



HAPPY CREWMEN—Samuel Barboza (left) of New Bedford and Lionel Dupuis of Fall River show their joy after coming safely into Newport on stern of broken tanker Fort Mercer.

JOBLESS

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output of consumer goods. Under it the Federal Government would supplement state jobless benefits in areas of heavy unemployment.

The C. I. O. official said in a statement prepared for the Senate Finance Committee that in New England "the older families . . . have allowed their manufacturing industries to decline in efficiency. The third and fourth generations have abandoned their holdings and have diverted their interests to newer industries in other parts of the country."

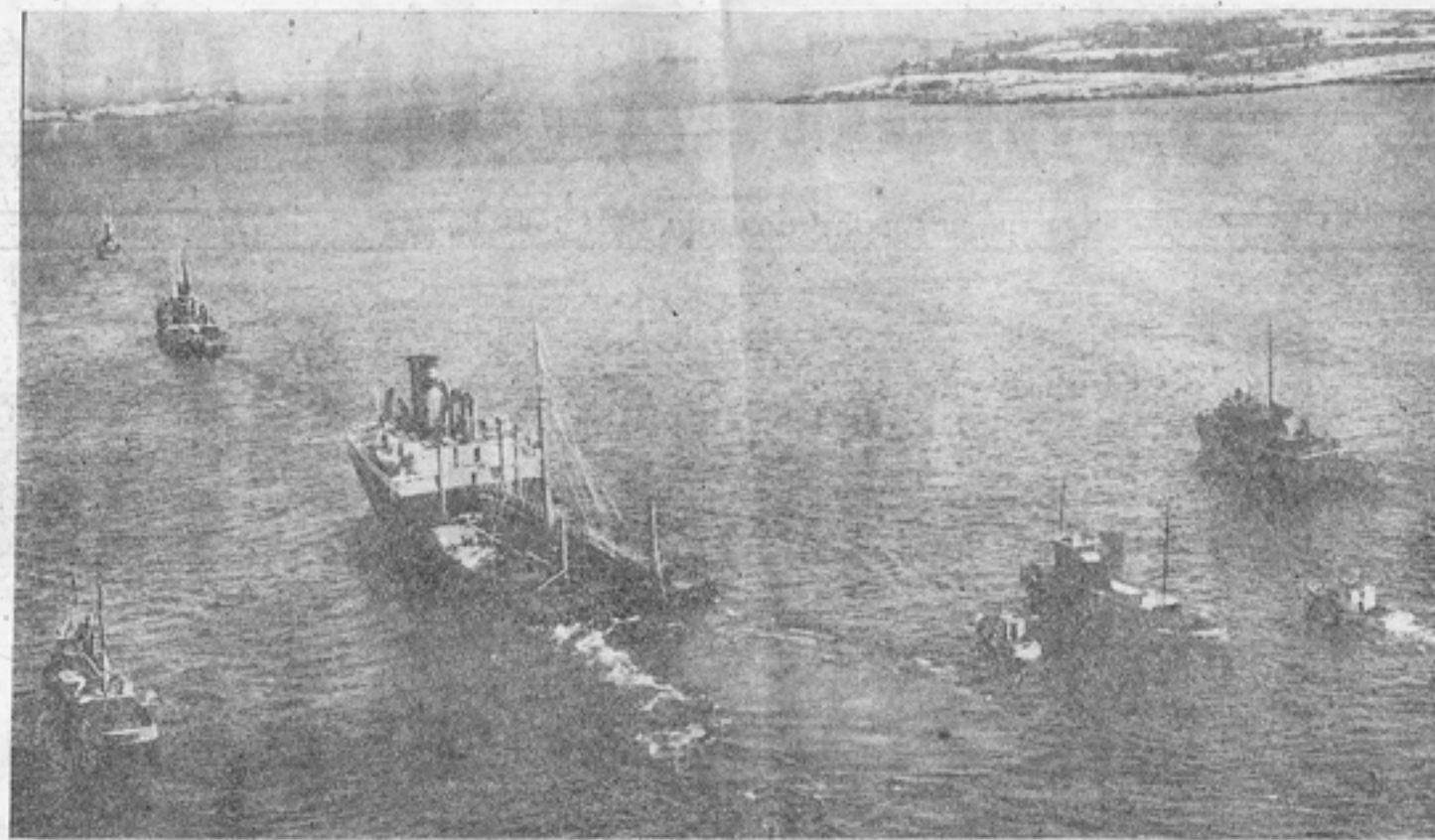
Belanger said new enterprises have not started easily "since the holders of capital were not interested in the region. They either preferred to clip coupons or develop other regions."

Mills Close, Employment Shrinks

What is worse, Belanger said, is that "banking interests have discouraged those who have attempted to rebuild textile companies, since they have insisted that new capital should be invested in the South and not in New England . . . with the consequence that mill owners have seen mills close and their employment shrink."

Belanger said the difficulties of the textile, shoe, jewelry and other New England industries "have been compounded by the mobilization program."

The region, he said, "has opportunities. It has trained, ambitious human resources; it has the varied talents of millions of highly educated and talented persons. These people want the opportunities, and the United States must provide them. . . . It is necessary to help the group until new employments develop in their communities and . . . they seek them in new



COMING INTO NEWPORT—Aerial view of stern portion of tanker Ft. Mercer as she was towed into the calm waters of Narragansett Bay opposite the Naval Base at Newport.

TANKER

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The men were brought ashore in small craft to telephone their families, buy some personal supplies and enjoy a few hours in town.

Then those who will remain aboard planned to return to the vessel, though agents for the ship's owners had reserved hotel rooms for them.

The final leg of the voyage—to New York—is expected to begin Sunday or Monday, after some 45,000 barrels of oil, about half the ship's original cargo, is pumped into lighters.

Volunteering to remain with the Mercer were Jesse L. Bushnell of Pasadena, Tex., chief engineer; Arthur N. Cunningham, Seattle, oiler; Byron L. Mathewson, Concord, N.H., wiper; Wilfred Heroux, Woonsocket, R. I., boatswain; Charles J. Duprey, Wolverine, Mich., assistant engineer; Lionel Dupuis, Fall River, oiler; Howard S. Colby, Houston, assistant engineer; Chester Brodacki, Corpus Christi, pumper; Michael Crawley, Houston, water tender, and Smith.

All the Comforts of Home

The Mercer broke in two during the same storm that smashed another tanker, the Pendleton, in the same waters. The Pendleton lost nine of her crew of 41; the Fort Mercer, five of her 43 officers and men.

Twenty-one seamen were rescued by the Coast Guard from the Mercer's stern. But 13 others chose to stay aboard. They had to ride out a second storm while in tow yesterday.

But despite the dangers, life aboard the stern during the trip to port had its compensating features.



IN PORT AT LAST—Five crewmen of tanker Fort Mercer grin happily with Newport Mayor Dino Lewis (second from right) after reaching port. Left to right are Lionel Dupuis, Fall River; Byron Mathewson, Concord, N. H.; Coit Howard, Bristol, Conn.; Earl Smith, Philadelphia, and Jesse Bushnell, Pasadena, Tex.

ing as it was towed into Narragansett Bay and began examining the 13 seamen aboard. He was finished by the time the stern was moored. All but Barboza and Howard were found fit.

The men were clean shaven and their work clothes though a bit damp were neat. Their faces betrayed none of the strain they had been living under since Monday.

All were in high spirits, even Howard, ill with pleurisy. "It was a different experience for me," Howard told newsmen.

"During the war I lost three ships, but they were always blown out from under me."

"This was the first time I ever had the pleasure of riding on a broken ship."

He said things looked worst "right after we broke up. For nearly 24 hours we had nobody around us. Nobody knew anything."

Howard said he planned to take a couple of weeks' rest but would ship out on another vessel when he recovered his health.

Smith said Howard's illness and the injury to Barboza were factors in deciding their 13 shipmates to stay aboard the stern of the tanker.

"We had to stay," he said. "With those two sick men aboard, that left only 11 of us to handle things."

Praise Assistant Engineer

Smith was in charge of keeping the lights going on the hulk during the tow. "I didn't have any trouble," he said. "The generator ran perfectly."

Crewmen praised Colby, the assistant engineer, for his action in pumping some of the oil cargo around after the storm to bring the stern section into better trim.

They said his efforts ballasted the stern deeper into the water so that the propeller got a better "bite" in the sea to help the tugs during the 100-mile tow job.

Bushnell, senior officer aboard the stern, called the storm that smashed the tanker "the worst I have ever seen."

He had high praise for the 13 who remained aboard. "They all volunteered and they deserve all the credit," he said.

"We think the captain and the mates did a wonderful job. We were concerned about them mostly, because they had no heat or light on the bow end."

Dupuis said he was eating pea soup when the ship broke up. "I ran on deck when I heard the noise," he said. "I saw a bow. I didn't recognize it as my own ship. I thought, holy mackerel, we ran into another ship."

"Then I saw the name on the bow and realized it was our own ship broken in half."

Stitches Taken Cambridge Man After War Debate

An argument over the war ended in Cambridge last night with one man requiring 67 stitches in stab wounds and the arrest of his assailant on charges of assault and battery with a dangerous weapon, a long snap-blade knife.

The victim, James Watson, 41, of 99 Hancock st., Cambridge, had 22 stitches for a wound on the right cheek, 18 on the chest, 16 on the left forearm and eight on the chin. He also suffered lacerations of the right ear. He was released from the Cambridge City Hospital at his request.

Arrested was Emanuel Layne, 21, of 208 Green st., Cambridge. He was released in \$1000 bail for appearance in Cambridge District Court this morning.

According to police, Watson Layne and two other men had an argument about the war on Massachusetts av., near Lee st. Layne police said, slashed Watson.

New York Nuns Give 564 Pints of Blood

NEW YORK, Feb. 22 (AP)—Catholic nuns of the New York archdiocese gave 564 pints of blood today in the greatest civilian mass donation yet received, the Red Cross said.

The record for one-day mass donations is held by the crew of the aircraft carrier Oriskany. The crew gave 733 pints.

The nuns hoped to shatter even this record as 832 of them reported to a Red Cross mobile unit at St. Vincent's Hospital, offering a pint of blood each. But donations from 238 nuns had to be postponed.

Korea Marines Indorse Jobless Insurance

also indorsed the jobless insurance bill, saying "the present mobilization program has had far-reaching effects upon all of us, and we expect it to extend into most facets of our life."

Bishop said employment in the textile industry had dropped from February, 1951, through December, 1951, by 127,000 persons, or 9.3 percent. He said 10 textile communities—five in New England, three in Pennsylvania, one in Maryland and one in North Carolina—now are classified as areas of substantial labor surplus.

Telegraph Their Captain

One of the first things the 13 did after getting ashore was to telegraph their captain, F. C. C. Paetzel of Houston, ill in a Portland, Me., hospital since his rescue from the bow.

"Your 13 brothers that rode the stern to safe anchorage wish you and the other three speedy recovery and the pleasure of serving on a new ship with you," they wired him. The "new ship" may be the Mercer herself. A new bow will be constructed to restore the lost section of the ship, and then she will return to her job of hauling oil.

Dupuis' wife was waiting on the dock for him when he stepped ashore, and they hurried off together to their home in nearby Fall River. But he promised he'd be back aboard ship tomorrow.

"He'll be back," his wife echoed. "He always goes back."

Bushnell, whose home is in far-off Texas, led the move to stay aboard the broken tanker until she reaches New York.

"I'm going ashore, but just to call my wife," he said. "Then I'm coming back. I'll stay aboard."

"She's a good ship," said Colby. "I want to stick with her to the end of this thing."

Mathewson said he wanted to stay with his shipmates. "They're a nice bunch of fellows," he said. "I'm going to stay, just to help them out."

Little Signs of Damage

Theodore Lefler, agent for the ship's owners, warmly congratulated all 13 of the men. "The fact that they stayed on the ship in the first place shows what kind of men they are," he said.

Lefler promised there would be plenty of fresh water aboard when the hulk starts for New York. Lack of water was the only thing that bothered the men during their voyage here.

Why did they stay aboard in the first place? The best answer was supplied by Heroux, 58-year-old Woonsocket man.

"At my age, I don't like to get my feet wet," he grinned.

As it rode at anchor tonight, the tanker's stern section—which is about half the ship—showed little signs of damage except twisted plates where the break occurred, and a stove bulkhead.

Four of her nine oil tanks were in the salvaged section. The break was between tanks Nos. 5 and 6, just ahead of a bulkhead.

The bow of the ship was sunk at sea by gunfire Wednesday as a menace to navigation.

As the stern was towed into anchorage, it rode unevenly, with the after end so high the propeller was almost out of the water, and the broken section low.

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