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Title: HISTORY OF ATS ACTIVITIES IN MANILA AND Cebu

Origin: ATS, Manila

Dates: Dec 41 to May 42

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AG-KI Form 91 (20 July 1945)

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*Mosch*

ANNUAL STANDING CROPS  
 Appendix 12

Crops	Area planted in Has. Accumulative	Area harvested or sub. dur. month	Area planted or sub. dur. month	Actual standing	Remarks
<b>1. Cereals:</b>					
(112.6832 Has.)					
Corn	293.4531	195.9479	6.9453	97.5052	
Upland palay:					
Mimosa	.2090	.2090	-	-	
Pindangan	.5000	.5000	-	-	
Lowland palay:					
Apostol	312.2812	312.2812	-	-	
Taichu No. 65	.9588	.2088	-	.7500	
Quinangang	14.4280	-	-	14.4280	
<b>2. Legumes:</b>					
(15.7115 Has.)					
Batao	.0414	-	-	.0414	
Cadlos	.0208	.0208	-	-	
Cospens	52.9791	43.4224	-	9.5567	
Kentucky	.7574	.6638	-	.0736	
Mongo	2.3641	2.3641	-	-	
Peanut	3.6471	1.7899	6.825	1.8572	
Seguidillas	.1000	.1000	-	-	
Sincamas	.4550	.3884	6.028	.0666	
Sitao	2.8687	2.5044	-	.3643	
Soy bean	10.1188	6.4783	-	3.6405	
Sword bean	.4712	.3600	-	.1112	
Tapilan	.0612	.0612	-	-	
<b>3. Root crops:</b>					
(9.3117 Has.)					
Arrowroot	.2264	.2264	-	-	
Canote	9.4229	7.1149	6.5780	2.3140	
Cassava	6.5488	4.5488	-	2.0000	
Gabi	2.6765	.5952	6.952	2.0813	
Palawan	.2179	-	-	.2179	
Talian	.0100	-	-	.0100	
Tugue	.2470	-	-	.2470	
Ubi	.9055	-	-	.9055	
Yautia	3.0690	1.5320	-	1.5360	
<b>4. Vegetables (Garden):</b>					
(18.2025 Has.)					
Aspalaya	1.1631	.9524	-	.5707	
Asparagus	.0496	-	-	.0496	
Bersuda onion	.0038	-	-	.0038	
Cabbage	4.5127	3.9950	6.214	.5177	
Cauliflower	1.5615	1.2425	-	.3190	
Condol	7.8972	4.8319	3.500	3.0653	
Cucumber	.1650	.1440	-	.0210	
Eggplant	9.8159	3.1600	-	4.6559	
Halagbati	.0060	-	-	.0060	
Kinchay	.0018	.0018	-	-	
Leek	.0018	-	-	.0018	



but not before they could get that done

...consisted of five flat-type lighters from 150 to 250 tons dead weight capacity each, as well as four covered lighters ranging from 20 to 100 tons each. Several of the lighters were, all of the construction, while the rest were pine hulls with steel decks.

The loading and unloading equipment was sufficient to service ten ocean-going ships simultaneously. All this equipment was stored in a large warehouse near the pier used for this purpose, and there land which consisted of a fenced-in plot with an area of approximately 8,000 square meters and full of equipment such as anchors, chains, dunnage, etc. which was owned by the Oahu Stevedoring Co. The Barge consisted of three buildings, all separate and were not damaged.

- 1 building - 200' x 150'
- 1 building - 200' x 150'
- 1 building - 200' x 150'

The first transportation consisted of one new large truck and two new passenger cars (one new, one used) and the other a building. The two passenger cars were taken over by Col Cook, while the truck was used as a service truck by the AIS. After the AIS personnel had been given a general orientation of water transportation for the Pacific Islands, they took over the activities of water transportation for the Pacific Islands. Many of the ships had been considered by the transportation officials of the AIS without regard to charter rates or cargo value. Many of these ships were later chartered by the AIS office in Oahu and transported to various islands in the Pacific.

During the month of February, 1942, many of the vessels of the AIS were used in the transportation of supplies from one island to another as ordered by the commanding general in that area. Supplies were carried from Oahu to Laysan, Nihoa, and north of Nihoa. The motor vessel "Laguna" was used to transport rice from Oahu and Laysan to Honolulu and Oahu. The motor vessels "Alamo" and "Tapan" were used to transport supplies north of Laysan and were later used to carry a full load of supplies from Laysan, Nihoa, to Honolulu. The supplies arrived on Oahu on "Coast Guard" and "Laguna" arrived at Oahu on Feb. 26, 1942, which is shown in the report attached and was sent there on May 3, 1942, by "Laguna".

The motor vessel "Laguna" was sent to Oahu to carry rice to the laborers on Oahu and was in a "staring" condition. This ship never arrived at Oahu due to the fact that she had a breakdown by an engine crank and was scuttled by its crew. Another vessel, "Coast Guard", was ordered to Oahu to carry rice to Oahu, was requisitioned by the 4th Fleet and used for carrying rice to Oahu but that vessel was sunk on its way to Oahu by the Japanese.

The seven ships following -- "Princeton," "Princeton of Oahu," "Doris," "Cora," "Lafayette," "Enterprise," and "Hudson," were ordered to be in readiness for dispatch to Oahu on April 6. The 4th Fleet Commander (Col Cook) supplied all the above-mentioned ships with a cargo consisting of 2,000 tons of supplies for transportation north to Oahu. It was estimated at this time that the total cargo taken on board in the vicinity of 2,000 tons. On April 3 Captain Meland was ordered to supply all of the 7 ships with the necessary food and emergency supplies to sustain the crews from Oahu to Oahu and return. He immediately purchased from a local Chinese (Asia Grocery) approximately \$250.00 worth of supplies which were placed aboard. The supplies consisted of dry components as well as wheat produce and meat. He had to sign a provisional voucher due to the shortage of rice. This voucher was presented for payment on the morning of April 10 when the ships were sent to the harbor north of Oahu. It was estimated that 6,000 lbs of rice in "Hull Australia" were to supply a convey consisting of B-24's, B-24's and B-25's to convey these 7 ships from Oahu to Oahu. Due to the non-arrival of this convey the ships of course had to be disposed of.

The crews of all AIS vessels under the supervision of the Oahu office were paid as far as possible up to and including the last of March, but they had not been given a final discharge from the AIS. In other words the crews were still on active duty when the Japanese invaded Oahu.

It was understood that the launch "Idol" and "Lafayette" were taken over on a time charter basis without cargo value due to the fact that it is case of loss due to enemy action. It is believed that the charter agent was in effect up until the Japanese invasion.

The "Coast Guard" and "Coast Guard" were discharged from Australia and completed their mission to Oahu, being supplied for that day.

On the 1st of March 1942, the 4th Fleet Commander sent Col Theodore E. Cornell stationed at Laysan, Nihoa, to the effect that the SS "Lafayette" had run aground on a small island off the west coast of Laysan.

He immediately proceeded to the ship on board a Oahu Stevedoring Co. tug with lighters in tow to lighten off any cargo that was necessary to refloat the ship.

Col Cornell sent from his headquarters at Laysan Major Collin E. Whitehurst, to render any assistance that was needed on board. After Major Whitehurst appraised the situation he contacted the motorship "Lafayette" and ordered large sailing boats to help lighten the ship in order to float her. On 24 March the ship was refloated under its own power and proceeded to Oahu. Some of the cargo was

Handwritten notes and scribbles on the left margin.

Handwritten initials or signature at the bottom right.

IV - EXPENSES OF THE DEPARTMENT

The following shows the summary of expenses encountered by the Agricultural Department for the month of March, 1941.

Divisions	Supplies and Equipments	Fuel and Lubricants	Total
Horticulture	P29.37	P216.48	P245.85
Agronomy	4.08	-	4.08
Poultry	1,155.97	-	1,155.97
Fiber	2.31	68.60	70.91
<b>Totals</b>	<b>P1,191.73</b>	<b>P285.08</b>	<b>P1,476.81</b>

For comparison, the following table will show the expenses incurred in each Division compared with that of last month, thus:

Months	Hort. Div.	Agro. Div.	Poultry	Fiber Div.	S. Farm
February	P140.83	P1.88	P94.03	P.69	-
March	29.37	4.08	1,155.97	2.31	-
<b>Increase</b>	<b>-</b>	<b>P2.20</b>	<b>1,061.94</b>	<b>1.62</b>	<b>-</b>
<b>Decrease</b>	<b>P111.46</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

It can be seen from the above table that the Horticulture Division decreased its expenses by P111.46 from that of last month. Because of fish meal which was used as feeds for the fowls, the Poultry Division increased its expenses by P1,061.94 from that of last month. This increase is attributed to a portion of the fish meal which were issued and consumed last month but prices did not arrive on time, consequently, all these were charged this month. Agronomy and Fiber Divisions also increased their expenses by P2.20 and P1.62 respectively from that of last month.

The following table will show the comparative statement of expenses on fuel and lubricant of machines for the month of March, 1941.

Months	Rice Mill	T-20 Tractor	Deutz Stripper
February	P39.76	P99.10	P59.70
March	57.92	158.56	68.60
<b>Increase</b>	<b>P18.16</b>	<b>P59.46</b>	<b>P8.90</b>

From above, it can be seen that the Rice Mill increased its expenses in fuel and lubricants by P18.16 from that of last month. The T-20 Tractor and Deutz Stripping machine also increased by P59.46 and P8.90 respectively.

... from the ship on lighters to the north Hindane area onto the islands of ... and light.

... about the last of March the AIB office in Cebu requisitioned equipment from the ...  
... which was turned over to Lt. Martin. He was ordered to salvage ...  
... one of the Navy's 121 boats which had been approved off the north coast of Negros. The ...  
... had been abandoned by the Navy crew and left high and dry on the rocks. It was ...  
... salvaged by ... and refloated and towed to Cebu. The work of reconditioning ...  
... this PT boat was given to the Cebu Shipbuilding and Engineering Works. This work was ...  
... ordered by Col J. D. Cook, port commander, for the account of the Army. The work of ...  
... reconditioning this PT boat was never completed due to the invasion. It was destroyed ...  
... when it caught fire after the gasoline tanks at Cebu had been blown up and the ...  
... flasher oil had set fire to the deck.

... R. B. G. Meland, Sr., the manager of the Cebu Shipbuilding and Engineering ...  
... Works was given a civilian AWD # 3078 in the AIB as marine superintendent at a salary ...  
... of \$1,000 per month, which he accepted.

... The motor vessel "Wardson" which had been chartered by the Army at the same time ...  
... that the "Compass" escaped through the north channel at Cebu was also sent to the ...  
... Cebu Shipbuilding and Engineering Works for reconditioning. This ship was put in ...  
... serviceable condition and repair, and was ready to sail before the first of April. She ...  
... was disposed of at the time of the Japanese invasion, along with the other six ships.

... All the bills for the work on these two ships ("Wardson" and "Compass"), as well as ...  
... other work ordered by the Army, were sent to the best transportation office, which was never ...  
... paid for by the Army of the Cebu Shipbuilding and Engineering Works.

... R. B. G. Meland, Sr., age 72 years, should be highly commended for his untiring ...  
... work rendered to the Army, and especially to the AIB for expediting the salvaging ...  
... and repair of the necessary to credit the ships for the Army. He went to work many times ...  
... under adverse conditions, such as working nights and sailing in heavy weather. Of ...  
... course he, as well as Capt. Martin, gave their services free of charge to the Army ...  
... and a letter of commendation should be given to both men for their work has ended.

... The AIB ... 22 and 23 at Cebu were taken over by the AIB on August 20, 1942. Items ...  
... 21 and 22 were covered by cargo and stored in the warehouse of General ...  
... Smith. He ordered Col Cook to immediately clean the pier of cargo and have some ...  
... of the bills about 15 of the AIB personnel were taken over by the AIB at the ...  
... same time as the pier and were appointed as "harbormaster", "warehouse manager", ...  
... These employees were paid by until April 1 and were not discharged.

... The AIB ... about the first part of Dec. 1941 and all ...  
... cargo was delivered to the pier. Col Cook took over all cargo which was stored in piers 2 ...  
... and 3 as well as all large buildings owned by Emilio Aguinaldo. This cargo was not ...  
... shipped and its cargo was left intact. All the foodstuffs, radios, office supplies, ...  
... etc. were requisitioned by Col J.D. Cook and turned to the AIB. If it had not been ...  
... for this cargo the AIB would have been hard pressed to furnish troops with food and ...  
... equipment.

... All things and boats used by the AIB (AIB # 3078) at Cebu were operated under ...  
... the supervision of the AIB office at Cebu. ...

... One of the Navy personnel which served on the "Wardson" was ...  
... operated out of Cebu. It was standing by for a period of 2 weeks ...  
... turned over to Col Cook who used it to ...  
... of Cebu. ...  
... John Alder and Lt. ...  
... officer to ...  
... Division.

... Mr. Edward Depp was hired as a full-time lawyer to help Capt. Meland in the ...  
... protection of ship charters and other legal work connected with the AIB ...  
... He was not given a discharge from the AIB service. Mr. Depp is a Philippine citizen. ...  
... He was paid at the rate of \$1,000 per month. He was paid up until April 1. He was ...  
... not discharged and performed excellent service.

... The "Wardson" which arrived on the "SS 'Amund'" or "Dona Amalia" was destroyed in Cebu. ...  
... Every effort was made by the AIB to get this mail to the proper destination but it ...  
... was not ... cooperation of my kind from the AIB to proper routing, etc. Capt ...  
... Meland acted as the contact. He contacted the former Cebu postmaster and 3 or 4 ...  
... of his assistants, started out on the ... effort to get the mail to its proper ...  
... destination. Three ... went to the pier over Col Cook's signature but no ...  
... was ever received as to what ...  
... consisted of ...  
... letters and packages. ...  
... to look over the mail, and a short time thereafter returned to Mindanao carrying ...  
... mail for General Sharp and on his return. Capt. Depp took over the mail for 2 days ...  
... in a ...  
... Mr. ... and Mr. ...

... Cebu personnel were ...

... Bureau of ...  
... you full ...  
... when Cebu was ...  
... Dept. ...  
... Dept. ...

DOMESTIC ANIMALS OWNED BY  
 COLONISTS IN THE AGRICULTURAL DEPART-  
 MENT FOR MARCH 1941

Names	Sq. No.	No. of chickens	No. of ducks	Total
1. Tahid (More)	Agro.	-	6	6
2. Bernarde Molina	"	-	6	6
3. Justo Baluran	"	38	-	38
4. Petronile Pascua	"	9	-	9
5. Lucas Esperon	"	26	-	26
6. Ciriaco Mal-la	"	4	-	4
7. Minambucac	"	-	4	4
8. Pio Panin	"	10	-	10
9. Victor Garcia	"	10	-	10
10. Benigo Palamos	"	11	-	11
11. Hamerto Erasp	"	3	-	3
12. Victoriano Ardita	"	5	-	5
13. Aquilino Dabucel	"	6	1	7
14. Juan de Guia	"	5	-	5
15. Bias Gumbac	"	8	3	11
16. Gregorio Callede	"	2	-	2
17. Rufino Aguilar	"	14	-	14
18. Francisco de Guzman	"	7	-	7
19. Santiago Agudo	"	4	-	4
20. Nicanor Flores	"	2	-	2
21. Aynaddi (More)	"	1	-	1
22. Francisco Celeste	"	2	-	2
23. Pedro Duque	Sqd. 26	2	-	2
24. F. Madrifia	"	1	-	1
25. Juan Alhambra	"	1	-	1
26. S. Legaspina	"	5	-	5
27. Luis Pagua	" 27	12	-	12
28. Celido Mandaya	"	3	-	3
29. Pedro Hetey	"	19	-	19
30. Catalino Bacalso	"	50	-	50
31. Narciso Yamut	" 23	1	-	1
32. Wenceslao Bautista	"	30	-	30
33. Bundan Fawacal	" 30	8	-	8
34. Pantaleon Mariano	"	12	-	12
<b>Totals</b>		<b>311</b>	<b>20</b>	<b>331</b>

Certified correct:

A. M. NONO  
 Head, Agricultural Department

*Copy written. This is a copy of the original for PC...  
 I have found the original to my commission...  
 to the Agricultural Department...  
 4000...  
 by Col Boyd in presence of J. C. Cleveland...*

*Original written by John Stearns found to be correct & returned.*

*Some of these names were...  
 1941...  
 Agricultural Department...*



**Khaki Drill.- Sellers, per yard.**

Native:			
31" x 46 yds.	Mesa Khaki		\$0.37
30" x 24 "	Dyed New Khaki		0.42
Imported:			
27/28" x 40/45 yds.	English Khaki Drill	"Higen"	0.67
27/28" x 40/45 "	"	"Stockport"	0.74
28/29" x 40/45 "	American "	"3 Corps"	0.56
42/43" x 50/60 "	Khaki Westpoint	"De Luxe"	1.40
40/41" x 50/60 "	"	"no brand"	1.20
41-1/2" x 50/60 "	"	"	1.50
42" x 50/60 "	American Khaki Westpoint	"Cadet"	1.20
28" x 50/60 "	American Khaki Westpoint	"Cadet"	0.70
28/29" x 40/45 "	American Khaki Drill	"Amazona"	Unquoted
Philippine Army Specifications for "Heavy Quality"			0.55
"Medium"			Unquoted

**Khaki Blanco.- Sellers, per yard.**

30/31" x 50/60 yds.	Khaki blanco	"Ship" (Primera)	0.53
30/31" x 50/60 "	"	"Euzero"	0.46
36" x 50/60 "	"	"Westpoint Cadet"	0.90.

**Khaki Shirting.- Sellers, per yard.**

Native:			
25" x 50 yds.	Khaki Scout Fast		0.29
Imported:			
36" x 40/45 yds.	English Khaki Shirting	"Jackson"	0.62
35/36" x 50/60 "	Mercerized Khaki Shirting	"Volador"	Unquoted
35/36" x 50/60 "	Oxford Knaki Shirting, fast color		"
36" x 50/60 "	Oxford Khaki Shirting, vat color		0.45

**Khaki (Remnants).- Sellers, per kilo in lots of not less than 10 kilos. 1/4 to 2 yds. by full width. Khaki Assorted**

			1.50
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**Linen Drill.- Sellers,**

Native, per bolt.

28" x 32-1/2 yds.	Worlino No. 1		\$28.00
28" x 32-1/2 "	" 2		35.00
28" x 32-1/2 "	" 300		55.00

Imported, per yard.

27/28" x 40/48 yds.	White Linen Drill	"Almirante"	2.90
27/28" x 40/48 "	"	"101 Mano"	3.30
27/28" x 40/48 "	"	"University	
	S202"		3.85
27/28" x 40/48 "	White Linen Drill	"Senador	
	S203"		3.90
27/28" x 40/48 "	White Linen Drill	"Coral"	3.25
27/28" x 40/48 "	"	"Vencedor"	3.30
27/28" x 42/48 "	"	"Robin Hood"	3.00
27/28" x 42/48 "	"	"Balloon"	3.50
27/28" x 42/48 "	"	"Ambassador"	4.00
27/28" x 42/46 "	"	"High Com-	
	missioner"		Unquoted
27/28" x 42/48 "	White Linen Drill	"Congressman"	4.50
27/28" x 42/48 "	"	"Marquis"	4.00
27/28" x 42/48 "	"	"Gobernador"	3.25
27/28" x 42/48 "	"	"Brillante"	
	#14-55"		5.00
27/28" x 42/48 "	White Linen Drill	"Brillante	
	#14"		3.80
27/28" x 42/48 "	White Linen Drill	"Brillante	
	101"		2.60
27/28" x 42/48 "	White Linen Drill	"Commander"	3.25
27/28" x 42/48 "	"	"Cossack"	3.15
27/28" x 42/48 "	"	"Dictador"	3.00
27/28" x 42/48 "	"	"Dos Niños	
	K1800"		3.45
27/28" x 40/45 "	White Linen Drill	"Brillante	
	CF1706"		2.80
27/28" x 40/45 "	White Linen Drill	"Fajardo	
	K2860"		Unquoted
27/28" x 40/45 "	White Linen Drill	"King Ed-	
	ward S1083"		"
27/28" x 40/45 "	White Linen Drill	"Lancer	
	90630"		
27/28" x 30 "	White Linen D 11	"Pina #200"	3.95
27/28" x 40/45 "	White Linen Drill	"Pina #200"	2.80

trip. Some new crew members were taken on after the voyage. Nautical miles approximately 1,000.

VOYAGE IV. -- Between 23 Dec 41 and 31 Dec 41 ~~many~~ trips were made between Manila and Corregidor. Gen MacArthur and party embarked for Corregidor 7:00 PM 24 Dec 41. Also complete enlisted personnel for his headquarters. Miscellaneous cargo. Some changes were made in the crew. No change in officer or enlisted personnel. All supplies for servicing ship were taken on at Pier #1, Manila. Bombings were numerous during above times. Nautical miles traveled 300.

VOYAGE V. -- At Wilson, CO of troops 5 Jan 42. Left Corregidor 2:30 AM 22 Feb 42. Special party taken aboard. Intermediate stops were made during daylight hours en route to destination. Arrived at Iloilo, Panay, about 7:00 PM 23 Feb 42. Special party disembarked and proceeded aboard "Princess of Negros" 7:30 PM. "Princess of Negros" disregarded the blackout and was completely illuminated. Transport left for destination and arrived 6:00 AM 24 Feb 42. Cargo taken aboard approximately \_\_\_\_\_ tons (rice, beef, canned foodstuffs, poultry, cement, aviation gasoline). Transport left for Corregidor. Last stop Paluan Bay, Mindoro, 1 Mar 42. At 10:00 AM enemy planes spotted the transport. At 10:30 AM enemy planes bombed and strafed her. At 2:30 PM enemy planes returned, bombed and strafed again. <sup>setting afire.</sup> At 3:00 PM enemy cruiser or destroyer entered Paluan Bay and saw the "Don Esteban" on fire. Crew brought ashore to barrio of Baulin(?) and remained there all night. Mar 2 1942 enemy warship left Paluan Bay. There were several changes in crew. Stops: Paluan Bay; Pandoracan Bay, Antique, Panay; Port of Entry, Iloilo; Cebu City, Cebu, 2 days (24 & 25 Feb); Pandoracan Bay, Antique, Panay; last stop Paluan Bay. Nautical miles 375. Crew paid up until March 31, 1942. Prior to 1 Feb 42 payroll \$1525.00; after 1 Feb 42 payroll \$3050.00.

May Karr rel'd 4 Jan 42 and went to Batavia as Artillery officer I Corps.

Cook - PC on 4/1

DECLASSIFIED  
Authority WMD 883078

X  
4/1 (4)



DECLASSIFIED

Authority NWD 883078

COMPARATIVE STATEMENT OF PRODUCTIONS  
continuation

<u>Articles</u>	<u>Unit:</u>	<u>1933:</u>	<u>1934:</u>	<u>1935:</u>	<u>1936:</u>	<u>1937:</u>
Plates iron, for machinery	:Nos.:	:	:	16:	:	:
Pliers, round nose	"	:	:	1:	:	:
Plugs, safety	"	:	6:	:	16:	29:
Posts wooden, for telephone	"	:	:	:	:	303:
Pots, cooking g. i.	"	22:	5:	16:	26:	43:
Plumb bob, brass	"	:	:	3:	:	:
Propeller shaft, for launch	"	1:	:	:	2:	:
Pullers iron,	"	:	:	2:	:	:
Pulleys, wooden	"	:	1:	2:	16:	12:
Rail curved	"	:	:	1:	:	1:
Rake, for locomotive	"	:	:	:	1:	:
Rasp file	"	:	:	:	:	1:
Reamer, for launch No.1	"	:	:	:	1:	:
Reducers, for water system	"	:	:	:	16:	7:
Rim, for ration can	"	:	:	:	1:	11:
Rings, for machinery use	"	:	:	:	9:	4:
Rivets, for launches & locomotive:	"	:	:	:	16:	122:
Rewinding coil for electric	"	:	:	:	1:	:
Rod, iron	"	:	:	:	9:	1:
Roller pin, asst.	"	:	:	:	10:	:
Rudder, for launch	"	:	:	:	:	1:
Running wheels, for windows	"	:	:	:	:	88:
Saw-holder	"	:	:	:	:	1:
Scrappers, steel asst.	"	:	10:	18:	15:	350:
Sclip plow	"	:	:	3:	:	:
Screen holder, for rice mill	"	:	:	:	5:	:
Screw for shot-gun	"	:	:	:	:	1:



Qui Panoy (St. I.) Col Michellen Co.

Addenda

RECAPITULATION

This vessel was loaded with gasoline and oil (approximately 1000 gallons) and 100 bags of flour. It was berthed 25 Dec and sunk three days later. The gasoline was taken off the vessel by Col Harwood and a detail. The flour was taken off by a detail of the 1st Marine Division. The vessel was found to be empty of fuel and flour. The only items remaining on board were a few personal effects and a few pieces of equipment. The vessel was found to be empty of fuel and flour. The only items remaining on board were a few personal effects and a few pieces of equipment. The vessel was found to be empty of fuel and flour. The only items remaining on board were a few personal effects and a few pieces of equipment.

- 1. The vessel was found to be empty of fuel and flour.
- 2. The only items remaining on board were a few personal effects and a few pieces of equipment.
- 3. The vessel was found to be empty of fuel and flour.
- 4. The only items remaining on board were a few personal effects and a few pieces of equipment.
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The Floracita  
Kramer Lt. Col. April 1 April

forfeited to the Corporation as above set forth, the purchaser may redeem the property by paying in cash the total amount of the remaining installments of the purchase price, including interest on overdue installments.

3. All sales of residential, commercial and industrial lands, other than those covered by paragraph (2), shall be by public bidding in writing under the following conditions:

(a) - Prior to the opening of bids the Corporation shall fix the minimum price of each lot to be disposed of, including existing improvements thereon, and shall also fix the minimum value and nature of the improvements that the purchaser must make on the property within five (5) years of the date of the sale, and shall give at least fifteen (15) days public notice of the same and the place and time of the opening of bids by means of advertisement in at least two (2) local papers of general circulation.

(b) - Bids shall be submitted in writing, properly sealed, and accompanied by a deposit in cash or certified check covering at least ten per cent (10%) of the total amount of the bid for the land and improvements thereon. No bid for less than the minimum price fixed and advertised by the Corporation will be considered.

(c) - Property shall be awarded to the highest bidder, if his bid is properly accomplished and accompanied by the required ten per cent (10%) deposit.

(d) - The ten per cent (10%) of the purchase price accompanying the highest bid shall be considered as the first payment on the property and the balance shall be paid in monthly installments in ten (10) years with interest at the uniform rate of five per cent (5%); provided that the purchaser may complete the purchase of the property at an earlier date at his option.

(e) - Contracts of sale shall provide that the purchaser shall make improvements on the property of such nature and to the minimum value prescribed in the advertisement within five (5) years; that the property shall not be encumbered nor disposed of without the approval of the Corporation and if the purchaser should fail to pay one (1) monthly installment, he shall be charged interest therefor at the rate of six per cent (6%) per annum; if he should be delinquent for two (2) months, he shall be charged ten per cent (10%) per annum; and if he should be delinquent for three (3) months, he shall be charged twelve per cent (12%) per annum; and at any time after he has defaulted three monthly installments, the remaining installments shall become due and payable, and the Corporation shall have the right to auction the property with all its improvements and to sell it to the highest bidder; any amount of the bid in excess of all the amounts due the Corpo-



ration shall be refunded to the original purchaser.

(f) - In the event that no acceptable bid is received for any specific lot or property as a result of the first advertisement, the said lot or property shall be re-advertised for sale under the same terms and conditions. If not acceptable bid is received as a result of the second advertisement, the Corporation may then, at its discretion, sell the said lot or property at private sale for not less than seventy five per cent (75%) of the price originally fixed and advertised or have it re-appraised and again advertised for sale in the above described manner.

4. The above regulations will not apply to the lots on which model houses have been constructed by the People's Homesite Corporation which lots and improvements may be sold to the highest bidders under such terms and conditions as the Corporation may approve.

Cs-5/4/40

TRUE COPY:

SAB.



REGULATIONS TO GOVERN THE SALE OF LAND BY THE PEOPLE'S HOMESITE CORPORATION IN THE DILIMAN ESTATE, QUEZON CITY

1. A development plan for Diliman Estate shall be prepared and approved by the Director of Public Works showing the areas to be used for residential, commercial, industrial and public purposes with the residential, commercial and industrial areas subdivided into appropriate blocks and lots, each of which shall be designated by number. The purposes for which public areas including parks are reserved shall be appropriately indicated on said plan.

2. Suitable areas shall be reserved in the residential districts for homesites for laborers receiving a daily wage of not to exceed P4.00 per day and for Government employees whose salaries do not exceed P100.00 per month. Uniform prices shall be fixed for the lots in these areas, which shall be sold under the following conditions:

(a) - Applications shall be submitted on a prescribed form and accompanied by a deposit of at least one month's installment payment for the land and the house (if it is to be built by the Corporation) including fire insurance on the house, which is to be carried by the Corporation until payments are completed.

(b) - Public drawings shall be held from time to time at which all properly accomplished applications shall be paired against such suitable lots as the Corporation shall determine are available for sale.

(c) - Contracts of sale shall provide that monthly installments shall be paid based on completing the purchase of the land in twenty (20) years and the house in ten (10) years, with annual interest at the uniform rate of four per cent (4%), or that payment may be completed at any time prior to the expiration of these periods; that the property shall not be encumbered nor disposed of at any time without the approval of the Corporation and that if the purchaser for any reason fails to make when due one (1) monthly payment during the first year of the contract, two (2) monthly payments during the second year of the contract and three (3) monthly payments during the third year of the contract and thereafter, the property shall revert to the Corporation, the contract thereby being ipso facto annulled and all payments made thereunder considered as rental for the use of the property; provided, however, that at any time within sixty (60) days after the property has been

MEMORANDA

The motor launch "Esperanza" was requisitioned from Antonio Parie, Sr. It was returned to the owner for a period of about three weeks for reconditioning and was then returned to the Army. It was used for transportation of supplies to the Army. This vessel was purchased for one dollar in cooperation by Col Dalton. This vessel was worth approximately \$30,000.00 and it is believed that the missionary society should be reimbursed for this amount, irrespective of Col Dalton's price.

The owner of the "El Norte" was Mr. Wilson, the owner of the ice plant in Zamboanga. It was set afire at Zamboanga by the Japs. It had been requisitioned.

The launch "Doris" was used as a public health service for the purpose of carrying out the duties of quarantine officer for vessels entering and leaving the port, until the outbreak of war. The vessel was then taken over by the Army.

The motor launch "Doris" was taken over by the Army. It was not requisitioned. Mr. Johnson of the Johnson Rubber Co. loaned to the Army on requisition one tug and one lighter which were sent to Cotabato.

The launch "Marora" was owned by Antonio Parie, Jr. It was taken over under the same terms as the "Esperanza".

The commissions of the "Esperanza" and "Marora" were furnished copies of the requisition and upon the termination of the requisition the vessels were released by the Army.

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Antonio Parie, Sr.  
Antonio Parie, Jr.

Columbia (Col Nelson)  
2/12/45-46

FILED  
1945

RECEIVED

- Mr. Tolson
- Mr. E.A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Hendon
- Mr. Pennington
- Mr. Quinn
- Mr. Nease
- Miss Gandy

710

Handwritten initials



COMMONWEALTH OF THE PHILIPPINES  
DEPARTMENT OF JUSTICE  
MANILA

May 22, 1940

TO ALL OFFICERS AND EMPLOYEES  
UNDER THE DEPARTMENT OF JUSTICE:

For your information, I am quoting hereunder  
the letter of the Assistant Secretary to the Pres-  
ident dated May 10, 1940:

"In connection with a letter of this  
Office, dated May 3, 1940, I beg to enclose  
herewith, for the information of that de-  
partment and of the bureaus and offices un-  
der it, a copy of the "Regulations to go-  
vern the sale of land by the People's Home-  
site Corporation in the Diliman Estate,  
Quezon City", which were drafted by the Com-  
mittee created under Administrative Order  
No. 122, dated March 19, 1940, and which  
have already been approved by His Excellency,  
the President."

(SGD.) J. P. MELENCIO  
Under-Secretary

Cs-6/4/40

TRUE COPY:  
Sab.

COPY FURNISHED:

Mr. Pascual Robin ✓  
Dr. Victoriano Quitzon  
Mr. Juan Acenas  
Mr. Andres M. Nono  
Mr. Gregorio P. Reyes, and  
Mr. Vicente D. Cabrera



(Replacement value)

NAME OF SHIP	ORIGIN	CLASS	TUNNAGE	DISPL.	REGISTRATION	USE AND FINAL DISPOSITION
Agulha In charter	11	ATS (C)	770	100	270	Boat requisition from Oahu
Dumaguete In charter	12	Passage to Iloilo. ATS (C)	100	110	100	Sunk by USAFV Iloilo (Apr) when Iloilo fell.
Bayan (2,000,000)	13	100	3500	315	600	Got on fire. Sunk May 7
Legazpi In charter	14	ATS (C)	1600	230	360	Troops. Scuttled by skipper
Hainan (1,500,000.00)	15	Mindoro (March) ATS (H)	800	100		Fuel for Batuan. Sunk when Iloilo fell (April) by USAFV.
Mapus (250,000.00)	15	USAFV	2000	90		Rice, mango beans, sugar for Batuan. Captured at Mindoro (middle of March) from Oahu. Used against Oahu by Japanese.
Regulus (250,000.00)	15	USAFV	2000	250		Rice, mango beans, sugar for Batuan. Captured at Mindoro (early in March). Used against Oahu by Japanese.
Yonah (250,000.00)	15	USAFV	2000	250		Autoc, rice to Mindanao from Iloilo. Shelled and burned by gun fire north end of Oahu. Skip beached herself. (20 cars (pass) from Negros to Cagayan lost)
Kolabugan (150,000.00)	17	ATS (H)	750	190	70	Captured at Mindoro intact early in March. Rice and general cargo.
Don Esteban Commander Philippines In charter	16	ATS (H)	1500	275	530	Bombard and set afire Paluan Bay, Mindoro, March 1 on return trip to Corregidor. Rice and balanced rations.
Princess of Negros In charter	18	USAFV	150	160		Burned and beached, sunk north end of Mindoro (middle of March).
Finny (200,000.00)	19	ATS (T)	350	180	150	Captured intact Tanon Channel between Oahu and Negros middle of March. Requisition party
Bedinao # 120 Reg La Florida de Oriente Comoros In charter	20	USAFV	200	110	200	Troops. Sunk by bombs southwest coast of Negros Dec 30. Six 2.95" guns and lots of ammunition recovered.
Calton In charter	21	USAFV	200	110	200	Harbor boat (ATS operated). Captured by enemy in Tanon Channel between Oahu and Negros.
Jason (200,000)	19	ATS (C)	100	110		Ferry and patrol boat. Captured at Toledo (Oahu) April.
Royal (175,000)	21	USAFV	250	100	150	Harbor boat. Operated by ATS. Captured by enemy at Beceled in April.
Beaked	22	ATS (C)	500	160		Gasoline, balanced rations for Corregidor. Sunk by enemy fire and beacher at Mindoro early March.
George Wing (25,000.00)	23	USAFV	200	110	200	Troops. Bombed and beached at Oahu early in April.
Polisy In charter	22	USAFV	250	160	250	Troops and supplies to northern Mindanao. Sunk and beached Oahu Harbor early in April.
Statist (210,000)	24	ATS (C)	70	70		Tug. Returned to anchor before Oahu fell due to machinery failure.
Mato (1,000.00)	15	USAFV	200	110	200	Tight taken by Army in Negros Harbor on April 10.
Augustine Carroll Supply In charter	21	ATS (C)	300	110	70	Tug. Captured Oahu Harbor April 10.
Gov. Smith In charter	20	ATS (C)	300	110	200	Sunk to Oahu on April 10.
Gov. Swift In charter	20	ATS (C)	300	110	200	Sunk to Oahu on April 10.
Soliel (250,000.00)	16	ATS (H)	300	110	200	ATS tug. Captured Oahu Harbor April 10.
Corriova In charter	27	ATS (C)	75	70	120	Motorship north Mindanao ports. Sunk by shell-fire Bago early in March.
Santa Rosa In charter	27	ATS (C)	75	70	120	Motorship north Mindanao ports. Sunk by shell-fire Bago early in March.
Vireon (launch) (50,000.00)	210	USAFV	30	30		Motorship north Mindanao ports. Scuttled by crew near Gullion due to enemy fire.
Miss Triscilla (1,000.00)	218	USAFV	30	30		Sunk at Oahu on by ATS operated by 1st Col Stranda & operated by 1st Col Stranda.

COMPARATIVE STATEMENT OF PRODUCTIONS  
continuation

A r t i c l e s	Unit	1933	1934	1935	1936	1937
Bolts steel, asst. sizes	Nos.	37:	14:	15:	43:	32:
Bolts, asst.	"	190:	204:	921:	901:	1,024:
Boxes, g. i. for tolls	"	:	:	:	2:	2:
Brace iron	"	:	:	39:	28:	1:
Brace ratchet	"	4:	:	5:	:	:
Brackets iron	"	:	:	3:	55:	42:
Brackets, wooden for telephone	"	:	:	:	:	979:
Breather screen, rays lamp	"	:	:	:	1:	:
Brooder g. i. for poultry	"	:	3:	:	:	:
Busch Magneto for water pump	"	:	:	:	:	1:
Bushings, asst.	"	1:	2:	13:	28:	49:
Butts, g. i.	"	:	:	:	1:	41:
Cabinet, wooden	"	:	:	:	:	4:
Cans, through for poultry	"	16:	10:	30:	28:	:
Cans, for drinking water	"	:	:	:	:	32:
Cans, g. i. ration measure	"	1:	9:	2:	7:	:
Cans, rice container, g. i.	"	1:	4:	6:	2:	17:
Cage wire g. i. for oil filter	"	:	:	1:	:	:
Caliper divider, steel	"	:	:	1:	:	:
Canes (baji)	"	:	:	:	5:	10:
Canteens g. i. for colonists	"	:	:	11:	:	:
Cap g. i. for chimney	"	:	:	1:	:	:
Cars flat wooden, for sawmill	"	:	:	:	8:	:
Cases asst. for telephone	"	:	:	:	:	9:
Center bit, for lathe machine	"	1:	:	3:	1:	:
Center Punches	"	:	:	:	5:	11:
Chain links, for sample	"	:	:	:	4:	:
Chains, of leg iron, for jail	"	2:	5:	4:	6:	:
Chairs wooden, for launches	"	:	:	:	:	10:
Ceiling, for Office Machinery	"	:	:	:	:	1:
Chimneys g. i.	"	:	:	:	2:	4:
Chisels, cold asst.	"	:	:	7:	25:	15:
Chisels hot eyed, for blacksmith	"	:	:	5:	:	:
Chisels wood asst. for carpenter	"	:	12:	1:	:	:
Cigarette stand wooden	"	:	:	:	1:	:
Clamps asst.	"	17:	6:	67:	92:	128:
Clawbar iron for carpenters	"	1:	12:	:	4:	:
Clevises, asst.	"	:	42:	23:	:	:
Cocoonat Graters, for kitchen	"	:	:	:	2:	10:
Coil incandescent	"	:	:	:	:	3:
Collars, for tractors, etc.	"	:	:	:	5:	4:
Combustion tube ignition	"	:	:	:	4:	:
Compass, for tinsmith	"	:	:	:	:	3:
Condenser, for telephone	"	:	:	:	:	1:
Connecting belt	"	:	:	:	:	1:
Cover tins	"	:	:	27:	23:	:
Cover, wooden for kitchen	"	:	20:	:	:	:
Covers, g. i. for pots	"	:	:	1:	:	:
Covers, G. i. for ration cans	"	:	:	:	:	6:
Covers, streamer, G. i.	"	:	:	2:	:	:
Crank case guard	"	:	:	:	:	1:
Crate wooden, for chickens	"	:	:	:	:	1:
Coupling, lead	"	:	:	1:	:	:
Cup grease brass	"	:	:	5:	:	7:
Cup grease iron	"	:	:	2:	:	:
Crankshaft, iron for grindstone	"	1:	:	7:	:	:
Dipper, can asst.	"	:	:	12:	6:	:
Elbows G. i. for stoves	"	:	1:	:	1:	:



SUPPLEMENTAR FORM FOR PROFESSIONAL, SCIENTIFIC OR TECHNICAL POSITIONS

(This is a part of C. S. Form 2, and all statements herein made are therefore under oath.)

All questions below should be answered fully, clearly, and accurately. (If more space is necessary, use the back of this form or use any kind of blank paper, numbering answers to correspond with the numbers of questions.) All answers must be in ink and in the handwriting of the applicant.

1. State the examination or position you are applying for, specifying optional branch or subjects, if any.

(Give the exact title stated in the announcement.)

2. (a) In what subject or course did you major in college? \_\_\_\_\_  
 In what subject or course did you minor in college? \_\_\_\_\_  
 (b) What was the subject of your graduation thesis? \_\_\_\_\_  
 (c) If you have any published articles, give their titles and ~~was~~ the name of the magazine or newspapers in which they were published.

3. In the blanks below, mention all the examinations for which you have filed applications with the board of examiners empowered to grant authority for the practice of your profession.

Name of Board	Address of Board	Kind of Exam.	Date of Exam.	Rating

4. Give full information concerning any studies that you have pursued privately.

5. (a) Outline below what practical experience you have had in the work for which you are applying, or in similar work. Experience as private practitioner should also be included.

Position	:(Inclusive Dates):		Address	Cause of
	From	To		

- (b) Give all the additional details of the practical experience outlined above.

6. If there are any branches of the profession or occupation in which you regard yourself as especially expert, state what branches. Also mention all prizes, honors or distinctions you have received.

- (1) \_\_\_\_\_  
 (2) \_\_\_\_\_  
 (3) \_\_\_\_\_  
 (4) \_\_\_\_\_  
 (5) \_\_\_\_\_

7. State any additional facts which may tend to show your fitness for the work for which you are applying.

Date \_\_\_\_\_, 194\_\_

(Signature) \_\_\_\_\_

(This is a part of C. S. Form 2, and all statements herein made are therefore under oath.)

NAME OF SHIP (& value)	OWNER	CHARTER	CARGO	LAUNCH	PASSENGERS	USE AND FINAL DISPOSITION
(15,000.00)	720	USAFVE				REPT LASHON, CAPTAIN ET Detain by Japanese 16 May 42
(20,000.00)	722	USAFVE		1-1-501		Tag. (Not taken over)
(30,000.00)	729	USAFVE				River tug.
(30,000.00)	730	USAFVE				River tug.
(25,000.00)	730	USAFVE				?
(27,000.00)	730	USAFVE				Launch

INDEX OF OWNERS OF VESSELS

- 1 - L. Naviera Filipinas
- 2 - C. Britan
- 3 - Madrid
- 4 - Philippine Steam Navigation Co.
- 5 - Nisalde
- 6 - De la Torre
- 7 - Teleconera
- 8 - North Pacific Navigation Co.
- 9 - Oceanic Mailer
- 10 - Pacific Transportation Co.
- 11 - S. L. L.
- 12 - S. L. L. Stevedoring Co.
- 13 - S. L. L. Stevedoring Co.
- 14 - S. L. L. Stevedoring Co.
- 15 - S. L. L. Stevedoring Co.
- 16 - Smith & Co.
- 17 - S. L. L. Stevedoring, Inc.
- 18 - Philippine Stevedoring Co.
- 19 - S. L. L. Stevedoring Association
- 20 - S. L. L. Stevedoring Co.
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- 100 - S. L. L. Stevedoring Co.

IN THE SUPREME COURT OF THE PHILIPPINE ISLANDS  
D A V A O C O L O N Y

Davao Penal Colony,  
Complainant

-vs-

Guard Ramulfo Yatar  
Respondent

Adm. Case No. 2  
For: NOT REPORTING TO  
DUTY WITHOUT PERMISS-  
SION.

D E C I S I O N

The respondent in this case was charged by the Commander of the Guards of not reporting to duty without permission. It also developed in the hearing that the respondent failed to comply with the requisites of the permission given him by the Superintendent to go to Davao City, to wit: (1) That he must make the necessary arrangement with the Commander of the Guards to relieve him of his detail for the next day, (2) That he must take the transportation that would bring Mr. Acenas to town to board the S. S. Basilan, and (3) That he must return to the Colony immediately that day in order that he might have enough time to receive again the squads assigned to him for the ensuing day. The respondent admitted his fault, but he explained, however, that he tried to follow the instructions. When he went to see the Commander of the Guards to make arrangement for relieving him of his detail, the Commander of the Guards was busy in the Jolly Club affair and he was ashamed to disturb him (the Commander) there; that the next morning Mr. Acenas, the Commander of the Guards, informed him that he may take any available transportation as he (Mr. Acenas) was not yet going to town; that he failed to come back immediately for lack of transportation.

In view of the respondent's spontaneous admission of guilt, mitigated by the fact that he tried to follow instructions but failed, and considering that this is his first offense, the undersigned finds Guard Ramulfo Yatar guilty of the offense as charged and sentences him to:

STIFF WARNING. REPEITION OF SAME OR SIMILAR OFFENSE WILL BE STRICTLY DRAFT WITH.

So ordered.

Davao Penal Colony, November 24, 1944.

FIVE

SWORN STATEMENT

I, CAMILO BERNAL, an inmate of the Davao Penal Colony, Tagum, Davao, after first being duly sworn to in accordance with law depose and say:

THAT I am at present holding the position of Sergeant of the Colony Trusty Police Force and as such one of my duties is to apprehend and bring to the Colony authorities concerned, all transgressors of laws and infractors of Colony rules and regulations;

THAT early this morning after the reveille count of the colonists, I went to the New Deal Exchange for the purpose of buying a tin of milk;

THAT as I entered the store, my attention was attracted by the conversation going on between Colonist Dioscoreo San Miguel, salesman of the store and Colonist Enrique Figueroa, at which I clearly heard San Miguel tell Figueroa to condemn and throw away a 50-centavo piece;

THAT I intervened in the conversation by asking Figueroa where he obtained the said 50-centavo piece to which he replied saying that coin belonged to Colonist Rosalio Arrienda;

THAT I demanded of Figueroa to surrender to me of the coin but he excused himself and left the store saying that he was returning it to Rosalio Arrienda;

THAT I followed Figueroa up to the Carpentry Shop and upon being asked of the coin, he informed me that he had already returned it to Colonist Rosalio Arrienda; that I at once approached Colonist Arrienda who was also working in the Carpentry Shop and demanded of him to show to me the 50-centavo coin in question which he did;

THAT I found the coin to be bogus because it is softer and lighter than the regular standard 50-centavo pieces of the Government issue;

THAT when I asked Arrienda whether or not he knew that the coin was counterfeit money, he replied in the affirmative saying that it was already refused acceptance by Colonist San Miguel of the store when he presented it to him the day before;

THAT after this investigation, I at once reported the matter to Mr. Cabanatan, Chief Clerk and delivered to him the bogus coin, and

Further, I say not.

CAMILLO BERNAL  
Colonist No. 268  
NPC

SUBSCRIBED and sworn to before me at the Davao Penal Colony, Tagum, Davao, this 23rd day of March, 1936, by Camilo Bernal, an inmate of the Davao Penal Colony.

Not. Reg. No. \_\_\_\_\_  
Page \_\_\_\_\_ Book \_\_\_\_\_  
Series of 1936

PABLO J. NUROÑA  
Superintendent  
Ex-Officio Justice of the Peace  
Davao Penal Colony







ANNUAL STANDING CROPS  
Appendix 12

*March*

Crops	Area planted in Has. Accumulative	Area harvested in Has. Accumulative	Area harvested or sub. dur. month	Actual standing	Remarks
<b>Cont'd. Vegetables:</b>					
Lettuce	.0034	.0007	✓.0007	.0027	
Mustard	2.3506	2.3506	✓.0222	-	
Onions	1.1477	.9663	✓.0720	.1814	
Patola	5.8513	3.6300	-	2.2213	
Pechay	1.0061	1.0015	-	.0046	
Pepper	.4146	.3566	-	.0580	
Radish	2.1346	1.6630	✓.2629	.5216	
Roselle	.0200	.0200	-	-	
Saloyot	.0513	-	-	.0613	
Spinach	.0756	.0756	-	-	
Squash	8.3117	5.2052	-	3.1065	
Tomatoes	2.5136	1.2693	✓.0900	1.2443	
Upo	6.9622	5.3622	✓.5000	1.6000	
<b>5. Miscellaneous:</b>					
(19.9205 Has.)					513
Centrosema	.0312	-	-	.0312	
Derries (tuble)	.7000	-	-	.7000	
Ginger (luya)	.1709	.0096	✓.0048	.1613	
Guinea grass	3.4022	-	-	3.4022	
Kangkong	1.9851	1.3457	-	.6394	
Indigofera	22.1966	16.9026	-	5.2940	
Ling-nga	.4375	.4375	✓.2500	-	
Muskmelon	.2325	.2325	-	-	
Napier grass	.1410	-	-	.1410	
Okra	5.2616	2.4600	-	2.8016	
Pueraria javanica	.5000	-	-	.5000	
Rosie guiran	1.3192	-	-	1.3192	
Rosie sakaishin	.3672	-	-	.3672	
Spanish melon	.0400	-	-	.0400	
Sugar cane	5.3423	2.1958	-	3.1525	
Tobacco	.9947	-	-	.9947	
Watermelon	.3474	.2252	-	.1222	
<b>Total</b>	<b>812.6064</b>	<b>643.0270</b>	<b>11.4098</b>	<b>175.5794</b>	

Certified correct:

*196705*

A. E. NOMO  
Head, Agricultural Department

prior to the start of the war a unit journal was kept and was continued until the fall of Corregidor. The ATS on Batan kept the most complete journal, copies of which were distributed as follows: 1 copy to Col Ward, 1 copy to Gen Drake, 1 copy to Col [redacted] (Dept of [redacted] on Batan), 1 copy to Col Rogers (TOC), and the last copy in the files of the ATS on Batan. Every effort was made to keep the Batan copy of the journal, but this was lost. This journal had a minute record of every activity, telephone call, amount of cargo either to or from Corregidor, official memoranda, orders, reports, surveys of vessels and floating equipment, salvage operations, coal received from the "Landing," coal furnished to the Navy, coal to the Engineers, personnel records, pay bills, requisitions, etc.

Information was received about 25 April that there was enemy activity in the vicinity of the cable ship "Apo." Harbor Defense Headquarters was notified of this several times but took no action. Finally, action was taken. The "Apo" was destroyed by shell-fire from Corregidor.

The ATS received the citations as follows: USCG 311, 9 March 1942, and CG #3, HQ USMARPAC 16 March 1942.

In order to the evacuation of Manila the ATS removed from Pier #7 small electric warehousing sheds. They were transported to Corregidor for stowaway purposes. It is not believed that more than 3 or 4 trucks were taken from Pier #7. These trucks were used to transport the sheds to Corregidor.

"BUSA" -- It was proposed to use the stevedore "Busing" as a hospital or mercy ship for Manila. Oil, secured permission to load the "Busing" with bombs, fuses and fuses. The "Busing" was partially loaded just north of Ocboben, it was towed down to Mariveles and loading completed there. A crew was placed aboard with the hope of taking this vessel on down south but this never materialized and the vessel was blown up with its entire cargo on 9 April in Mariveles Bay by a Japanese plane.

"SANTA ANA" -- The SS "SANTA ANA" was taken over by the Philippine Red Cross approximately 5 December. It was painted white, identified with Red Cross markings on the side, patients from Stenberg General Hospital were placed aboard, Col Carroll (CO of Stenberg General Hospital) was placed aboard as medical officer. Cargo that was aboard the "SANTA ANA" that could be classified as military cargo was all removed from the ship. It was inspected on 31 December by the Staff Council who certified that the ship was a hospital and mercy ship and that no cargo aboard could be used for military purposes. It sailed from Pier 1 about 6:00 PM 31 December for points south.

"SANTA ANA" -- This vessel arrived off the breakwater at Manila about 18 December, and during the bombing of Cavite was bombed and set afire. The ATS surgeon (Dr. [redacted]) was dispatched to the vessel to administer first aid. Two bodies were taken off the ship, those injured were treated and taken aboard the vessel later on. Foundered and sank with her cargo which consisted of flour. This vessel was net under charter to any military establishment.

"SANTA ANA" -- The "SANTA ANA" was bombed and sank just off the Manila breakwater.

"SANTA ANA" -- The "SANTA ANA" was bombed: She was holed below the water line, the bodies were plucked by the ATS, the vessel towed to the vicinity of Jussu, and later on to a position south of Ocboben where she foundered and sank early in March.

"SANTA ANA" -- This vessel belonged to the Philippine Government, was bombed and sunk on Pier 1 about the middle of December 1941.

"SANTA ANA" -- The "Apo" was a Philippine Government cable ship. This vessel sailed from Manila the latter part of December and anchored south of Ocboben. A crewing crew was placed aboard to prevent looting. Guns aboard were removed by the Ordnance Dept. Of the two guns removed one was lost over the side of the vessel by the Ordnance Dept. and never recovered. The other gun was placed aboard the "Apo". The "Apo" was later on destroyed by shell-fire from Corregidor.

"SANTA ANA" -- The "SANTA ANA" was holed below the water line. It was beached and scuttled on the beach of Corregidor.

"SANTA ANA" -- The "SANTA ANA" was used as a special boat by the ATS. It was used all throughout the war. It took Gen. [redacted] and his representative to Ocboben upon the surrender of Corregidor. On its way back to Corregidor it grounded and was sunk. It was later on located at the Ocboben Pier submerged.

"SANTA ANA" -- This vessel was used in transporting the bodies of the victims of the Cavite landing, also the wounded to Manila. It was taken to Corregidor by ATS personnel and they turned it over to the Navy for their use for the duration of the war.

"SANTA ANA" --

"SANTA ANA" -- The "SANTA ANA" and the "Kolasign" were used for short trips outside of Manila Bay.

"SANTA ANA" -- The ATS launch "Lodger" was sunk by the Harbor Defense of Subic Bay when it was discovered that the mine field had been placed around her by the Coast Artillery.

"SANTA ANA" -- On April 2, 1942, Major Joseph J. Hughes was recommended for promotion to Lieutenant Colonel. Batan fell shortly thereafter and it is not known what action was taken on this occasion. (See Remarks printed in USCG 311)

"SANTA ANA" -- The Engineer Boat at Corregidor was damaged by bombs and fire during the bombing of Corregidor on 27 and 28 January. The Engineer Corps was constantly in trouble with the ATS as they had made a practice of taking any lighter they saw empty and using it without first contacting the ATS. The Corps of Engineers had taken over six small

3

*Misch*

PERENNIAL STANDING CROPS  
Appendix 13

Crops	No. of hills or trees accumulated in the month	No. of hills planted during the month	No. of hills sub. dur ing the month	No. of hills or trees at the end of March-41	Remarks
<b>1. Fruit trees and plants:</b>					
Atis	303	72	1	303	L-15, 224; C. Mac. 2; behind qtrs. 7; L-15, 1170; behind qtrs. 7; Old gar. 54;
Avocado	1051			1051	Mac. 3; Poul. 80; Old gar. 4; behind Hosp. 15; New gar. 5; behind qtrs. 12; L-14, 647; Coln. sic-sic 60; L-14 along road to Poul. 1935;
Balimbing	11			11	Mac. 3; L-19, 8;
Bananas:					
Ata	69			69	Behind Hospital
Bongolan	193			193	L-10, 3; L-6, 112; Old gar. 78;
Lacatan	260			260	L-6, 87; L-10, 165; Old gar. 2;
Latundan	2008			2008	Mac. 115; 268 L-6; L-10 1563; Old gar. 57;
Maasin (sour):					
Canapa	4			4	Old garden
Esmerella	5			5	" "
Morado	133			133	L-6, 99; 34 L-10; Mac. 129;
Tinadaw	73			73	L-6;
Saba	4581			4581	L-1, 1619; L-10, 1097; back of qtrs. 1636;
Saba (vainte bahel)	4			4	Lot 10;
Safforita	118			118	L-6, 98; 20 old gar.
Tinggaan suay					
baguio	62			62	L-6;
Tindoc	46			46	L-6, 41; 5 old garden
Beriba	1345			1345	L-14, 1250; 70 sic-sic old gar. 3; back of qtrs. 6; Hosp. 14; No garden 2;
Canachille	33			33	Maetan 32; 1 back of qtrs.
Canana	1338			1338	Abante 334; 977 New gar.; Maetan 27;
<b>Citrus:</b>					
Batangas mandarin	158			158	Mac. 5; L-5, 153;
Calamonding	18			18	L-5, 10; Garden 8;
Sour orange	6		6	0	
Citron	455			455	N. gar. 5; behind qtr. 18; behind H. D. 5; Hosp. 12; Mac. 24; lot 24, 3
China mandarin	4			4	L-5;
Dought orange	30			30	L-5;
King mandarin	106			106	L-5;
LoMa orange	2			2	L-5;
Malvar tison	19			19	L-5;



## V - RECOMMENDATIONS

1. In order to put into effect the stripping of abaca in the Plantation Abaca No. 2, we recommend that the strippers and the power needed for that purpose shall be purchased and installed.

2. Likewise, we recommend that the Fiber Division be given the necessary galvanized iron to complete the roofing of the stripping shed at Abante.

3. With the addition of the area of our rice field in the lowland, we feel that we still need more working carabao. At this event, we therefore recommend for the acquisition of some more working carabao for the lowland.

4. With the plan of putting up the road in the town site, our standing crop of bananas were greatly affected. Because of this, we would like to recommend to that office to make an additional clearing in order to replace the perennial trees and fruits that were removed.

5. With the rapid increase of our poultry population and to meet the proper demand of corn feeds, additional area of this farm product is recommended in order to carry up the proper rotation of our crop and make planting only during the good season of corn.

6. We have in stock 372 piculs of abaca fiber ready for disposal. We therefore recommend that we negotiate for the sales of this farm product at a good price.

Very respectfully,

ANDRES M. NONO  
Head, Agricultural Department

### Enclosures:

Expenses  
Fuel expenses  
Domestic animals  
Preparation of the land  
Annual planting  
Annual standing crops  
Perennial standing crops  
Disposal  
Palay Milling  
Corn Milling

AMN/k

lashed in a lancha, the lancha was towed and was placed on top of the ice, and sent to Batavia at daybreak. The boat was inspected by Major Hughes who called for a veterinarian (Colonel Worthington). The boat was condemned as being unfit for human consumption upon certificates of Colonel Worthington. He ordered the boat thrown overboard. This was done.

During all the activities of the ATS on Batavia not one cent's worth of cargo was lost. All cargo was handled by hand, which included trucks, passenger cars, five engines, 25-ton cranes, etc. The handling of the above items onto the lighters was performed under very trying conditions of rough water, and the constant threat of the floating equipment being damaged by the Japanese. ATS personnel led the items at Corridor, sent a checker with the items to Batavia shorechecked with the ATS checker on Batavia at the same time as a checker from the using area and services counted the items, the items were placed on trucks by ATS personnel, and there all responsibility of the ATS ceased and the using area and services started.

**CAUTION.** -- All depots were contacted daily for items to be transported or expected, either from Batavia or Corridor, during the evening. This enabled the ATS to have available lighters and launches held so that no time was lost during evening hours.

An example of the handling of cargo can be shown in the loading of the Indo-Gains steamer Co. vessel "Wasing" which had been more or less abandoned off of Batavia just north of Obobeben. It was decided to load this vessel with bombs, fuses and fuses for shipment south. The "Wasing" could not come alongside the pier at Obobeben, so she was loaded on lighters at Obobeben, moved alongside the "Wasing", and placed on board by ATS personnel. This vessel was later on moved to Mariveles Bay, and her cargo of bombs, fuses and fuses was completed there. Fuel was provided for the ship from the "Maiping." All work was performed during dark hours without lights. One lighter load of bombs capsized during the afternoon and was lost.

During the latter part of March and April motor transportation at the piers was very limited due to the shortage of gasoline. Many trucks ran out of gasoline on their way from the piers to the various dumps with their cargo. This was the case generally even though an officer from the Motor Transport Depot was stationed at the pier, and he made arrangements for motor transportation.

**FLOATING EQUIPMENT.** -- Floating equipment at Batavia consisted of caissons, tankers, lanchas, open and closed lighters, launches, small work boats, and the tug "Leewick." Before the arrival of the ATS on Batavia the launch "Louisville" had run aground on Batavia and was completely lost. Some of the above caissons and lanchas had been beached, towed, or sunk. Floating equipment that could be repaired was either repaired or Corridor for repair or minor repairs were made on Batavia. Gasoline tankers were anchored out in the stream and were taken to the piers when gasoline was needed. All the above gasoline was in bulk. Metal lighters were used for the transporting of coal between Batavia and Corridor from the "Maiping." Floating equipment discharged during the evening was anchored during daylight hours out in the stream and upon the departure of the launches for the evening's work, were towed to Corridor or to Batavia as the occasion warranted.

Surveys were made daily and floating equipment was spotted so that tons could be immediately to either Batavia or Corridor. Interisland vessels anchored on the Batavia side were given periodic inspections to maintain their seaworthiness. Necessary items were removed from the above interisland ships when the occasion arose. However, all kept in a state of readiness for immediate use. Guarding personnel were placed aboard some of these ships to insure their not being looted.

**THE FALL OF BATAVIA.** -- At about 10:00 AM, April 8, one of the ATS employees, Gradesco (phonetic) committed suicide by shooting himself with the cal. .45 pistol of Anton (phonetic). At about 7:20 PM on the night of 8 April 1942 the regular passenger ship Corridor was heading the Obobeben pier, at the same time it was observed that the entire coast line of Batavia seemed to be on fire, and many explosions were heard. A telephone call was put through from the Obobeben Pier to Mason Service Command for information as to what was developing on Batavia. Col. Rogers, 300, answered the phone and upon being asked what the situation was on Batavia, told Major Hughes that the "Show was over," that the Japanese had broken through, that there would be no further orders and that Major Hughes was on his way. Upon the completion of this phone call Major Hughes went to the end of the pier where the Corridor was then docking. All passengers and equipment aboard were kept on the Corridor. All other personnel and cargo in the vicinity of Obobeben Pier were loaded aboard this Corridor which moved away from the pier, made up a tow and then went to a position approximately 500 yards off the end of the pier. The launches "Jewel" and "Garry" which were assigned to Batavia, were dispatched to make up tows of all floating equipment from Obobeben south, and to stand by until further orders. Corridor, in the small work boat "Martha," proceeded out in the stream until he came to the USS "Varga." He went aboard, talked to the master of the vessel (Capt. Denny), and asked him if he had received any information about Batavia. Captain Denny said he knew nothing about Batavia. Major Hughes then received permission to radio Corridor, notifying

1941

ANNUAL PLANTING  
Appendix 11

C r o p s	Area in Has.	Remarks
A. 1-Cereals:		
(1.7000 Has.)		
Corn	1.7000	
2-Legumes:		
(3.9324 Has.)		
Compeas	1.6245	
Soy bean	2.3079	
3-Root crops:		
(2.6570 Has.)		
Cassava	2.0000	
Gabi	.2310	
Canote	.4260	
4-Miscellaneous:		
(.2133 Ha.)		
Ginger	.0082	
Tobacco	.1439	
Water melon	.0612	
5-Vegetables(Garden):		
(1.8632 Has.)		
Cabbage	.0950	
Cauliflower	.1650	
Condol	.4653	
Lettuce	.0019	
Onion(Tagalog)	.0360	
Patola	.9482	
Pechay	.0046	
Radish	.1472	
Total	10.3659	

Certified correct:

A. M. NONO  
Head, Agricultural department

k



DECLASSIFIED Authority: AJP/D 88 30 78

Equipment off Batan. No survey had been made prior to this time by the Dept. A survey was made by the ATS commencing January 5 of all floating equipment from a point just north of Lema down to and including Marivelo Bay, and over 200 pieces of floating equipment with cargo of some type were found, staked out, anchored out in the stream, sunk, beached, aground on rocks, or floating promiscuously. A salvage program was started under way in which the sea-going tug "Kasidok" was used under command of Major Joseph J. Hughes. All the floating equipment that could be taken off the beach or floated from the rocks was taken off during daylight hours. As fast as other pieces of equipment in the stream, and kept there until such time as they could be taken to the pier for unloading. Lighters that were too badly damaged were left on the beach, ramps built up to them, and discharge of their cargoes to the beach was made by laborers and there loaded into trucks. Anchors, chains, slings and other equipment was salvaged and kept mobile. These salvage operations were conducted daily in daylight, generally at high water in full view of the enemy air force. Not one attempt was made to beach any of the salvage operations.

**SISIAN.** - Early February this Lema pier had been shelled from Manila Bay, and it was decided to close that pier. A site for a new pier was selected in Sisiam Bay. A road was selected from the beach to the national road on Batan in the vicinity of the anti-aircraft dump. It was planned to keep this road concealed, but when the work was performed by the engineers they had lost all idea of concealment and had just made an open road that surely must have stood out like a sore thumb from air observation. The pier at Sisiam was to be a floating pier. Two flat lighters had their deck houses removed, were made fast together and were to be floated on the beach every evening and pulled off the beach every morning. Large vessels could have docked at Sisiam, Batan fell prior to Sisiam being used.

**COMMUNICATIONS.** - Telephone communications were established between all piers. Due to trouble on the lines, however, it was quite often quicker to move by automobile to the point desired, than to communicate by telephone, especially was this true on the line from Batan to Corregidor. Telephones were installed at the ATS HQ on the Cebu pier and an extension was added to this phone, both to the ATS camp and to the end of the line. A 12-drop switch-board (with an ATS operator kept on duty 24 hours a day) was used as a switching control to other positions along the beach. A code system was devised to hide the identity of floating equipment moving between Corregidor and Batan. Daytime repairs to the only cable between Batan and Corregidor were made by Signal Corps personnel together with ATS personnel. ATS personnel received a commendation from General Allen, USMC Signal Officer, for work performed in maintaining this cable. Courier service was maintained between Corregidor and Batan by special boat.

**BOMBING.** - All three of the piers on Batan bore shamed lives, in not being damaged at any time by daily bombings. However, on Friday, 13 February, the entire area and vicinity of Cebu pier was set aflame by incendiary bombs. On this day approximately 50 Filipinos, some of them women, were either killed or seriously wounded. Cebu pier was shelled with Cebu pier, and this field, which was often beached, was the result of many bombs being dropped close to the pier. The same thing applied to the Marivelo pier. Marivelo Field ran alongside Marivelo pier and this pier was never damaged or hit by bombs.

**PASSENGER SERVICE.** - Daily passenger service was maintained between Corregidor and Batan, vessels leaving Corregidor approximately 7:00 PM in the evening, arriving at Cebu pier 30 or 40 minutes later, passengers and cargo tied aboard, and the vessel dispatched from Cebu pier at 8:00 PM. At other times, during the evening hours, passengers could be accommodated on vessels plying between Corregidor and Batan. Passenger travel as far as possible was kept confined to the one trip leaving Corregidor at 7:00 PM and leaving Cebu pier at 8:00 PM. Special trips were made frequently, depending on the necessity.

**TOUR TRANSPORTATION.** - Group transportation was maintained by using, as far as possible, the harbor boat "Spide" and the launch "Septimus" as needs arose.

**DAYTIME AIRBORNE OPERATIONS.** - Standing orders were that at 8:00 AM each day all floating equipment should be moved away from the piers, beached outside in the stream. Launches would go to Sisiam for water, or the "Maiden" for fuel, and then would be beached outside for the balance of the day, remaining work at 8:00 PM in the evening. No large or any kind was suffered by these launches when they were beached on the Batan side other than by small tears in the awnings of the vessels caused by anti-aircraft fragments or shrapnel. The launch "Admiral" and the launch "Milly" and the maintenance barge were destroyed by bombing on December 29 when they were beached off Corregidor. The "Negline" was destroyed by shell fire at Cebu pier.

**CARGO HANDLING.** - Cargo from Corregidor came to Batan on lighters. A special system of discharging the cargo was maintained and this insured quick discharge of cargo. In the morning the details from the Cebu pier report to the ... Business stores were taken care of by the Engineer water transportation branch at Marivelo. Medical, Chemical Warfare, Signal Corps, or ... anti-aircraft stores were handled by ATS personnel. In March 1942 the cold storage plant at Corregidor was bombed and ammonia pipes in the plant were broken, and most in the last few storage was delivered to Batan as a forced issue. In a want ...

Check on Feb 24th ...  
Note: ...  
AT - Batan ...

Handwritten initials/signature



March - 1947

LAND PREPARATION  
Appendix 10

	Area in (Has.)	Plowing			Harrowing			Remarks
		1	2	3	1	2	3	
<b>A. Upland preparation-</b>								
<b>1. Tractor operation: (18.0958 Has.)</b>								
<b>a. Cereals:</b>								
Rice	18.0958	x		x	x			
<b>2. Plowmen (Farm crops): (10.3284 Has.)</b>								
<b>a. Cereals:</b>								
Corn	1.7000	x	x		x	x	x	
<b>b. Legumes:</b>								
Cowpeas	1.6245	x	x		x	x		
Soy bean	2.3079	x	x		x	x	x	
<b>c. Root crops:</b>								
Cassava	2.0000	x			x	x	x	
Gabi (black)	2.6960		x		x	x	x	
<b>3. Vegetables (Garden): (1.8632 Has.)</b>								
Cabbage	.0950		Complete		tillage			
Cauliflower	.1650							
Condol	.4653							
Lettuce	.0019							
Onion (Tagalog)	.0360							
Patola	.9482							
Pechay	.0046							
Radish	.1472							
<b>4. Miscellaneous crops: (.0694 Ha.)</b>								
Ginger	.0082	x	x	x	x	x	x	
Water melon	.0612	x	x	x	x	x	x	
<b>30.3568</b>								

Certified correct:

P- 1214440  
J- 12405  
M- 29403

A. M. NONO  
Head, Agricultural Department

6.6248  
4.1808  
18.0958  
13.9150

Bills on the water ends of the piers were either washed away or pulled away by the floating equipment made fast to them. The piers at Lango and Caboben were under water through some of the evening hours. The piers were too narrow in width to allow two-way truck traffic on the piers. Trucks had to be backed onto the pier as there was no space for turn-arounds. Slings placed in front of the piers were torn away by floating equipment. A system of delivery of items to the Department garrison and to the main area and services was inaugurated in which cargo was checked at Corregidor, transferred to Lango, turned over to representatives of the using units and services who checked the items together with the checker who had arrived with the cargo from Corregidor. The ATS looked for items at Corregidor, discharged the items on Lango, loaded the cargo on the trucks provided, and there the ATS responsibility ceased. Many shortages were noted upon arrival at the destinations. These shortages occurred on the way from the piers to the ships. The ATS was not in any way responsible for shortages as each item was checked aboard the truck or conveyance used, both by the ATS representative and by the using unit or service representative present.

The 3rd Amphibious Brigade used 1000 tons of equipment and 9,000 gallons of equipment. Damaged trucks were ~~repaired~~ from Lango to Corregidor for use in through Calabcan and returned after repairs. ~~Logistics~~ ~~carried~~ ~~215~~ ~~old~~ ~~type~~ ~~155~~ ~~mm~~ ~~guns~~, and ~~fire~~ ~~trucks~~ were all loaded by hand at Caboben. At one time, live cargo (animals) was loaded directly from the holds of small interlanders onto the Calabcan pier. Slings and other stevedoring equipment were lost in all at all times on lighters. ~~The first pier (the new pier with vertical sides) was in use for the~~

Shortages of Supplies. -- During the first few days on Lango a great deal of difficulty was caused by the shortage of potatoes. Daily trips into the Maricao and hills were undertaken to secure an adequate supply of man-covers for each standing's mess. Later on a great portion of this manpower came from the civilian evacuation camp at Calabcan. These laborers were transported from either Calabcan to Lango or to Maricao by transportation provided by the Motor Transport Dept upon call from the ~~ATS~~ ~~laborers~~ reported for work at 5:30 PM. In the evening, were fed one meal at midnight. ~~The~~ ~~laborers~~ ~~worked~~ ~~until~~ ~~6:30~~ ~~AM~~ in the morning, food being supplied by the ~~ATS~~ ~~supply~~ ~~officer~~ ~~at~~ ~~Calabcan~~. They were then transported back to Lango. They were paid at the rate of two pesos a day. These laborers were not trustworthy and a system was devised in that once they arrived on the pier at 6:00 in the evening they could not come off the pier until 6:00 in the morning. A military police detail located at the lantern end of the pier, and all laborers were searched upon leaving the pier. ~~They~~ ~~were~~ ~~prevented~~ ~~from~~ ~~going~~ ~~into~~ ~~the~~ ~~holds~~ ~~of~~ ~~others~~ ~~in~~ ~~this~~ ~~area~~. These laborers were paid twice a month, ~~usually~~ ~~large~~ ~~pieces~~ ~~of~~ ~~money~~ ~~in~~ ~~the~~ ~~form~~ ~~of~~ ~~300~~ ~~or~~ ~~400~~ ~~cent~~ ~~pieces~~ ~~of~~ ~~money~~ ~~in~~ ~~the~~ ~~form~~ ~~of~~ ~~100~~ ~~or~~ ~~200~~ ~~cent~~ ~~pieces~~ ~~of~~ ~~money~~.

CRAPING -- The Craper was a vessel that had been beached at a pier in the vicinity of Lango. It had been used from Lango to San Jose Point and was beached on a ledge about 1 February. Its cargo consisted of soft coal. This coal was ~~used~~ ~~at~~ ~~Corregidor~~ for launch fuel for Army and Navy vehicles, for floating derricks, and was taken out of the holds during the evening hours by laborers of the ATS, transported from Calabcan by boat. These laborers, under very poor working conditions, standing up to their hips in water, without lights, were able to get out from the ship approximately 20 tons of coal per night. This coal was placed aboard open lighters which were in turn anchored outside in the area between Corregidor and Lango.

THREATS OF SHAWNEE. -- The 1st Boat of the 1st Amphibious Construction Battalion was stationed on the beach in the area between Calabcan and Lango each night to the ATS. They persisted in firing at all times during the night ~~at~~ ~~the~~ ~~ATS~~ ~~troops~~ ~~standing~~ ~~in~~ ~~the~~ ~~area~~ ~~between~~ ~~Calabcan~~ ~~and~~ ~~Lango~~. Floating equipment was placed off the ends of the piers and PT members placed on them for observation purposes. The CO of the above-mentioned regiment withdrew these observers of his after a short time because he said they were in a dangerous position. He persisted in placing troops on the sea end of the pier where they were in the way of the discharge and loading of vessels. These troops were then taken off the pier and stationed near the last stage of the pier, and were of no use at any time to anybody. ~~They~~ ~~and~~ ~~their~~ ~~families~~ ~~with~~ ~~them~~ ~~while~~ ~~they~~ ~~were~~ ~~in~~ ~~position~~ ~~on~~ ~~the~~ ~~beach~~.

HEALTH AND SANITATION. -- ATS personnel on Lango in their quarters the piers had a minimum amount of minimum but constant supervision. Water was boiled. Some quinine was available. Box latrines were built, and ~~man~~ ~~shit~~ ~~stoves~~ made out of empty five-gallon cans were used. Personnel worked from 5:00 PM ~~until~~ ~~7:00~~ ~~AM~~ in the morning and its members got little sleep in the ~~quarters~~ ~~due~~ ~~to~~ ~~air~~ ~~and~~ ~~antisircraft~~ ~~activity~~. Sand-bag shelters were used for protection against bombs and antisircraft fragments. Clothing was secured from Corregidor for personnel on Lango. Cigarettes were purchased and issued at stated times. Messes or canteens in the vicinity were used for clothes-washing and baths.

REMARKS. -- On January 5, when the ATS personnel arrived on Lango, a visit was made to the Boat 31 to ascertain if a survey had been made of the floating

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TABLE SHOWING THE EXPENSES  
OF THE AGRICULTURAL DEPARTMENT FOR  
MARCH, 1941

Items	Hort. Div.	Agro. Div.	Poul. Div.	Fiber Div.	Total
Beans, soy	P .11	-	-	-	P .11
Staples	0.75	-	-	-	6.75
Nails, diff. sizes	.32	-	P .84	P 2.14	3.30
File, iron	.25	.40	-	-	.65
Matches	.04	-	.18	-	.16
Barbed wire	18.00	-	-	-	18.00
Eraser, rubber	.04	-	-	-	.04
Coupon bond	.33	-	.17	.17	.67
Onion skin, paper	.12	-	-	-	.12
Mustard leaves	1.99	-	-	-	1.99
Tomatoes	.52	-	-	-	.52
Carbon paper	.15	-	†	-	.15
Pencils, red & blue	.04	-	-	-	.04
Pencils, lead	.08	.02	-	-	.10
Sprayer, flit	.68	-	-	-	.63
Fish meal	-	-	944.20	-	944.20
Tags for shipment	-	†	.56	-	.56
Twine, Abaca	-	-	.07	-	.07
Clips, paper	-	-	.05	-	.05
Mineral oil	-	-	23.50	-	23.50
Laundry soap	-	-	.15	-	.15
Blotting paper	-	-	.05	-	.05
Rice bran	-	-	176.80	-	176.80
Sand paper	-	-	.10	-	.10
Bands for tags	-	-	7.16	-	7.16
Marker, chicken	-	-	2.10	-	2.10
Mantle, Coleman	-	-	.10	-	.10
Ammunition	-	1.88	-	-	1.88
Washers for plows	-	1.78	-	-	1.78
-----					
	P29.37	P4.08	P1155.97	P2.31	P1191.73
=====					

EXPENSES ON FUEL OR LUBRICANTS USED  
IN THE AGRICULTURAL DEPARTMENT FOR THE MONTH  
OF MARCH, 1941

RICE MILL:

Crude oil .....	150 galls.	P29.82
petroleum .....	5 "	2.35
Lubricating oil .....	15 "	25.75
Total .....	170 galls.	P57.92

T-20 - TRACTOR:

Gas oil .....	440 gall.	P96.80
Gasoline .....	20 "	11.40
Lubricating oil .....	18 "	30.06
Gear oil .....	10 "	20.30
Total .....	488 galls.	P158.56

DEUTZ STRIPPING MACHINE:

Petroleum .....	125 galls.	P63.75
Lubricating oil .....	5 "	9.85
Total .....	130 galls.	P73.60

Certified correct:

DECLASSIFIED  
Authority A.M.D. 883078

Cor.

until the fall of Corregidor. The Norwegian Consul at Manila was very cooperative in securing for the ATS ~~the~~ crews to man the launches taken over by the ATS. He had most cooperative in the above matter. The manager of the American-Burton Dock in Manila was very cooperative also in securing volunteer personnel for work at the piers without pay. Daytime activities at the Manila piers was held down to a bare minimum and all our tasks performed during evening hours without lights. There were no accidents that caused injury to any employees. Large loads of items going to Corregidor and to Batan were moved to the vicinity of the pier (which was covered pier) during daytime, and these items all loaded aboard and sent on the way as a cargo night arrived. Launches were worked generally from 6:00 PM in the evening to 6:00 AM in the morning, and open consisted of at least two lighters at all times. Most of the trouble in getting lighters or pieces of floating equipment back to Manila from Corregidor or Batan was due to the very slow discharge of the cargo, generally in Batan. It was a constant calling up on the telephones to find out when the floating equipment would be ready, when they could be picked up, etc.

**SEC. TRAFFIC CONTROL.** -- A Traffic Control Officer (TCO) was designated by USAFFE and he was of no value to the ATS. Suggestions given to him were not taken and it is believed that one glaring example of this was the blocking of the 33 "Corregidor," HENS G-1, after the preference in his office in which priorities were determined, made no effort whatsoever to acquire the items going to Corregidor or Batan, and did not at any time make a decision as to which items should go in preference to others. Between the 5th of December and the 24th of December the ATS made every effort to contact all the branches and depots for their priority items so as to insure their being delivered to their respective points. Cooperation was very slow. From December 21 to 31 the branches and depots tried to make up for that should have taken place the first 16 days of the war. Floating equipment was held, on direct order from USAFFE, for the transporting of automobiles and trucks carrying little or nothing, instead of having them taken over the road with cargo for Batan. A meeting was held on December 31 in which USAFFE informed Major Ford that the evacuation of Manila would not take place for three days. However, at 11:30 PM that evening USAFFE HQ came to the pier and informed the ATS that they were evacuating Manila immediately. At this time the port area had been set afire, while gasoline storage tanks at Pandacan had been blown, and the Pasig River was flowing down to the Manila Bay breakwater. The launch "Adena" at this time performed outstanding work in the towing and of floating equipment in the way of the items from the gasoline burning on the pier. One hundred ~~approximately~~ were trapped on the pier shoring and loading and were taken off by the launch "Adena" ~~on 1/1/41~~ <sup>on 1/1/41</sup> and three hours later arrived at Corregidor. The 33 "Corregidor" was all ~~AFSA~~ <sup>AFSA</sup> had been burning continuously since Corregidor's big bombing on December 29. We ~~effort~~ <sup>effort</sup> had been made to get out the fire. In December 21 the following ATS officers were promoted: Lt Col F. A. Ward to Colonel; Capt Joseph H. Huber to Major; 2d Lt James N. Baldwin to First Lieutenant; and 2d Lt Arthur S. Miller to First Lieutenant. All of these promotions were effective September 1941. ~~1st Lt George G. Hester (English name) was abandoned in Manila Bay just outside of the breakwater by its Captain (name) Williams, who was contacted in the Manila Club and, when asked about his vessel, said that he preferred to stay ashore to take care of British civilians. The Navy desired the use of this tug but claimed they had no crew to man it. It was left behind in Manila Bay upon the evacuation of the city. However, on the night of January 24, a detail from the ATS was sent from Corregidor and towed the tug back to Corregidor. From then on the vessel was manned by an ATS crew and was used throughout the war on the salvaging of floating equipment that had been beached or had gone on the rocks on the Batan side, or at Corregidor.~~

**CONSTRUCTION.** -- An ATS office had been established at Corregidor just prior to Christmas up on Middleside, but in the heavy bombing on December 29 Middleside barracks were leveled and the ATS moved down to the vicinity of the North Line Pier. Upon the arrival of the remainder of the ATS personnel from Manila, reorganization was made in which the personnel of the ATS for duty in Batan were sent there and the remainder stayed at Corregidor. Piers at Luso, Cabaoben, and Mariveles were taken over by the ATS, with Cabaoben the headquarters of the ATS on Batan. The Luso pier was a shallow pier extending out into the water with slanting sides. There was no protection for floating equipment as it was constantly washed up against the jagged edges of the rocks used in the construction of the pier. This pier was used for medical, chemical warfare and some engineer supplies. The Luso Pier was taken over January 5. The Cabaoben Pier was a pier alike in construction to the Luso Pier, and this pier was used for Quartermaster, Medical, Ordnance and Signal Corps supplies. This pier was taken over January 5. The Mariveles Pier which had been newly constructed was taken over on January 5 and this pier was used for Engineer and some Ordnance supplies. Both the Luso and Cabaoben piers were poorly constructed.

**PIERS.** -- Piers at Luso, Cabaoben and Mariveles were taken over by the ATS. The Cabaoben Pier was a pier alike in construction to the Luso Pier, and this pier was used for Quartermaster, Medical, Ordnance and Signal Corps supplies. This pier was taken over January 5. The Mariveles Pier which had been newly constructed was taken over on January 5 and this pier was used for Engineer and some Ordnance supplies. Both the Luso and Cabaoben piers were poorly constructed.

Col. W. H. ...  
 1941

**COCO JURIDO.- Sellers.**

Native, per yard.			
36" x 40 yds.	Coco Crudo "A"	-----	10.17
36" x 40 "	Coco Crudo "B"	-----	0.14
34" x 40 "	Coco Bleached	-----	0.22
Imported, per bolt.			
36" x 40 yds.	6.15 "Manso L"	-----	5.50
36" x 40 "	5.00 "Manso"	-----	6.70
36" x 40 "	4.00 "Manso AAA"	-----	8.40
36" x 40 "	3.25 "Manso CCC"	-----	Unquoted
35" x 40 "	3.00 "Manso No. 10"	-----	"
35" x 40 "	Grey Sheeting "Manso No. 10"	-----	8.50
36" x 40 "	Grey Sheeting "Manso Dragon 13 lbs."	-----	8.70
35" x 40 "	5.15 "Excelsior"	-----	Unquoted
35" x 40 "	3.25 Elephant A	-----	10.25
36" x 40 "	4.70 Leon de Mar XX	-----	8.25
36" x 40 "	5.00 Leon de Mar XX	-----	8.00

**COTONIA.- Sellers.**

Native, per yard.			
28" x 24-1/2 yds.	Cotonia Black White Stripe	-----	10.33
29" x 50 "	Cotonia Dyed Blue	-----	0.29
30" x 80 "	Cotonia Blue Sky	-----	0.30
30" x 50 "	Cotonia Red	-----	0.30
30" x 50 "	Cotonia Yellow	-----	0.30
28" x 50 "	B. V. D. Madrigal "A"	-----	0.39
Imported, per bolt.			
30" x 27 yds.	2.50 "3 Pies"	-----	8.90
30" x 40 "	Grey Drill 2 Geese 13 lbs.	-----	8.50
30" x 40 "	3.50 Magallanes	-----	9.50

**COCO BLANCO.- Sellers, per bolt.**

36" x 26 yds.	"Ballarina"	-----	10.75
36" x 36 "	"Casa Vieja"	-----	10.35
36" x 42 "	"Chinica EE26000"	-----	8.80
36" x 42 "	Bleached Shirting No. 3333	-----	9.40
36" x 36 "	Manila City Hall Madapolam No. 15	-----	11.00
36" x 36 "	Milkboy AAAA	-----	10.00
36" x 36 "	Milkboy 1000	-----	10.50
36" x 36 "	Elephant	-----	8.00
36" x 42 "	Marca Maiz	-----	Unquoted
36" x 42 "	Leon de Mar	-----	10.40
36" x 36 "	Gama	-----	10.50

**COCO CREA.- Sellers, per yard.**

72" x 50/60 yds.	"Lano"	-----	10.66
72" x 30 "	"Corona"	-----	0.82
61" x 30 "	"Corona"	-----	0.87
61/82" x 50 "	Indian Crea Superior	-----	0.75
61" x 40/50 "	Indian Head Sheeting	-----	0.90

**COCO CREA (REMANES).- Sellers.**

Per kilo in bales of 400 lbs.			
1/4 to 1 yd. by full width	-----		11.45
Per kilo in bales of from 400 to 500 lbs.			
1/4 to 1 yd. by full width	-----		1.50
Per kilo in lots of 10 kilos or more.			
1 yd. up by full width	-----		2.00

**COCO ENCARMADO.- Sellers, per bolt.**

28" x 24-1/2 yds.	Red T-Cloth 7 lbs.	-----	15.90
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**GRIS CLOTH.- Native, sellers, per yard.**

28" x 40 yds.	Gris Kuaki Sheeting	-----	0.20
25" x 42 "	Coffee Blue Stripe	-----	0.19
36" x 41 "	Azul Bilanganan	-----	0.20
30" x 30 "	Dyed Violet Dark Sheeting	-----	0.14
30" x 40 "	Blue Gris White Stripe	-----	0.20

... on the afternoon of the 6th of December 1941 the following comprised the staff of the Naval Dockyard at Manila, P. I.:

- |                                     |                              |
|-------------------------------------|------------------------------|
| Commander Frederick A. Ward         | Superintendent               |
| Major William E. Ryan               | Executive Officer            |
| Captain Joseph S. Hughes            | Operations Officer           |
| Lieutenant Robert H. Davis          | Assistant Operations Officer |
| First Lieutenant Arthur H. Strong   | Assistant Operations Officer |
| Second Lieutenant James H. Baldwin  | Assistant Operations Officer |
| Second Lieutenant Harry Baldwin     | Assistant Operations Officer |
| Second Lieutenant John G. Higginson | Assistant Operations Officer |
| Second Lieutenant John G. Elliott   | Supply Officer               |
| Quartermaster Peter A. White        | Administrative Officer       |

Army mess and services (AMS) activities at this time were confined generally to the mess in Manila and Batavia. On December 15 all stores at the port of Manila, Manila, and Manila, were taken over by the US. All cargo stores on piers were taken over by the control of the port. The control of the piers at Manila was designated as the Port Director, and he acted in this capacity until December 25. On December 15, the control of the piers passed to the AMS the administrative division of the AMS moved to the basement floor of the Canton House. The AMS continued to function until Manila was evacuated on January 1, 1942. The Operations Division, the Maintenance and Repair Division, and the Supply Division continued to function from Pier No. 1 at Manila until the evacuation. Piers 2, 3, 4, 5, 6 and 7 were damaged by bombs. Piers 3 and 5 were not afloat and were badly damaged. Piers 2 and 4 had throughout the month of December been protected by a machine-gun battery of the 6th Coast Artillery (AA) which was stationed atop the pier sheds. On December 10 when Cavite was bombed, all facilities were made available to Cavite for the transportation of the 6th Coast Artillery from Manila for Cavite. This included all vessels outside of the breakerwater and on the Pasig River were to stand by for the draft at which time they were released by General Charles G. ...

At the same time, a conference was held at the G-4 Office, Headquarters Philippine Department (PH), with reference to priorities of supplies and equipment for Manila and Corregidor. A priorities list was issued by the various branches with reference to amount of cargo, personnel (both military and civilian), to be transported to Manila and Corregidor, but this list was never adhered to. On the 24th of December until the last of December all available floating equipment was used for the transportation of necessary items to Batavia and Corregidor. This equipment was taken on December 17 the 32nd Corregidor, under control of the Traffic Control Officer (TCO), struck a mine off of Corregidor, and went up in an explosion. On the evening of December 22 the harbor boat "Sambok" was runned and sunk by the Japanese submarine "I-57" (Batavia).

During the month of December, equipment, food, ammunition and other miscellaneous cargo was transported between Manila, Corregidor and Batavia. On December 28 the 32nd Advance Battalion moved from Manila to Corregidor. The last evacuation from Manila until January 1, 1942. On January 5 the Advance Echelon of the 32nd was moved to Batavia, with Headquarters at Orbeeben. Piers at Manila, Alibonbon and Orbeeben were taken over. Personnel at this time in the Advance Echelon were: Major Joseph S. Hughes, First Lieutenant Arthur H. Strong, and ... Lieutenant James H. Baldwin.

On January 10, Lieutenant Richard E. Harris and Lieutenant Eugene C. Burrows were transferred from the Motor Transport Depot to the Army Transport Service. The depot at Manila was taken over January 10 by Lieutenant James H. Baldwin. The depot was taken over January 5 and Manila was taken over by Lieutenant Strong on Jan. 5.

At Corregidor at this time were the following AMS personnel: Lt Col. ... Major W. E. Ryan, Capt. J. A. White, Lt J. H. Baldwin, Lt J. G. Higginson, Lt H. J. ... About 15 January 1942, Lt J. H. Baldwin, Lt J. G. Higginson, Lt H. J. ... joined the AMS at Corregidor. These were joined the AMS about Jan. 1, 1942.

Upon the outbreak of war the Luzon Stevedoring Company turned over to the Department Engineer six launches (tenders), and other miscellaneous pieces of floating equipment. The bay took over one large tug and some small pieces of floating equipment. In general all the rest of the Luzon Stevedoring Company's equipment (except the "Sambok" tug) was taken over by the AMS. The personnel of that company, with all their very cooperative, and helped to no small extent in every way, signs and signals to secure the prompt delivery of the floating equipment. The civilian personnel used by the AMS at Manila, Batavia and Corregidor, will be shown on a later report. At Manila the stevedores were recruited through the Department Engineer. The retired stevedores at the AMS and Bay were used on Corregidor for their superior stevedoring chief stevedores, and others.

... of launch's belonging to the AMS were used all the time. Additional launches were hired in Manila and ...

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File : FILE 116

Title : U.S. ARMY PLANE CRASHED AT COTABATO WITH SERIAL NO. F-34076

Origin : REPUBLIC OF THE PHILIPPINES, PROVINCE OF COTABATO

Date : JULY 23, 1946

Authenticity : ORIGINAL SIGNED

Source : ADJUTANT GENERAL W.D. WASHINGTON, D.C., U.S.A

EXAMINED BY G.A. ADAYA Date 6 NOV. 1961 or filed \_\_\_\_\_ Date \_\_\_\_\_

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Authority: E.O. 13526