Kerwick". This weesel was toom over between 23 and 31 househer 1941 for towing pargus from Director Dathan and Corregider. The British master and his British-Chinese crow were employed to COMPTON OUR VAFFOL.

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I assume that the ATS ores members assigned to the Kaswick by me after the vessels arrival at Correction are not concerned in the present claim. They served showed small the vessel was badly damaged and aground due to suary availably fire on 9 April 1941,

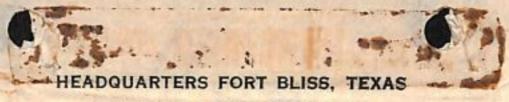
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RAYBORD B. LICOSINA

10t Lt. . Commissioner

colonel, CM

Similarly yours,



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OFFICE OF THE POST QUARTERMASTER

IN REPLY REFER TO:

13 January 1948

Colonel William S. Eley Chief of Claims Service Philippines-Ryukyus Command APO 707, Care of Postmaster San Francisco, California

Dear Colonel Eley:

This is in reply to your letter of 19 December 1947 re the "Henry Keswick". This vessel was taken over between 23 and 31 December 1941 for towing barges from Manila to Bataan and Corregidor. The British master and his British-Chinese crew were employed to operate the vessel.

On the night of 31 December the Keswick was ordered to tow barges to Corregidor incident to the evacuation of Manila. On 1 January at Corregidor I discovered that the master and crew had abandoned the vessel in Manila harbor inside the breakwater, and that the USS Pigeon had towed the Keswick's barges to Corregidor. It Col C. E. Byrd, QMC (now deceased), and a volunteer Navy and ATS crew returned to Manila the night of 2-3 January (after the city had been occupied by the enemy), recovered the Keswick and towed her to Corregidor. The original crew of the Keswick are entitled to no pay except from an unknown date after 23 December to the date they deserted, or 31 December 1941.

I assume that the ATS crew members assigned to the Keswick by me after the vessels arrival at Corregidor are not concerned in the present claim. They served aboard until the vessel was badly damaged and aground due to enemy artillery fire on 9 April 1942.

I am always glad to be of assistance to your office. Please feel free to write me at any time.

Sincerely yours,

Colonel, QMC

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13 January 1948

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Colonel William S. Dicy Chief of Claims Service Philippines Hyukyus Commund Apo 707, Care of Costmaster San Fruncisco, Galifornia

Syell Lenolog well

This is in reply to your letter of 19 Incember 1947 re the "wenny kesmick". In your senes ower between 25 and 31 oberamber 1763 for towing barges from Manila to Beisan and Corrector. The Britten master and his Britten-Chinese crew were employed to operate the vasce).

barges to Corrected Incident to the execuation of Manils. On a January at Corrected Incident to the execuation of Manils. On a January at Corrected Incident I discovered that the master and crew had abandoned the yousel in Manils harbor inside the oreakwater, and that the Manils Piron had towed the Leswick's barges no Correction. It Col C. D. Errd. OM. (now decembed). and a volunteer Mary and ATS orew returned to Manils the might of 2-3 danuary (after the old had been securied by the enemy), recovered the Massick and conducted her to Correction. The original ones of the Massick are conducted to no pay except from an unknown date after 23 D cemper to the date they deserted, or 31 December 1981.

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Authority NND 883078

feel free to write me at any time.



QMDE

1st Ind.

Headquarters, Elmira Quartermaster Depot, Horseheads, N.Y., 24 Jan 1947

TO: Chief of Claims, Claims Service PHILRYCOM APO 707, Via Postmaster San Francisco, California

- 1. I do not recall Nieves T. Rivas, The Lazon Brokerage Company was not employed by the Army Transport Service This organization should not be confused with the Luzon Stevedoring Company. The alleged certificate is apparently a pass issued by Mr. Myers to permit Rivas to enter and leave the Port Area, Manila. It has no connection with Corregidor. The pass is dated 13 December 1941. The ATS moved to Corregidor 31 December 1941. No motor vehicle drivers were taken. The only motor vehicles operated in Manila by the ATS were a few passenger cars.
- 2. This appears to be a proper claim against the Luzon Brokerage Company and not against the United States.
 - 3. The following officers may be able to furnish information: Major Walter A. White 0-278768, QMC, formerly Administrative Officer, ATS, 2875 9th St., Riverside, California Captain James H. Baldwin 0-384778, formerly Operations Officer,

There should be civilian employees of the Water Transportation Division, Transportation Corps, Manila, able to state if Rivas was ever employed

> /s/ F. A. Ward /t/ F. A. WARD Colonel, QMC Commanding

CERTIFIED TRUE COPY:

by the ATS.

ATS, Macondray & Co., Manila

PAUL D. PERRUNE Director, Team 2 QIMDE

1st Ind.

Headquarters, Elmira Quartermaster Depot, Horseheads, N.Y., 24 Jan 1947

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SUBJECT: Report of Army Transport Service Activities in the Philippines Islands from 8 December 1941 to 6 May 1942

TO: : Brig. General Ch rles C. Drake, C.C

- 1. The following narrative report on the above subject is submitted. All statements are subject to correction, since it is hardly possible to make an accurate report without adjuate records. All data is based on memory, together with such information as could be obtained from other Prisoners of War. This was checked against the few records which have been found in The Office of The Quarterna ster General and the Office of The Chief of Transportation. All army Transport Service records were either destroyed or last on Corregidor.
- 2. The Office of The Superintendent army Transportation Service Manila was a separate erg nization not under the direction of the quartermaster Philippine Department. The Superintendent was assigned by the War Department, and funictioned as the direct representative of the quartermaster General, as well as being a member of the staff of the Commanding General Philippine Department. The army Transport Service, Philippine Islands was net abserbed by The Transpertation Corps upon its organization in March of 1942, but continued to function as a QMC unit until the fall of Corregiour 6 May 1942. With the establishment of U.S.A.F.F.E. Headquarters on the 29 of July 1941, orders were issued directly by the QI USAFFE, but it was not made a part of that He douarters until after the first of January 1942. We functioned directly, however, under General Drake, as of the 25th of December 1941, upon the departure of Headquarters Philippine Department from Minila. Plans had been completed for taking ever Piers 3 and 7 in the Port Area Manila, prior to the declaration of war, but actual control had been suspended pending the clearing of carge from the piers by the Manila Port Terminal Authorities. However, Pier 7 was in partial use by the ATS for several menths prior to the commencement of hositilities. In addition to the regularly scheduled passenger and freight transports which had increased from an average of 8 per fiscal year to an estimated average of 60 for the fiscal year of 1942, approximately 100 cargo vessels transporting 875,000 tens of supplies and equipment for the Philippine Army were due to arrive in Manila between the 1st of January and the 1st of April 1942. In addition, other vessels, with several thousand troops and their erganization equipment were expected. Pierl, the original ATS pier was to be used for the discharge and loading of the regular transports, the other vessels to be handled at piers 3 and 7 (6 berths) and in the harbor, leaving pier 5 for commercial cargo. Plans were complete for this under taking. Mr. Arthur Evans, Customs Adviser for the Commonwealth Government. and I were designated to make the necessary arrangements for transferring control of the piers. Additional officers had been assigned to the ATS, additional civilian personnel employed, and launches, tugs and barges tentatively engaged. We were, therefore, in excellent shape, so far as personnel, material and supplies were concerned.

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- 3. In accordance with instructions received from Readquarters, Woaffer, all piers, including pier 5 and the bulkhead werehouse between piers 3 and 5 were taken ever shortly after 8 December, as well as the entire customs Zone Area adjacent to the pier. The Office of The Superintendent ATS was moved to the Custom House opposite Pier 5, a more central location, and control was exercised from there until the evacuation of Hamila the night of 31 December. All other army Depots and offices were moved from the port area to suitable locations. Instructions were received on or about 12 December to clear the piers of all carge, and thousands of tons were moved into storage within the area, and such supplies as could be used by the army and so designated by the responsible officers, were turned over to the various depots, including subsistence, medical and construction material, motor vehicles and other stores. Several vessels with cargo required by various activities, were discharged wholly or in part. Some two hundred motor vehicles used to transfer the cargo out of the area.
- 4. In addition to the activity of the Commonwealth piers, supplies for Corregider, and later in the month for Bataan, were loaded at the ATS piers (Pier 1 and Piers A and B) and in the Pasig River, and dispatched at night. Approximately 300 barge loads were sent to Corregider and Bataan during December, including barges towed for other activities. One hundred tens of carge per barge is a conservative estimate. Troops and supplies were dispatched during this period to the Southern Islands, and several vessels were sent to Bataan to discharge carge which could be used, and for receipts of which the Commanding Officer, Philippine Quarternaster Depot, had made arrangements.
- 5. Although Cavite, Nochla Field, and ships in the harbor were bombed carly in the menth, the Port area was not seriously damaged until about the 20th of the December. From this date until the 31st of December, there were several air raids causing considerable damage to the piers, vessels and other installation, but there was no interruption in water, transportation other than brief periods of in ctivity while a raid was actually in pregress. All requested for transportation were combined with, and all supplies turned over to the ATS transported to their destinations. Regular passenger service was maintained with Corregidor.
- 6. An Army and Navy joint agreement for war for war-time control of pier facilities and allocation of hipping was in existence, but although no instructions were received that this plan had been placed into effect, there was little difficulty in obtaining vessels. The ATS was in constant communication with the Fort Director USN, who controlled movements of merchant vessels. Requisitions of vessels were made jointly by Lt. (New Commander) Charles Parsons USNM, Assistant Port Director, and Myself. Some difficulty was encountered in obtaining sufficient labor for leading ships and barges. There was a tendency on the part of native labor to remain away from the area, particularly after the bemping became severe. However, this shortage was met by American and British volunteers, mostly Manila business men, unused to manual labor, about two hundred of whom worked along side of the leyal native laborers on the mights of 29.30, and 31 of December, until all cargo was leaded and dispatched.

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- 7. On or about the 28 of December, instructions were received to move all water transport then in Manila to Bitain and Corregidor, and about three hundred vessels of all types were anchored off the Batain and Corregidor shores by the 31 of December. Many of these vessels, including practically all barges, were without crews, and lacked towing and mooring lines. Vessels not capable of nevement were destroyed.
- 8. An advance echelon of the ATS leved to Corregidor on 24 December. and the final clement sailed at 3:30 A.M. 1 January 1942, the 1 st unit to leave Manila. An inspection of all piers was made prior to departure to insure that no cargo remained benine. Prior to our arrival at Corrector. an air raid on 29 December sank or damaged a number of vessels, and on the 4th and 5th of January, other rolds caused additional damage. Several barges with rations, and cargo, including subsistence for Bataon were sunk. The ATS office was destroyed. The Operations Office was then established in the cold-storage building which, while considered a bomb proof structure. was the target for many aerial attacks. In accordance with the recommendaations of the Commanding General of the harder defenses, the ATS assumed operation of the piers and water transportation between Corregider and the other fertified islands. Ferry and barge service was established to bataan. Navigation heads were established at Cabcaben, Mariveles, Lamao and Sisimon, with headquarters at Cabcaben. Lamo was later discontinued, and Lariveles used almost entirely by the Navy. Prior to 5 January facilities for discharge ing cargo on Bataan were under the Quartermaster Philippine Department and former personnel of the Philippine QM Depot. The ATS installation on Bataan continued to function until 0700 on the 9th of April 1942. Cabcaben was heavily bembed several times prior to that date; however, all cargo was handled promptly, and passenger service continued without interruption until the fall of Bataan. The dock area on Corregider and vessels were bombed and shelled on numbrous eccasions between 1 January and 6 May, but there was no serious interference with local transportation. Several vessels were lest or damaged. Fortunately, all vessels originally assigned were in exc ellent condition despite their advanced age, had been recently dry-decked. It dition despite their advanced age, had been leading under tire, was always possible to make repairs promptly as required, frequently under tire, Vessels arriving from Cebu or other ports outside Manila Bay with cargo. mainly subsistence, were unloaded promptly at night.
- 9. Upon the evacuation of Monila the necessity for a primary port on Manila Bay was greatly reduced. Facilities for discharge of cargo at Corresider were inadequate except cer a limited number of vessels not exceeding one thousand carge tens. There was constant damage from bembing and shelling. The enemy paid little attention to the movement of small vessels in the Bay, but large vessels were conspicuous and would undoubtedly be observed. It appeared to be the best plan to establish a sub-port in the south where vessels from Australia could be dischar ed, and balanced retions and supplies loaded into small vessels preferably not exceeding five hundred cargo tens for transfer to Corregider and Mariveles. These vessels could be brought alongside a pier and discharged in one night, all cargo being in storage or on covered lighters off the Bataan Beach before daylight. Cobu was, therefore, selected as possessing the most adequate facilities for the purpose in view. One officer (Major; later Lt. Colonel, C. Z. Byrd, QMC) was sent to that port about the 10th of February to organize the ATS facilities. Several vessels were loaded with badly needed





supplies, but except forthose noted as arriving safely in later paragraphs, these vessels were sunk, captured or destroyed at Cebu to prevent capture, The ATS at Cebu was at first under the superintendent ATS USAFFE, later under the Port Commander at Cebu (Colonel John D. Cook, QMC). Prior to the fall of Cebu several vessels arrived there or at ports in Mindanao, with cargo from Australia intended for forwarding to Bataan. Among those arriving were the S.S. Coast Farmer, S.S. Anhui, and the DonaNati. Others, including the Florence D, Don Isidro, were reported sunk en route.

- 10. Transportation was sent to Mariveles on the nights of 8 and9 April, 1942, to move such units as were designated by a G-4 representative to Corregidor. About three thousand officers, nurses and men were evacuated. A total of seven thousand could have been moved on the available vessels if it had been desired. Some material, chiefly anti-air craft guns and equipment was also transferred to corregidor. All serviceable self-propelled vessels were moved from Bataan, aswell as one water barge and such lorchas and scows as could be used in supplying "ts Hughes, Drum and Frank.
- 11. After the fall of Bataan, the dock area on Corregidor, which had been previously bombed and shelled from the Cavite shore, was under additional artillery fire from Bataan. Several vessels were sunk in the North Harbor, and others, which had been moved to the South Harbor for greater security, and others, which had been moved to the bouth had our vessels continued regularly were bombed or shelled and destroyed. However, our vessels continued regularly scheduled trips to the out-posts with passengers, cargo, and water. On the nightsof 5 and 6 May during the enemy landing on Corregidor, 3 vessels were employed on this duty.
- 12. The following officers were assigned to the Army Transport Service. Those known to be dead are so indicated.
 - 1 Colonel Frederick A. Ward, 0-7566, QMC, Superintendent ATS QMC, Executive Officer ATS, 2 - Colonel Joseph A. Kramer,

3.- Lt. Colonel Edwin V. Kerr, 0-12304, FA, Commending Officer of It. Colonel Edwin V. Kerr, U-12,04, It. Corps Luzon. Of Troops, USAT Don Esteban, transferred to II Corps Luzon. Died

on board Jap Prison Ship Oryoko Maru, enroute Japan. 4 - Lt. Colonel Cornelius Z. Byrd, 0-17760, Inf (QMC) Executive

Lt. Colonel Cornelius Z. Byru, Only Assistant Superintendent Officer ATS, Manila and Corregidor and Assistant Superintendent

ATS, Cebu, died at Camp 3, MoJ1, July Sp. Assistant Superintendent 5 - Major Joseph J. Hughes, 0-288858, QMC, Assistant Superintendent Major Joseph J. Hughes, 0-200000, was, Major Joseph J. Hughes, 0-200000, Jap Prison Ship enroute to Japan.
6 - Major Walter A. White, 0-278768, QMC, Administrative Officer, ATS,

Corregidor.
7 - Major Robert H. Ennis, QMC, Maintenance and Repair Officer ATS, Corregidor, transferred to Motor Transport Service, died at Cabanatuan, Prison Camp, 2 September 42.

Cabanatuan, Prison Camp, 2 September Charge, ATS activities at Mariveles, Bataan.

9 - Major Thomas W. Jurieka, QMC, Operations Officer, ATS, Cebu,

escaped to Austra 10- Captain James H. Bldwin, 0-384775, QLC, Operations Officer.

ATS, Corregider.

11 - Captain J. O. Zimmerman, QMC, Assistant Operations Officer. ATS, Corregider

12 - Captain William J. Wilson, QMC, QM USAT, Don Esteban.

13 - Captain John Hinck, QMC, QM USAT, Don Esteban died in Australia about 1 December.

14 - Captain Orville J. Fessum, INF, QM USAT, Elcane, reported dead in Japanese prison camp at Davas, Mindanas

15 - Captain M. E. Cleland, Jr., QMC, Maintenance and Repair Officer ATS Cebu. No information as to present status.

16 - 1st Lt. William E. Holton, CAC, Assistant Operations Officer ATS, Corregider, reported dead on Japanese Frisen Ship onroute to Japan.

17 - 1st Lieuten at Burson, QLC, Assistant to the Assistant Superintendent ATS Cabcaben, Bataan. Transferred to Infantry. Reported as missing on surrender of Bataan.

18 - 1st Lt. Graham S. Hallet, 0-1385061, Assistant to the Assistant Superintendent ATS, Cabcaben, Batsan. Died in prison. camp at Tan gawa, Japan, 1943

19 - 2nd Lt. Barry Baldwin, 0-890029, QMC, Assist at Operations and Supply Officer ATS, Cerregider, died 3 February 1943, at Tanagawa, Japan.

20 - 2nd Lt. Richard E. Harris, QMC, Assistant to the Assistant Superintendent ATS, Cabcaben, Bataan, reported dead in Cab-

caben Prison Camp.

21 - 2nd Dt. Grainger, QMC, Assistant to the Assistant Superintendent ATS, Cebu, reported 29th Replacement Depot, Philippines enroute to U. S. about the 1st October 45.

22 - 2nd Lt. Clausen, QMC, Assistant to the Assistant Superintend-

ent ATS, Cebu. No date as to present status.

23 - 2nd Lt. George Holmes, QMC. Former Staff Sgt. QMC, on USAT Don Esteban, appointed 2nd Lt. by Commanding General Cebu Forces, temperary duty with Cabu QM Depet. Died on Japanese Prison Ship, Oryoku, Maru enroute to Japan.

24 - Warrant Officer Charles W. Audet, W-901831, AMPS Assistant Operations Officer ATS Corregider last known to have been in

'Cabanatuan Prison Camp.

25 - Lt (JG) Donaldson USNR, Commanding Officer USHB Henry

Keswick, killed in action, April 7, 1772.

26 - Ensign Rebert L. Glatt (CC) USNR), Maintenance and Repair Officer

Language Prison Ship Oryoku, Maru en ATS Corregider, died en Japanese Prisen Ship Oryoku, Maru enroute to Japan , December 1944.

27 - Ensign H. C. Whitman (CC) USNR, Assistant Maintenance and Repair Officer, ATS, Corregider, died en Japanese Prison Ship

enraute to Japan December 1944.

28 - Ensign James M. McGr th, USNR, 1st Assist at Engineer USAT

Yusang.

29 - Machinest H. Dobler, USN, 2nd Assistant Engineer USAT Yusang, ne data as to present status.



escaped to Australia

10- Captain James H. Bldwin, 0-384778, Que, Operations Officer. ATS, Corregider.

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Approximately 540 civilian employees and fifteesn enlisted men, Army and Navy, were regularly assigned to vessels or on shore duty at Corregidor and Bataan. This numb r was increased to approximately twelve hundred enlisted men and civilians for brief periods when labor was required for discharging vessels. The total assigned to vessels operating from Cebu or on shore duty there is unknown. No accurate estimate of casulaties can be made. Many craw members were missing from sunker vossels, and many died as Prisseners of War. Otheres were killed on Batean and Corregidor, and earlier on Manila and Cavite. Performance of duty by all concerned was nost excellent. Only essential cavilians were taken to Correlider, Batasm and afloat; all were continously on duty for five menths. The four Wavy officers assigned at my re west by the Commandant loth Naval District rendered especially efficient service. Mr. N. M. Milson, Superintending Engineer, was repponsible under Ensign Robert L. Glatt (CC) USNR for the repairs to all vessles. He displayed exceptional deveiter to duty. It is impossible to give adequate credit to the efficers and crews of the various vessels: American, Filipines, British, and Scandinavians for their many individual acts of hereism. Sever I distinguished service crosses and silver stars were awarded to Military and Civilian personnel during the War. Others have been recommended by me and additional recommendations will be made.

- 13. The fellowing vessels were assigned to the ATSor HBS prior to 7 December 1941. These chartered are so indicated. All others were US property.
 - 1. The USAT Den Esteban chartered from De La Rema Steamship Company, about fifteen hundred gress tens. Originally chartered to transport passengers and carge to Rabaul, Singapere and Port Darwin. Diesel Meter vessel. Benbed and burned at Paluan Bay, Mindero 28 February 1942, enroute from Cebu to Corregider with rations. Crew escaped to Cebu. Captain W. J. Wilson QMC, CO, of Treeps and Transport QM should have information restatus of crew members.
 - 2. USHB Mambukal -- Chartered from DeLa Rama, Steamship Co. Assigned to Harbor Defenses Manila and Subic Bays. Used as passenger vessel between Corregider and Manila. Sunk in collision with USHB Neptune 24 December 1941 fo Cavite.
 - 3. USHB Neptune -- Chartered from Duzen Stevedering Company.
 Assigned to Harbor Defense of Manila and Subic Bays used as auxil ary mine planter and harbor boat. Shelled and burned 20 February 1942 at Ft. Frank, while discharging carge. Colonel Joseph P. Kohm, CAC should be able to furnish information re chart r of this vessel.
 - 4. USMP Harrison -- Mine Planter assigned to Harbor Defenses
 Bembed 2 May 1942, later repaired and being used by the Japs,
 at the end of 1942.



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6. USHB Miley - Harber Beat - Bembed in Pert Area, Manila 24 December 41. Bembed in Pasig River, Manila 27 December 41. Towed to Corregider and repaired, Bombed in South Harber Corregider 23 April 42, sunk 25 April 1942.



Launch Mitchell - Missing 6 May 1942, Corregider

Launch McConville - Missing 6 May 1942, Corregider

Launch Jewell - Reported sunk about 4 May 1942 at Corregider

Launch Ledyard - Assigned Ft. Wint, sunk at Olengape 26 December 1941 to

Launch Geary - Missing 6 May 1942, Corregider

Launch Adams - Bombed and sunk 4 January 1942 at Corregider

Launch Tilly - Missing 6 May 1942, Corregider

Launch Ferby - Missing 6 May 1942, Corregider

Launch Maxwell - Assigned Commanding General, Philippine Department Bombed and sunk 5 January 1942 at Corregidor

Launch Evelyn - Chartered, assigned, Ft. Mills, Sunk 4 January 1942 at Corregider by bembing

Launch Suntay II - Chartered, assigned Ft. Mills. Sunk 5 January 1942 at Corregidor by bombing

Launch Pelican - Sunk or captured at Zambeanga Mindanae

Launch j54 - Air Corps vessel operated by ATS. Went adrift from USAT Don Esteban, 15 February 1942

Launch jl61 - Probably snk South Harbor, Corregider, 5 May 1942

Launch J162 - Bembed and sunk 4 January 1942 at Corregider.

Launch J163 - Bembed and sunk 5 January 1942 at Corregidor.

Launch J230 - Sunk 6 may 1942 at Cabacaben, Bataan

D Boat L63 - Coast Artillery Vessel, sunk 24 April 1942 at Corregider

12 Mine Yawls - Coast Artillery - 7 sunk 1 January to 5 May 1942, 5 re-

Water Barge 89 - Captured 9 April 1942 at Bataan

Water Barge 145 - Bembed and sunk about 3 May 1942 South Harber, Corre-

Maintenance Barge 181 - Bembed and sunk 29 December 1941 at Corregidor

Derick Barge 168 - Bombed and beached 5 January 1942, North Harbor, Corregider.

14 Scews - All not previously sunk captured 9 April 1942 at Bataan except Scew 154, captured 6 May 1942 at Corregider.

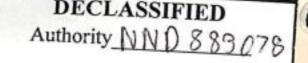
Nos. 154, 155, 156, 158, 159, 160, 161, 162, 163, 164, 165, 167, 169, 170

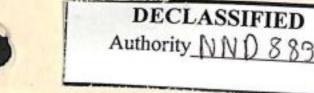
9 Lorchas - All not previously sunk captured 9 April 1942 at Bataan except 1 captured at Corregidor 6 May 1942

Nes 84, 85, 86, 88, 99, 100, 101, 102, 103

2 Chartered Scows - 1 assigned Ft. Mills, sunk. 1 assigned Ft. Wint destroyed 26 December 1941 to prevent capture.

Of the above vessels ne rly all were damaged by bombing and shelling on various dates. The launches reported missing may have been either sunk or captured.





The fellowing ocean going or coastwise vessels were acquired by charter or requisition after 7 December 1941. Whenever owners or agents could be centacted formal charter party was accomplished, otherwise the Master, if present, was natified that settlement would be made after termination of hostilities. In some cases vessels had been abandoned by crews and crews were assigned from available ATS personnel.

- Behel II Owner La Naviera Filipina. This vessel made two trips to Looc Bay, Cavite Province and returned with cargoes of rice and cattle. Sunk 8 April 1942. Requisitioned at Corregidor. Approximately 800 gress tens.
- Legaspi Chartered at Corregidor. Owners were Philippine Steam Navigation Co. Made two voyages from Corregidor to Capiz and returned with cargoes mainly subsistence. Shelled and scuttled by crew at Perte Calera, Mindere 1 March 1942 en reute from Capis Panay with cargo.
- Elcano Chartered by ATS Cebu. Arrived Corregider 26 February 1942 with 1100 tens supplies. Shelled and sunk off Fort Hughes Manila Bay 6 May 1942. Owners were the Philippine Steam Navigation Co. This vessel and the Legaspi were approximately 2000 gress tens.
- Yuseng Requisitioned at Corregidor. Taken over February 1942. Small cargo mostly pepper requisitioned. Leaded with airplane bombs for Del Mente, Mindanae. Bembed and sunk Mariveles Bay 8 April 1942. Master's name, Harris. Owners were Jardine Mathiesen. Vessel was of about 4000 gress tens.
- Kelembugan-Requisitioned at Corregidor. Made two trips to Look Bay, Cavite Prevince for rice and cattle. Disappeared on route to Capis Panay to load supplies about 1 March 1942. (Captured intact by Japanese). Owners were Madrigal & Co.
- Kaiping British. Not requisitioned or chartered. Abandoned and sinking. Manila Bay. Salvaged by ATS and beached on Bataan beach. Cargo of 5000 tens coal. Approximately two-thirds salvaged and used by ATS vessel and for fuel at Corregider. Vessel was about 5500 to 6000 gress tens.
- Estrella Caltex American tanker (Texas Oil Co., owners). Chartered at Cebu. Bembed, sunk off Lubang Islang 22 February 1942 en route to Mariveles, Bataan with oil and gaseline for Corregidor.
- Den Jese -Net chartered er requisitened. Ordered to Bataan by Commanding Officer, Philippine QM Depet to discharge cargo of flour. Bombed and set affire off Corregidor 29 December 1941. Part of cargo and bunkerbeil salvaged. Owners, Madrigal & Co., Manila. Vessel was about 8500 tens gress.



- Floricita Abandened and aground, North Harber, Corregider. Towed to Mariveles. Drydocked and repaired by Navy. Sunk in Mariveles Harber 9 April 1942. Believe ewners to be Dee C. Chuan & Co., Lumber experters.
- Hai Kwan British tanker. Requisitioned at Corregidor. Sent to Cebu where, after, drydecking, was leaded with diesel fuel and gaseline, then preceeded to Ileile to await air escert to Corregidor. Believe destroyed before Japs entered Iloilo. Master's name, Thistlethwaite.
- Chartered in Cebu. Arrived Corregider 21 February 1942 with Princesa -700 tens subsistence. Returned to Cebu. Believed captured there 15 March 1942.
- Questionable if this vessel was actually acquired by U.S. Panay -Bembed and sunk Campemanes Bay Negres Occidental. 30 December 1941 en route to Southern Forces with catgo of arms and ammunitens. Col. Wade D. Killen, Oll131 Inf. should be able to furnish further information re this vessel. About 2500 gross tens.
- Cia de Filipinas Chartered in Cebu. Bembed and sunk off Mindere 21 Feb. nas - Chartered in Cebu. Demost and rice en route from Cebu te
- Chartered in Cebu. Madrigal & Co. ewners. Bombed and damaged Lepus -Reported in Nippen Times 31 March 1943 as captured with 1300 tens corgo mainly subsistence. J. Medina. Master.
- Chartered for 1 veyage by QMUSAFFE to transport troops and Mayon cargo to Del Monte, Mindanao, 29 December 1941. Bombed off Mindore 30 December 1941. Later taken ever in Cebu. Believed to have been chartered by Asst. Superintendent ATS, Cebu Shelled and burned at Nasipit, Mindanas, 28 February 1942, while leading supplies. Later used for fuel storage by while leading supplies. Later asset, Madrigal & Co. Operated Philippine guerrilla forces. Onwers, Madrigal & Co. Operated
- Shelled and sunk, Buge Mindanae, 28 February 1942 while load-Shelled and sunk, Buge Mindahae, 20 March 1942) Col. Wade ing carge. (Also reported as sunk 3 March 1942) Col. Wade Agustina -D. Killen, Olli31, Inf and Col. William P. Merse, 05106 are D. Killen, Olligi, in and sinking of this vessel. No date as to charter.
- Same remark as Agustina above. Emilia -
- Captured near Ilin Island, Mindere 7 March 1942 with rations Captured near Ilin Island, Mindere , Madrigal & Co. Coners. Regulus -





- Gövernor Smith Bombed and sunk off Coron Island, 7 March 1942 with rations from Cebu for Bataan. Taken over in Cebu.
- Venus Shelled north of Cebu Island 10 March 1942. Destroyed by craw Elizalde & Co., owners. No data as to charter.
- Princess of Negros Captured at San Carlos, Negros, 1 March 1942. Turned over to Philippine Commonwealth Government for use of President Quezon. 435 tons Dut. Negors Navigation Co., owners.
- Bolinao Bombed 14 March 1942. Captured 15 March 1942 at Toledo, Cebu. No data as to charter.
- Surigao Either captured or destroyed by crew to prevent capture at Iloilo, Panay about 9 April 1942 with cargo of rations for Bataan. Probably taken over at Iloilo.
- Katipunan-Reported destroyed at Cagayan Misanis 3 May 1942 to prevent capture. Status unknown.
- Fortuna Taken over in Iloilo. Sent to Culion and Palawan with cargo in February 1942. Bombed and burned North of Palawan, Pebruary or March 1942. Gross tonnage about 250.
- Canlson II (or Kanlson II) Sunk or destroyed to prevent capture at Cebu 10 March 1942. De La Rama SS Co., owners. Chartered at Cebu.
- Candesa Iloilo-Bacolod ferry. Reported sent to Mindanao. Possibly captured in Bohol. Status unknown.
- Henry Keswick Ocean-going tug. British owners Jardine Mathieson-Whampon Dock Go., Hong Kong. Used by ATS December 1941 to tow barges to Corregidor. Abandoned by crew in Manila Bay. Salvage party sent to Manila 2 January after occupation of city by Japanese forces to salwage vessel and tow to Corregidor. Sunk 10 April 1942 by shelling at Corregidor at which time it was in use as an ATS vessel.

The above vessels are all known or believed to have been officially acquired by the ATS. In addition the following vessels may have been used by the Visayan-Mindanao Porce or the ATS Cebu. Status of these vessels is undetermined.

P. Aboitiz - Reported sunk at Bugo, Mindanao.

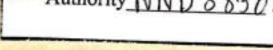
Basilan - Reported sunk at Gebu. 3000 tons dwt.

Governor Taft - Reported sunk near Culion, March 1942.

Governor Wood - Same as Governor Taft.



Authority NND 883078



Luzon - Reported sunk at Nosipit Mindanao

Paulino - No data

Princess of Cebu - No data

Samal - Reported sont to Carayan Misamis with 2.95 guns, December 1941.

Moago - No Data

Santo Domingo - Reported adrift in San Bernardino Straits early December 1941.

Rizal - No data

Opon - Reported sunk at Cebu

Three Sisters - No data

Tagbilaran - No data

Dumaguete - Reported sunk at Bugo, Mindanao

F. Escano - No data

It is possible that Major Thomas W. Jurika, C.C., formerly assistant to the Asst. Superintendent ATS Cebu may have some information re the above vessels taken over in Cebu. He was last reported an route from Manila to Camp Dix, New Jersey for separation. Wr. Charles P. Martin, understood to be at present at Cebu, was employed as Marine Superintendent, ATS, Cebu at the time vessels were taken over at that port. Colonel John D. Cook, O6160, Was Port Commander, Cebu.

marked by the to be subject

In addition to the larger vessels above, launches, barges and other small vessels were taken over as follows:

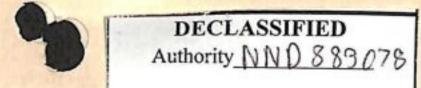
Crown - Motor launch. Damaged and sunk 26 April 1942 at Corregidor. Chartered. James H. Baldwin, owner.

Nilad - Motor launch. Sink 4 May 1942 at Corregidor. Requisitioned from Manila Yacht Club.

Bertha - Requisitioned from Manila Yacht Club. Destroyed at Corregidor 25 April 1942.

Jem - Missing, later reported captured 6 May 1942 at orregidor. Previously bombed and damaged. Abandoned in Manila by Navy. Requisitioned by ATS 26 December 1941. John W. Hausserman, owner, Diesel yacht.

Kentucky - Motor launch. Taken over by Construction service, CMC, in Manila. Sunk 29 December 1941 at orregidor.





Leuisville - Same as Kentucky

- Customs IV (nighthawk) Philippine Government Launch. Assigned to Engineers. Sunk at Engineer Dock, Corregidor, 4 May 1942.
- Eugene Meter Launch. Used by Engineers. No record of acquisition by ATS.
- Active Meter launch. 38 gress tens. Requisitened from Luzen Stevedering Company and assigned to Engineers who used it at Mariveles and Corregider until May 3, 1942 when the vessel was missed. No furth r information as to whereabouts but was probably captured by Japanese.
- Reliance Motor launch. 40 gress tens. Also requisitened by ATS from Luzen Stevedering Company and used at Corregidor and Bataan. Captured by Japanese 6 May 1942.
- Trevedere -Harber tug. Chartered in Ileile. Onwners, Luzen Stevedering Company, Col. Charter R. McLennan, 05750, Cavalry, may be able to supply information re this vessel.

The following launches were authorized by me to be turned ever to Col. Rescee Benham C. E. by the Asst. Port Director Commander (then Lt.) Charles Parsens 70904 USNR in December 1941: Alert, Vigilant, Del Monte, Simmie and 1 other. It is understood that these launches returned to Manila 2 January 1942 after the city had been occupied by Japanese forces. Onwers: as Manager of the Luzen Stevedoring Company and should be able to furnish further information re these launches.

It is not possible to furnish any data re barges. Scows, lorches, casces, etc. were requisitioned or in the absence of crews seized and used to transport cargo to Bataan and Corregidor. Barges originally towed over by the Navy were later used by the ATS and vice versa. All barges which could be moved to Bataan were towed there to prevent capture in Manila Those that could not be moved were destroyed.

It is probably that a number of vessels that were acquired are not listed above, since this record has been made from memory aided by such information as could be sined from other prisoncers of war.

About 8 sailing lerchas, some with auxiliary motors, were taken ever at Ileile, At least 4 were leaded with 90 tens of cargo each and dispatched by the Port Commander Cebu to Corregider about 9 April. None of these vessels arrived. Werd was r ceived from the War Department that several converted destroyeers wer bing dispatchedfrom West Coast ports on Honolulu with cargo but none arrived up to 6 May. A small amount of cargo arrived by submarine but the ATS was not concerned with these vessels except to provide barges to transport cargo.

Crew lists of harbor, boats, launches, barges and shere installations in Manila immediately prior to the outbreak of war showing rates of pay may

be found in File 563-22 900 QM 563.3 T-N-H (Philippines) in the Office, Chief of Transportation, War Department. A list of photographs of vessels, shore facilities and personnel forwarded to the Quartermaster General is also in File 563-22 900 under QM 413-3-TW. These photographs if available, should be valuable for historical purposes. Payrolls of civilian personnel, veuchers to the accounts of Colonel John R. Vance, Ol2301, F. D., were sent to the United States by submarine and should be available for reference in establishing status of civilian employees.

During the initial period in Manila the ATS received splendid cooperation from the traffic centrel officer, USAFFE, Col. Richard G. Regers, QMC, and during the period in Corregider from the entire staff of the HDQM Col. Chester H. Elmes, QMC. During the entire period Col. Michael A. Quinn, QMC, Motor Transport Officer was of great assistance in furnishing motor vehicles as required.

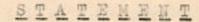
This report has been compiled with the assistance of Captain James H. Baldwin, QMC, formerly Operations Officer, ATS, Corregidor.

FREDERICK A. WARD, 07566 Colonel, QMC

CERTIFIED TRUE COPY:

2nd Lt., Inf. Investigating fficer.





- 1. Prior to the war and until about the middle of December. it was my policy to have the owners of the vessels I commandeered for the Army pay their crews and furnish all the necessary supplies for the vessels. However, this procedure was discontinued about the middle of December or particularly around the 24th of December when a number of vessels were commandeered for Army use. It became the responsibility of the Army to pay the crew members and furnish the necessary supplies for the vessels. In other words, I would consider that the members of the crews became civilian employees of the Army.
 - 2. In general, when the U. S. Army agreed to pay the salaries of the crew, it was agreed that additional pay would be paid to the crew members for operating in dangerous waters. In some instances, the salary was doubled. In other instances, the salary was not increased, but, a bonus was to be paid. The amount of this bonus was not definitely established.
- 3. It was very difficult at that time to keep crews in the vessels due to the intense bombing attacks in the city. At times it was necessary to place armed guards on certain vessels to prevent the crews from deserting.
- 4. To my knowledge, I do not think any payrolls were kept. However, if a man's name did not appear on a payroll, that does not neces sarily mean that he was not employed by the Army.

Colonel,

City of Manila)

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Following is a general outline of military transportation activities prior to and during the First Philippine Campaign, World War II. During this period affiant was Chief, Engineer Supply Service, USAFFE and USFIPI.

- 1. For several moths prior to the beginning of the war, supplies and equipment for the Military Establishment were being received in an ever-increasing volume.
- 2. During the last few weeks before the war the volume of supplies and equipment received had increased to the extent that docking facilities were inadequate to meet the needs for discharging cargoes from vessels. All berths at the piers were full and ships were being unloaded in the harbor onto lighters, when the particular cargoes could be unloaded by this method of discharge.
- 3. Due to the lack of berthage and unloading facilities many barges were loaded with cargo and the barges used for storage thus tieing up sorely needed equipment.
- 4. According to my information, when the war began some ships in the harbor were able to complete discharge but others failed to do so before seeding safety by flight.
- 5. In the meantime, while some of the cargo on barges was being discharged, land transportation became a problem, due to tactical needs for motor transportation. Also depots were being moved from the Port Area to other locations, and large shipments of wupplies were being dispatched to forward distributing points and to troops.
- 6. Due to lack of sufficient land transportation the Army was forced to commandeer Motor Vehicles (however not by force, as far as I know) to meet absolute needs. Merchants and Mater



ial men did not have sufficient transport facilities with which to deliver equipment and supplies which the Army and Navy were purchasing and requisitioning from them.

- 7. In an effort to solve the transportation needs and to economize in the number of units deemed necessary to meet these needs, USAFFE organized a Transportation Corps, or similar service, and placed Col. R. G. Rogers, QMC, in charge thereof.
- ments were so great and the established priorities for shipments of materials and supplies had placed Engineer Materials so low in priority ratings the Transportation Corps could not meet the needs of the Engineers. Because of the inability of the Transportation Corps to meet these needs the Engineer Supply officer was authorized to establish his own transportation service and to obtain transport equipment from sources other than USAFFE Transportation Corps for both motor and water transportation needs.
- 9. When orders were issued to evacuate the city of Manila (12/24/41) and to transfer all possible supplies and equipment to Bataan and Corregidor, the transportation problem became a virtual nightmare. Every abailable piece of floating equipment even though only partially suitable, was requisitioned for hauling supplies by water to the above points. Also hundreds of trucks were being dispatched daily to Bataan.
- 10. The majority of the barges were not returned to Manila due to the inability of the military to unload them at Bataan and they were used as floating warehouses until they were subsequently unloaded, sunk, or beached. Such transport vessels as were unloaded were returned to Manila and again loaded and dispatched.
- 11. Many motor vehicles returning empty from Bataan were "hijacked" by Military units to meet their own needs and thus were lost to the Transportation Services. In one instance the

Engineers sent drivers and took delivery of five (5) lumber trucks from a lumber mill east of Laguna de Bay, for which a formal receipt was issued and against which a Purchase Order was to be issued. These trucks were nink never received as they were "hijacked", when passing near Camp Murphy, by Philippine Army soldiers.

12. With the exception of broken-down vehicles, hidden vehicles, coupes and roadsters the Military Forces took practically all serviceable units in Manila. The same was true of launches for towing barges and also every barge, lighter, scow and caseo of 50 ton capacity and up.

ger busses of the Transportation Companies operating in Central Luzon, to rush troops to the various beaches which were threat.

ened by the enemy. The majority of these were held by the organizations, against eventualities, and were used in many cases to facilitate withdrawals to positions in the rear. Statements made by officers on duty with front-line echelons convince me that untried troops were able to be evacuated to rear positions, and to be reestablished to a certain extent, through use or these busses, whereas had these withdrawals been made by marching, a far greater number of these green troops would have been "lost" enroute. On the other hand some small units failed to stop upon reaching the new position and were halted far in the rear.

14. Some barges and caseos were located and requisitioned so late on the 30 and 31st of December 1941 that it is not be lieved they could possibly have been used by the requisitioning agency and were therefore left in Manila.

15. Quite a few tugs and some few barges were captured in Manila by the Japanese and utilized by them inttheir operations against Bataan and Corregidor. Most of these tugs apparently had been hidden out to prevent their being commandeered by the Forces and no doubt some of them, especially those belonging to

Japanese controlled companies, (particularly fishing firms) were hidden out for future use by the Japanese.

(One might view with justifiable suspicion a claim from an owner of several tugs and barges and only one or two of which were rented to, or hired or requisitioned by, US Military Authorities. While not necessarily pro-Japanese, he could well be considered Anti-American).

a formal agreement in the case of floating equipment, but often much less so in the cases involving motor vehicles. I am confident that there were many cases in which individual army officers end enlisted men "commandeered" passenger vehicles, allegedly for the military use, but actually for their own personal use. By having the symbol "U. S. Army" painted on the vehicles they were enabled to secure gasoline and oil from Military Service stations. The Military Police had too many other pressing duties to warrant their investigating the status of every such vehicle seen transporting but one, two, or even more individuals.

the opinion that the situation was hopeless, a few, with a major ity of the junior officers and enlisted men, were much more optimistic. The civilians were receiving only censored news (from local newspapers and local broadcasting stations) and the major ity of them felt that they would have their transportation (motor vehicles, tugs, launches, barges etc.) returned to them are ter a period of four or five months and be paid rental therefor. As a result of this belief, many property owners were careless with to them in settling their claims, for property taken by the US Army. Furthermore, many of those who received receipts for property taken by the US Army failed to safeguard this evidence

with the result that their receipts were either lost or destroyed.

CERTIFIED this 30 day of October, 1945.

/s/ Roscoe Bonham ROSCOE BOMMAN Colonel, CE

Fig. Peb 8, Dier.

CHANGE MADE RESIDENT IN THE SERVICE OF THE PERSON OF

A CERTIFIED TRUE COPY:

Wieliam C. Vinet Jr. the ever who resolves with the property WILLIAM

-VINCENT C. VINET, JR. ... SEE COTTANDED CONTRACTOR and Lt., Inf. Investigating Officer

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/n/ Gord M. Stell S. D. D. D. D. (Day)

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STREET ST. AUSTIN, JR. . in protectly dead 67

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For the Billiamsting Printing

1225 W. Atlantic Ave, Daytona Beach, Fla. Feb 8, 1947. To: The Adjutant General, Washington, D. C.

- 1. I have no knowledge as to whether Martin Aguirre was an employee of the War Department, nor as to his salary. However, to the best of my recollection, when we took over these various ships we also took over with them all of the crew who remained with the vessel, thereby automatically putting them on the government payroll. They were a heroic group.
- 2. Matters of this nature were handled in the Quartermaster Section of our headquarters and the attached photostat copy of letter signed by me was prepared in that office, under the direction of our Quartermaster General Brig. Gen. Charles C. Drake. I think that General Drake can give you some definite information on this subject. Few of our records at this time of the Campaign got through to Washington, and then only by submarine.

/s/ Carl H. Seals Brig. Gen., U. S. A. (Ret)

SOUTH EPARTS.

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CERTIFIED TRUE COPY:

GEORGE E. JONES, JR. Director, Team #7

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1 to 25 o 25 KD

Headquarters United States Forces in the Philippines Office of the Commanding General Ft Mills, Philippines

March 26, 1942

Crew Lists of chartered Subject:

Inter-Island Transports

To:

The Adjutant General,

Washington, D C

Reference your radio 1177 of March 14, 1942, herewith crew lists of chartered Inter-Island Transports together with names and addresses of beneficiaries.

For the Commanding General:

Carl H Seals CARL H SEALS, Brigadier General, U. S. A. Adjutant General

USAT REGULUS

25 Incls (in dup)

BOHOL II

M/V DUNAGUETE

M/S PRINCESS OF CEBU LHGASPI

M/S KANLAON

EL CANO BACOLOD HAI KWANG

M/V PRINCESA KOLAMBUGAN M/V EMILIA

YUSANG S/S CIA DE FILIPINO

M/S CONDENSA S/S LUZON TALISAY

M/V SURIGAO M/V GOVERNOR TAFF M/V GOVERNOR SMITH

S/S LEPUSY M/V AGUSTINA

M/S LA ESTRELLA CALTEX S/S MAYON M/V KATIPUNAN

Subject: Crew Lists of chartered Inter-Island Transports.

AG 565.21 let Ind. (3-26-42) NO

LD: to:1812

War Department, AGO, August 13, 1942 - To the Chief of Transportation. Water Division (Att: Lt. Bauer).

25 Incls. n/c

CHRISTED TRUE COPY;

United States Forces in the Philippines
Office of the Commanding General
Ft Mills, Philippines

March 26, 1942

Subject: Crew Lists of chartered

Inter-Island Transports

To: The Adjutant General,

Washington, D 0

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25 Incls (in dup)

BOHOL II

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EL CANO

HAI KWANG

KOLANBUGAN

YUSAHG

M/S CONDENSA

M TALISAY

M/V GOVERNOR TAFF

s/s LEPUS

M/S LA ESTRELLA CALTEX

M/V KATIPUNAN

M/ V DUMAGUETE

USAT REGULUS

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S/S LUZON

M/V SURIGAO

M/V GOVERNOR SMITH

M/V AGUSTINA

S/S MAYON

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War Department, AGO, August 13, 1942 - To the Chief of Transportation, Water Division (Att: Lt. Bauer).

25 Incls. n/c

GRORDER, JOHES, JR. Director, Team 47

Commonwealth of the Philippines)
City of Manila)

/pgt

AFFIDAVIT

I, AVELINO B. MARTE, of legal age, married and resident of 219 Camba, Binondo, Manila, who after having been first duly sworn, depose and say:

Prior to the outbreak of war, I was working for the U. S. Army Transport Service located at Pier 1, Port Area receiving a salary of \$1.30 per day. On 10 Oct. 1941 I started working for the U.S. Army Transport, Service Water Transportation, Manila for a salary of \$1.30 per day. I continued this work as laborer until 15 Dec. 1941 when I was promoted to TimeReeper and continue working as such until 31 Dec. 1941.

Our paymaster was Sgt. Kabacao, U.S. Army. The officer in charge for the unit in which we work was Major Ward, of whose whereabouts I know nothing, and the Chief Timekeeper was Mr. Julian Garcia.

As I was timekeeper at the time of the Japanese invasion

I was able to keep a duplicate of my report, the original or

which I submitted to Mr. Garcia and I am submitting this du.

plicate payroll for the week beginning 18 Dec. 1941 and ending

24 Dec. 1941 in behalf of my claim. I am also submitting the

badge that was issued to me, No. 515, by the Quartermaster Corp.

Corp. During the Japanese occupation I remained for a while in

Manila operating a caretela. In 1942 I took my family to the

province and I started working as an inspector in the labor Pool

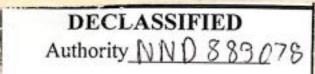
of a guerilla organization. I also did some farming and raised

only enough produce for my own use.

AVELINO B. MARTE

Subscribed and sworn to before me this day of Reb. 1946.

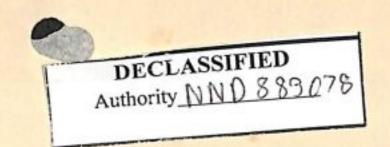
MARSHALL V. WALKER Capt. INF Investigating Officer.



TUESDAY, DEcember 23, 1941

LIST OF MEN EMPLOYED AT C.M.C. BASIN MAINT. AND REPAIR FORCE

NAME	DESIGNATION	RATE PER ANNUM
1. TORRES, Jesus 2. MARQUES, Juan 3. GALIT, Angel 4. RAFAEL, Andres 5. PASIONAR, Angel 6. BERNARDO, Alfredo 7. TUGAOEN, Santiago	Foreman Blacksmith Machinist do do Caulker Carpenter	\$ 960.00 480.00 480.00 480.00 480.00 480.00





TUESDAY, December 23, 1941

LIST OF MEN EMPLOYED AT Q.M.C. BASIN MAINT. AND REPAIR FORCE

	27.12.00	DEGENERATOR	TO A FINANCE OF THE PARTY OF TH
The same of	NAME	DESIGNATION	RATE PER ANNUM
1.	TORRES, Jesus	Foreman	\$ 960.00
	MARQUEŚ, Juan	Blacksmith	480.00
	GALIT, Angel	Machinist	480,600
		do	480.00
		do	480.00
5.	PASIONAR, Angel		
6.	BERNARDO, Alfredo	Caulker	480.00
7.	TUGACEN, Santiago	Carpenter	420.00

CIVILIAN EMPLOYEE COMING WITHIN MISSING PERSONS ACT

OSSA 220

MARTE LAST NAME	AVELINO FIRST NAME	MIDDLE		FORCE, OF		Manila. P.I. INSTALLATION OR PLACE ASSIGNED			
Laborer OCCUPATIO	.08 1/8 N RATE OF P	/hr. QTR	S SUBS DATE	HIRED OR	APPOINTED		RESIDENCE		
Date of Bi	wthe		PAY ROL	L DATA					
PERIOD 1941	: EMPLOYED :: DAYS: HOURS:	The state of the s	: DEDUCTIONS :CIV. :QRTRS :S:SERV.:AND/OR :RET. : SUBS.	NET AMT.	:VOUCHER: :NUMBER :			RE MARKS	
12-18-24	: 112	9.10		9.10	3460	Jan. 42	J.R. VANCE COL. FD	Not Paid	
CLASS	: : : : : : : : : : : : : : : : : : :	TO			ALLOTMENT	CONTRACTOR OF THE PERSON NAMED IN	AND ADDRESS	REMARKS	

DECLASSIFIED
Authority NND 883078

CERTIFIED TRUE COPY:

BENJAMIN J. PULLEY Captain - Inf. Investigating Officer 6

WEEKLY PAYROLL SUNDAY, DECEMBER 21, 1941

	TEN		7247
r cr	SPECIAL LABO	DR: T F S S M T W NO. WAGES 18 19 20 21 22 23 24 DAT PER DAY	AMT. DUE:
1.	Barque, (R	() C. xx x xx x xx x x x 10 \$ 2.00	₱ 20.00
2.	Mavabantad	(R)S x xx x xx x xx x 10 2.00	20.00
3.	Calzado,	(R)J x xx x xx x xx x x x x x x x x x x x	24.00
4.	Advincula	(R)A x xx x xx x xx x x 10 1.80 (R)T xx x xx x x x x 10 1.80	18.00
5.	Near	(11) 1 222 21 222 21 222	18.00
6.	Bautista,	(R)F.xx x xx x x x x x x x 10 (R)P X x xx x1 xx x 8 1/2 1.60	16.00
7· 8.	Diongson, Gonzales,	(R)T x xx x xx x xx x 10 1.60	13.60
9.	Balacania	(R)I x xx x xx x xx x x 10 1.50	15.00
10.	Gloria	(R)C x xx x xx x xx x x 10 1.50	15.00
	Abeabe	(R)P xx x xx x xx x x 10 1.60	16.00
12.	Pastor	(R)R x xx x x x x x x x 9 1.50 (R)J x xx x xx x xx x 10 1.50	13.50
	Ramos	700	72.00
14.	Talastas	(R)E xx x xx x x x x x x x x x x x x x x x	18.00
12.	BERNARDO ABLAZA	A x xx x xx x xx x x 10 1.60	16.00
17-	ANICETO	L x xx x xx x xx x 10 1.60	16.00
18.	BALAGTAS	A xx x xx x xx x x 10 1.60	16.00
19.	BERNARDINO	C x xx x x x x x 8 1.60	75.80
20.	BRAVO	4 44 4 44 4 44 4 4 4 4 4 4 4 4 4 4 4 4 4	70.00
21.	CAREON	1 1 11 11 11 11 11 11 11 11 11 11 11 11	14.40
22.	DELA CUESTA	1 60	1/060
23.	ENRIQUEZ GALOFE	P v vv v vv v x x x 10 1.60	14.40
25.	GUANLAO	E x xx x x x 7 1.60	16.00
26.	GUINHAWA	J xx x xx x xx x x 10 1.60	16.00
27.	MOLINA	2 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	TO-00
28.	OBISPO	7 10 1.60	70.00
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45.	Mendoza	H X XX X XX X X X X X X X X X X X X X X	13.00
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48	Palatino	A xx x xx x x x x x 10 1.30	40.00
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26	Tenorio	J x x x x x x x 6 1.30	137.000
57	. Tiangco	C x x x x x x x x 10 1.30	0 20
58	. Varala	7 7 7 7 7 7 7 7 10 1.30	13.70
59	. Villanueva	E XX X XX X XX X X X X X X X X X X X X	13.00
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J. LANSTON

A. B. MARTE TIME KEEPER

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A. B. MARTE TIME KEEPER:

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