

no civilian can be on the boat.

I left the Red Cross Headquarters at 6:30 p.m. No news of the S.S. Maetan had been received. At 9 p.m. I called Dr. Canuto of the Red Cross, and I was advised that the ship had not yet arrived.

At 11 p.m. I went to Pier N<sup>o</sup> 1 to inquire. No one could give me any information about the Maetan. There was a big fire in the Engineer Island. It had been bombed the previous day and the oil deposit took fire late this evening. The flames were very impressive. I left at 11:45 p.m.

Dec. 30, 1941.

At 5 a.m. Mr. Williams of the Red Cross phoned me that the ship had arrived but that he was not willing to put the paratroopers on because there was still some cargo of rifles and ammunition left. He informed me that the Captain (Tamayo) and the Chief Officer were in his office. I asked him to hold them. I dressed hurriedly and rushed to the Red Cross Headquarters. They repeated the information given to Mr. Williams. Believing that this cargo belonged to the U.S. Army I asked them to come with me to the USAFFE Headquarters. I had to awake General Marshall

Pressing our inquiry we found out that this cargo consisted only of 2 or 4 boxes of rifles (Enfield) and 2 boxes of 30 Cal. ammunition belonging to Phil. Army. It had been left as they were forced to leave Corregidor before everything had been unloaded. - We explained to them that there was no danger and with my assurance that these boxes would be unloaded early in the morning, they returned to the ship, took on the painters and left for Malabon for the painting job.

From the U.S.A.F.F.E. Headquarters, I rushed to the house of Colonel Miguel Aguilar, Chief

of Finance. I found him in bed. He got up, and I asked him to see that the remaining cargo there be removed without delay. He assured me that he would contact the Chief Quartermaster Service and direct him accordingly. My order was complied with during the course of the day.

At 9 a.m. I contacted Mr. Forster. He informed me that the painters were on the job and that in accordance with my instructions, two launches were tied close to the ship to transport the painters to the river of Malabon in case of a raid. I then went to Cf.

34. Aguilar's office at the Far Eastern University to discuss with him some matters regarding Finance of the Army. From there I went to Malacanan to see Sec. Vargas, and from there to the office of the Sec. of National Defense, to inquire for correspondence for me.

At noon I called Mr. José (Peping) Fernandez to inquire where the ship was. He asked me to have luncheon with him to go afterwards to Malabon. After lunch we went by car to Malabon. I saw the ship being painted white. It already had a large Red Cross on the sides and on the funnel.

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I returned to the Red Cross Headquarters to ascertain if all plans had been properly carried out. Mr. Forster was worried as he did not know whether the provisions and food supplies—carried by his personnel—would be sufficient. I then contacted Col. Ward by phone, and later Col. Carroll. Both assured me that there would be enough food and medical supplies for the trip.

With that assurance, and the promise of Mr. Forster that his doctors and nurses were all ready to go, and of Colonel Carroll that as soon as the

boat docked at Pier 1, he would begin to load his equipment, beds etc, and transport his patients, I felt that my mission had been successfully accomplished.

I spent the evening fixing financial matters and giving instructions to my brother Ramon, re payment of certain obligations (Premium Fire Policy, Land taxes etc.)

Dec. 31, 1941.

Got up at 4 am. Left Army and Navy Club at 5 am.

Arrived Concepcion at 6:10 am. after a slightly rough trip.

The North-East monsoon was blowing quite hard. Upon arrival I reported to President Quezon and General MacArthur the result of my trip. Both were pleased and congratulated me for the success of my mission.

At 5 p.m. while I was at Cottage 605, the telephone rang. It was a long distance from Manila. I rushed to answer. It was my uncle Lt. Gonzalez informing that the ship would be ready to sail, but the Captain refused to leave unless he had the charts for trip, and same could not be had in Manila. I told Lt Gonzalez