PORT CHICAGO

Editor -- I was a Galileo High School student working on the San Francisco waterfront when Port Chicago blew up. I was a deckhand on an Army Transport Service tug, which made frequent trips to Port Chicago to tow gasoline and ammunition barges. Cruising by the blast site a few days later, one could see the devastation: a tangle of wreckage and a dismembered ship's propeller sticking in the mud.

After the explosion, nobody wanted to go anywhere near Port Chicago. It was a time of rumor and speculation. It took several weeks before people stopped jumping at every loud noise.

If the Navy had subsequently demonstrated to everyone that Port Chicago had been made safe, the black sailors would have served. I'm glad a pardon was finally given.

HOWARD MASS

El Cerrito
A long-overdue pardon
EXAMINER EDITORIAL WRITER
Dec. 26, 1999
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FIFTY-FIVE years is a long time to wait for justice to be done in the
cases of 50 African American sailors convicted of mutiny for refusing to go back to the deadly, segregated work of loading munitions onto Pacific war-bound ships at Port Chicago. Only two of those unfairly courtmartialed men are alive, and President Clinton in a Christmastime gesture has just pardoned one of them, 79-year-old Freddie Meeks of Los Angeles.

The clearing of Meeks' name is welcome. Clinton did more than 10 preceding presidents to rectify the cruel mistake by Navy officials after two ships blew up at a Contra Costa County pier, killing 320 and injuring 390 people on July 17, 1944.

The only other survivor from the group convicted of mutiny did not ask for a pardon. But the Navy's longstanding acknowledgment of the racial prejudice to which the black sailors were subjected, and the terms of Meeks' presidential pardon, demonstrate the need to clear the names of all 50 of the "mutineers" and restore to their families any benefits that were denied.

There was no mutiny. What the black sailors did was refuse to obey an unwise order in a context of unsafe conditions and biased treatment by white officers. While black munitions loaders were being ordered to resume their clearly hazardous work, white Navy personnel were granted leaves to get over the trauma of the accidental explosion that rocked the Concord Naval Weapons Depot and broke windows miles away. In lives lost, it was the worst
stateside disaster of the war.

Meeks' pardon rewards years of labor by his advocates - lawyers working pro bono, the NAACP and Rep. George Miller, D-Martinez. Such simple justice should be the automatic rule, not the product of extraordinary legal and political effort. End of Column 2

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Dear Dr. Robertson,

May I express the keenest sympathy at the untimely death of your esteemed colleague. However, I fear that the recent events will make it impossible for me to attend the memorial service on the 1st of the month. My schedule is quite full, and I am already committed to several commitments that day.

I understand the circumstances surrounding his untimely death, and I am certain that his memory will be cherished for many years to come. I hope that you will find comfort in the knowledge that his contributions to our field will continue to be honored.

Please accept my deepest condolences and best wishes for a speedy recovery.

Sincerely,

[Signature]

[Name]

[Title]
FREDDIE MEEKS, now 80 years old and in failing health, has received the best Christmas present he could imagine.

Vindication.

Meeks was one of 50 Port Chicago sailors who were convicted of mutiny after refusing to return to work after two munitions ships exploded near the shore of Suisun Bay on July 17, 1944.

Racism pervades every phase of the Port Chicago story. African American sailors, many of them teenagers, were singled out for the hazardous duty of loading munitions onto ships. After the fiery explosion, the 258 black sailors who refused to go back to work (white sailors were given 30 days off to recover) were locked in the hold of a barge and threatened with firing squads. Most relented. Fifty, including Meeks, held their ground and were court-martialed on Treasure Island. The prosecutors, defense attorneys and the presiding admiral were white.

Meeks and his fellow sailors were convicted and sentenced to three months in prison.

The Port Chicago case has been the subject of great debate and reassessment ever since. It is believed to be one of the factors in President Truman's decision to desegregate the military. Even the Navy acknowledged in a 1991 review, "There can be no doubt that racial prejudice was responsible for the posting of African American enlisted personnel to the loading divisions at Port Chicago." Still, the convictions stood.

Meeks and his supporters -- including U.S. Rep. George Miller, Assemblyman Roderick Wright, the NAACP and various veterans' groups

--continued the quest to clear his name.

Finally, yesterday, the pardon arrived from the White House. President Clinton made the correct call.
President Pardons Veteran Convicted in 1944 Mutiny
Navy Found Racial Bias in Sailors' Trials

Associated Press
Friday, December 24, 1999; Page A04

President Clinton yesterday pardoned a black sailor court-martialed for mutiny when he and others refused to load live ammunition after a deadly 1944 explosion on two transport ships.

Freddie Meeks of Los Angeles is one of two known surviving members of a 50-man crew sentenced to three months in prison after the incident at the Port Chicago Naval Magazine in San Francisco. He alone formally sought a pardon.

The explosion killed more than 300 men.

"I knew we had a good president and I figured he would do the right thing, and he did the thing with this pardon," Meeks, 80, said in an interview. "I appreciate it very much."

Lawmakers, veterans' groups and the NAACP had urged Clinton to grant the pardon, contending that the sailors were the victims of racial prejudice.

The pardon for Meeks was one of 37 the president signed yesterday. It had no official effect on the records of the other 49 convicted seamen.

On July 17, 1944, two transport ships carrying ammunition exploded at Port Chicago. The blast killed 320 men and injured 390 in the worst domestic loss of life in World War II. Two-thirds of the dead were blacks assigned to load bombs onto ships.

The following day, white officers were given 30 days' leave. But a commander told the black seamen that they had to resume loading ammunition, and he threatened to shoot anyone who refused. Those who asked for a transfer were arrested and later convicted of mutiny. A legal review of the case by the Navy in 1994 found that the black sailors were the victims of racial prejudice. But the review found no grounds to overturn the court-martial verdicts.

The NAACP passed a resolution at its July convention urging the president to "pardon the Chicago trial survivors, restore their benefits and make the survivors' benefits available to the widows of those convicted in the unfair trial."

The only other known survivor of the incident, Jules Crittenden, has not sought a pardon. He told the Associated Press in August that he was more interested in seeing each family of the 320 victims get full death benefits from the military, with interest.

© Copyright 1999 The Associated Press
President Clinton pardoned an 80-year-old former sailor yesterday, forgiving a World War II conviction for mutiny that had become a reminder of the history of segregation in the armed services.

The former serviceman, Freddie Meeks, is one of the few survivors of 50 black sailors who were convicted of mutiny because they refused to resume loading ammunition onto ships at a California port after an explosion there killed 320 men on July 17, 1944.

Most of those who died were members of black work crews, and the 50 who refused to resume the loading said blacks had been forced to do dangerous and menial tasks by white officers who ignored the risks.

"The lesson is we stood up for our rights," Mr. Meeks said yesterday after learning of the pardon at his Los Angeles home. "We stood up to get the same rights the whites had. We all should have been treated the same, because we were all in the Navy and were going to fight for the same purpose. But they thought we should do the dirty work."

The Christmastime pardon was among 37 that Mr. Clinton granted yesterday. But none of the others proceeded from anything nearly so sweeping as the role that the mutiny at Port Chicago, just north of San Francisco, played in American race history.

More than half a century ago the story of the Port Chicago explosion and the subsequent refusal of the 50 black sailors to obey orders became one inspiration for a civil rights movement just beginning to stir. Big-city black newspapers in particular closely followed the 50 as they were court-martialed, found guilty of mutiny by an all-white panel and imprisoned. Long before he became a Supreme Court justice, Thurgood Marshall handled an
unsuccessful appeal of the convictions.

The Port Chicago incident and the focus it beamed on segregation in the Navy, some historians say, influenced President Harry S. Truman's order formally desegregating the military in 1948.

Nonetheless Mr. Meeks's application for a pardon -- he was the only survivor to file one -- presented a difficult choice for Mr. Clinton. The federal government itself had been divided over the case in recent years.

At a memorial it opened at the site of the explosion in 1994, the National Park Service distributes literature describing the risks faced by the black sailors. One brochure acknowledges that for many Americans, the events at Port Chicago "became a symbol of what was wrong with American society."

But when the Navy reviewed the case in 1994, it declined to expunge the convictions.

"Sailors are required to obey the orders of their superiors," said William J. Perry, then secretary of defense, "even if those orders subject them to life-threatening danger."

In granting the pardon yesterday, the president noted that Mr. Meeks had been one of those who engaged in the "extraordinarily difficult job" of recovering human remains after the explosion, had completed his military service after imprisonment and had then become a "stable, law-abiding and productive citizen" as a civilian.

After conviction, Mr. Meeks, a seaman second class, was sentenced to 15 years in prison. But, like many of the others convicted, he was released after serving 17 months. The men then rejoined regular Navy units and, except for those who committed later offenses, eventually left the service "under honorable conditions," a somewhat lesser status than that conferred by an honorable discharge.

Over the decades, memory of the Port Chicago episode faded. Some of the men, like Mr. Meeks, later said they had wanted to do nothing to draw attention to what they felt was the shame of having been branded mutineers.

Then, in the 1980's, the story began re-emerging, and scholars and journalists sought out some of the aging sailors. The National Park Service began work on the memorial to the 320 men killed, 202 of them black. In March a television movie told the story of the Port Chicago sailors.

Most of those sailors were dead by the time the law firm of Morrison & Foerster filed a petition seeking a pardon for Mr. Meeks last June. The firm said Mr. Meeks was the only one of perhaps three survivors who had wanted to file.

Although he has been suffering from severe health problems in recent years, Mr. Meeks said yesterday that he had always believed he would live long enough to enjoy the pardon and the largely symbolic victory it imparted.

"I knew God was keeping me around for something to see," he said. "But I am just sorry so many of the others are not around to see it."

Indeed, although the pardon was issued in his name alone, he seemed to want to share it with 49 other men.

"It makes a big difference to know the president gave us a pardon," Mr. Meeks said. "We've been waiting a long time."
Clinton Pardons Wartime 'Mutineer'
Port Chicago black sailor of 50 in infamous case
Carl Nolte, Chronicle Staff Writer
Friday, December 24, 1999
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President Clinton granted a formal presidential pardon yesterday to one of the last of the African American sailors convicted of mutiny after the Port Chicago explosion during World War II.

Freddie Meeks was one of 50 black sailors who were tried and convicted of mutiny after they refused to load ammunition on cargo ships because of a huge explosion at the naval magazine at Port Chicago in Contra Costa County on the night of July 17, 1944.

Meeks is one of only three survivors of the so-called mutiny, and the only one who applied for a pardon.

The Port Chicago case has become a cause celebre -- one of the last of the unresolved injustices left from World War II, and the subject of books, articles and a television movie.

Those who asked for a pardon for the convicted mutineers said that the black men were punished by a segregated Navy to make an example of them. They called it a "shameful episode of racism." White sailors, they said, would never have been tried for mutiny.

Meeks, who is now 80 and in poor health, said yesterday that he is "deeply grateful" to the president for granting a pardon.

"I believe the pardon recognizes that the 50 African American sailors of Port Chicago were wrongfully prosecuted and convicted for mutiny," he said.

Meeks also described how the conviction had scarred his life for years. The trial and conviction in wartime was something he could never talk about, even to his family.

When he was charged with mutiny -- a crime that under the Articles of War carried the death penalty -- Meeks said at the time that he would "do anything to help my country win this war. I will go to the front if necessary, but I am afraid to load ammunition."

Those remarks go to the heart of the controversy. Under Navy practice then, Meeks would not have been permitted at the front or to hold a combat job.

The military was segregated during World War II, and although African American soldiers were in combat units in the Army, the Navy had rigidly enforced rules that nonwhite sailors could serve only as cooks and stewards or as manual laborers in such jobs as longshoremen.

Blacks were also not allowed to serve in the Marine Corps.

Port Chicago was the major ammunition supply base for the Pacific Fleet during the war, and the longshore gangs loading the ships were all black. The officers were all white.
The explosion on the night of July 17, 1944, was the worst home-front disaster of the war. The blast was so huge that it killed 320 men, wounded 390 others and blew two cargo ships and an entire railroad train to bits.

The cause of the blast has never been discovered. The convicted sailors always contended that lax safety procedures were to blame.

Loading the ships with ammunition was hard work, Meeks said yesterday. The ammunition was lowered into the holds of ships, he said, by sliding it down ladders. "It would give you a heart attack just to watch, it was so scary," he said.

"We'd say, 'Is this stuff live ammunition?' and they'd say, 'Oh, no. It's not live, boys, don't worry.'"

Meeks was off duty the night the ships blew up. "I thank God," he said. Later, he and other longshoremen were detailed to collect what was left of the dead.

"There were bodies under sheets," he said, "You couldn't tell the white from the black." In fact, two-thirds of the dead were black sailors.

"We decided we would not go back to work loading ammunition," he said. "We had to do something. So an admiral came out and held a big powwow. He said, 'Those who will work step to the right. Those who won't, step to the left.' We went to the left."

The men were taken to Mare Island, then to Treasure Island in San Francisco Bay. Although 258 men had refused to work, 50 were given a mass court-martial for mutiny -- the most serious charge that could be lodged against a member of the armed services in wartime.

The court deliberated only 50 minutes and convicted the 50 defendants of mutiny. They got 15 years at hard labor. After 18 months, the sentences were commuted to time served. Meeks stayed in the Navy until 1946, then was discharged.

The other 208 men were convicted of lesser charges.

Yesterday, Meeks described what the conviction had meant to him. "It hurt on the inside," he said, "It hurt. I couldn't tell anyone about what happened. I couldn't say I was convicted of mutiny and went to prison.

"No one would give me a job if they knew that. So if they asked what I did in the war, I said I was in the Navy. That's all. I had to live a life."

Meeks married and raised a family and had a long career working for Los Angeles County. But he kept the story of the mutiny to himself. He didn't even tell his family.

One of his sons became a sergeant in the Los Angeles Sheriff's Department. "I didn't want him to know about it," Meeks said. "It was years before I let him know."

The Port Chicago case was reopened by the Navy at the request of Rep. George Miller, D-Martinez, in 1992, but in 1994, the Navy concluded that there was no evidence of racial prejudice in the trial and the sentences.

Later, Miller and other Bay Area political officials got Port Chicago designated a national historic site, and asked several times that the case be reopened.

The Washington office of Morrison & Foerster prepared a legal petition for Meeks and led the drive for a presidential pardon. "President Clinton's granting of a pardon helps bring closure to a shameful episode in U.S. history," G. Brian Busey, the firm's managing partner, said
yesterday. The firm did the work at no charge.

There are two other survivors of the so-called mutiny. Jack Crittenden, 74, who lives in Montgomery, Ala., said he was not interested in a pardon. "If a pardon means freedom from punishment, I've already served my time and been punished," he said.

Instead, he said he would like Congress to pay full death benefits to the families of the 320 men who died at Port Chicago. At the time, they were entitled to a $5,000 benefit, but Congress reduced it to $3,000.

The third survivor, Julius Dixson, lives in South Carolina and has not applied for a pardon. Busey, the attorney, said Dixson lives so far in the country he doesn't even have a telephone.
Pardon is racial cause celebre

Marianne Costantinou
OF THE EXAMINER STAFF
Dec. 24, 1999
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VINDICATION

It was front page news now almost forgotten, the court-martial of 50 black sailors who refused to load bombs onto Navy cargo ships after a massive explosion at Port Chicago during the height of World War II killed hundreds of their fellow seamen.

The Navy found the men guilty in the largest mutiny trial in U.S. history, months after the July 17, 1944, explosion that killed 320 people in the war's worst domestic disaster.

Congressional leaders and civil rights and veterans groups have lobbied in recent years to exonerate the men, claiming that the charge of mutiny was made only because the sailors were black and the officers were white in what was then a racially segregated Navy.

On Thursday, more than 55 years after the court-martial, President Clinton granted a presidential pardon to Freddie Meeks, one of only three convicted sailors who are believed to be still alive.

Meeks, now 80 and in failing health, was the only one to request a pardon, said his attorney, G. Brian Busey, the managing director of the Washington, D.C., office of the San Francisco-based law firm Morrison & Foerster. But the pardon vindicates all the men, he said.

"It's a vindication not only for Freddie Meeks," said Busey, whose firm handled the case pro bono. "It was a shameful episode in U.S. history . . . The pardon implicitly recognizes that these convictions were racially biased."

In Los Angeles, Meeks had little time to celebrate the news, he was besieged by so many calls from well-wishers and the press.

"It's a good Christmas present for me," he said. "It's something you don't have to die with."

Although Meeks' and the other sailors' prison sentences of 15 years of hard labor were commuted in 1946 during a general amnesty, many of the men felt so stigmatized by the branding of mutineer that they never spoke of it, certainly not to prospective employers and even to their own families, several familiar with the case said.

Meeks didn't tell his three children, now ages 48, 42 and 33, until a few years ago, said his wife of 59 years, Eleanor Meeks, 77.
"Why should he tell them, so others can say 'Oh, your father was in prison?'" she said.

"He stood up for what he thought was right," she added, referring to his and the other sailors' refusal to load live ammunition on to naval ships after the explosion. "They were afraid . . . He was not guilty of mutiny. I don't think they knew what mutiny was at that time."

Pressure from legislators

Legislative leaders who were active in seeking exoneration for the sailors' heralded the pardon.

"It sets the record straight," said Rep. George Miller, D-Martinez. "This was about justice. It was about race in our society."

"There could not be a more appropriate time than this holiday season for the president to grant a pardon for Freddie Meeks," said Sen. Barbara Boxer, D-Calif. "This is recognition that discrimination did exist in the military at that time."

At the time, blacks who joined the Navy were not allowed in combat and were given other jobs such as longshoremen. The sailors based at Port Chicago near Concord had the job of carting ammunition from railroad boxcars onto transport ships bound for the war in the Pacific.

Meeks, then a seaman second class, was often assigned to the hold of the ship. Bombs and other munition was loaded onto nets then lowered by crane to the hold where the men would stack them.

Swinging bombs

Often, the net would swing from side to side, clanging along the walls of the ship, said Busey. The sailors were given no special training in handling the weapons, he said.

Although they were assured by the Navy that the munitions were not explosive because they did not have detonators, the Coast Guard, which had the duty to monitor the safety at the port, pulled out because it objected to the way the weapons were handled, he said.

"I used to be a nervous wreck," Meeks said Thursday. "I couldn't keep stuff in my stomach because I was in the hold, kicking that ammunition."

Meeks' worst fears were realized during the massive explosion aboard the USS E.A. Bryan that killed 320 sailors and civilians, two-thirds of them African American. Another 390 were injured.

The explosion was so fierce that the ship practically vaporized. A nearby ship, the USS Quinault, was blown to bits that flew above passing planes that were 10,000 feet in the air, said Robert L. Allen, who wrote a book, "The Port Chicago
Mutiny," about the court-martial. Shards of the ship were found for miles around.

The base, the pier and a railroad train were destroyed, and many buildings in the nearby town of Port Chicago were heavily damaged.

The reason for the explosion was never proven, said Busey, but it was believed to have been caused by volatile new explosives in torpedoes.

After the explosion, Meeks and the sailors were ordered to pick up the victims' remains. They were then transferred to the ammunition depot at Mare Island near Vallejo where they were told to resume their duties loading the ships with ammunition.

The men, 258 in all, balked. When Adm. Carleton Wright, commander for the 12th Naval District, threatened to charge them with mutiny and warned that a conviction could lead to death by firing squad, 208 of them returned to duty, said Allen.

But 50 sailors, including Meeks, held their ground.

In his petition for a pardon, Busey argued that the sailors were not guilty of mutiny - which is the act of subverting or overthrowing a superior military authority - but of merely refusing to obey an order.

The refusal, Busey added, was based on fear that they were returning to the same hazardous conditions that caused the blast.

"Almost to a man, they all testified that they were afraid to go back," he said. "If they had been white, they wouldn't have been prosecuted."

Scholarly expos

The explosion and court-martial had long since receded into the footnotes of U.S. history until 1989, when Allen's doctoral dissertation was published as a book and caught the attention of several local representatives in Congress.

Allen himself had only stumbled on the case when, as a newspaper reporter for the New York City Guardian researching racism in the military, he came across a 1945 pamphlet published by the NAACP. The pamphlet was entitled "Mutiny? The Real Story of How the Navy Branded 50 Fear-Shocked Sailors as Mutineers." Thurgood Marshall, who was then a special counsel for the NAACP Legal Defense Fund and had tried to win an appeal for the sailors, had a hand in writing the pamphlet. Marshall later served on the U.S. Supreme Court.

The congressional leaders managed to get the Navy to review its handling of the case. The 1994 Navy review concluded that although racism played a role in the decision to assign only black sailors to the dangerous task of loading munitions, it had played no role in the Navy's decision to prosecute or the decision by the seven white ranking officers to convict.
With the Navy refusing to overturn its decision, a presidential pardon was seen as the only other way to vindicate the sailors. Busey, who had known Miller for many years, got involved and in May filed the petition for a pardon on behalf of Meeks.
Clinton pardons WW II sailor

By Eric Brazil and John Koopman

OF THE EXAMINER STAFF

Fifty-five years after his conviction for mutiny during World War II for refusing to load munitions after an explosion that killed 320 people in Port Chicago, 79-year-old Freddie Meeks was pardoned Thursday by President Clinton.

Meeks, who lives in Los Angeles, is believed to be one of just two surviving members of the all-black, 50-man crew of sailors who were sentenced to three months in prison following the July 17, 1944, disaster at the Port Chicago Naval Magazine.

Meeks, suffered a stroke in August and is in poor health. He was the only member of the crew to make a formal request for a pardon. His application was filed last February.

Although the presidential pardon was specifically for Meeks, his Washington, D.C. attorney Brian Busey said Thursday that the President's action was an implicit condemnation of the prosecution and conviction of the African-American sailors.

"Mutiny is an usurpation of authority," Busey said. "That is clearly not what happened. At worst, they were guilty of refusing an order to return to work, loading ammunition."

Rep. George Miller, D-Martinez, U.S. Sen. Barbara Boxer, D-Grenbrae and 33 other members of Congress sent a letter to the President last September urging him to pardon Meeks. Earlier, veterans groups, the NAACP and the California legislature had supported the pardon.

Blast felt in Nevada

The horrific explosion occurred during the loading of a transport ship at Port Chicago, the northern tip of what is now the Concord Naval Weapons Station. The blast, felt as far away as Nevada, destroyed the ship and another docked next to it. It killed 320 and injured 390 more. The blast flattened the town of Port Chicago and debris can still be found along the banks of the Suisun Bay.

It was the worst domestic loss of life during World War II.

Two hundred of the dead and 226 of the injured were African American sailors, who worked under segregated conditions throughout the war.

Although no cause was found for the explosion, Navy investigators blamed the black sailors, insinuating that they were intellectually incompetent to handle loading operations.
Following the explosion, the black sailors were denied leave, while white officers were given 30 days' leave to help get over the disaster.

In the days following the explosion, the sailors were ordered to return to work loading ammunition aboard the ships bound for the Pacific Theater. Two hundred and fifty eight refused to do so.

They were taken to the Naval Yard at Mare Island and threatened with court martial. All but 50 agreed to return to work. They received summary courts martial, lesser punishments and returned to work. The other 50 were subjected to the harsher general courts martial and convicted of mutiny.

"We didn't really deserve what we got, but we got it and we had to put up with it," Meeks said in May.

Historian revives interest

The mutiny trial attracted the attention of a young Thurgood Marshall, who sat in on the proceedings, but went mostly unremembered until 1990 when Bay Area historian Robert Allen wrote a book about it. It then caught the attention of local media and lawmakers, who petitioned the Navy to overturn the convictions, based on the fact that they were racially motivated.

In 1994, the Navy determined that the sailors were, indeed, subjected to racial prejudice, but there were no grounds to overturn their courts-martial.

The Navy concluded that the black sailors had a "reasonable basis of fear" in their refusal to load ammunition after an ammunitions dump explosion at the dock. But "the secretary of the Navy concluded that neither racial prejudice nor other improper factors tainted the original investigations and trials," the Navy said.

Victims of racial prejudice

The Navy acknowledged "there can be no doubt" the seamen were victims of racial prejudice in being put in segregated units and assigned to manual labor jobs.

Petition only recourse

After the Navy refused to overturn the convictions, the only recourse that remained was a petition to the president for a pardon.

Jack Crittenden, 75, of Montgomery, Ala., the only other known survivor of the Port Chicago incident, has refused to seek a pardon. Instead, he has said, he would like to see the families of the men killed in the blast get the full death benefits they were due from the military.
Crittenden said that each family should have been entitled to $5,000, but that Congress reduced the payment to about $3,000 for the survivors of Port Chicago.

The NAACP passed a resolution at its July convention urging the President to "pardon the Port Chicago trial survivors, restore their benefits and make the survivor's benefits available to the widows of those convicted in the unfair trial."

Rep. Miller, who led an 11-year battle to win recognition for and the rehabilitation of their names for the 50 defendants, observed in a prepared statement that "evidence now demonstrates that, contrary to the assertions at the time, the explosives were highly volatile and the loading techniques were unsafe."
From Peril to Pardon

- Military: Clinton exonerates L.A. man, 80, convicted of mutiny after disaster.

By EDWIN CHEN, Times Staff Writer

WASHINGTON--President Clinton on Thursday pardoned an 80-year-old Los Angeles man convicted of mutiny after a deadly domestic disaster that shed harsh light on racial discrimination in the military during World War II.

As a young sailor, Freddie Meeks was imprisoned after he and 49 other black sailors refused to load live ammunition aboard Navy vessels following an explosion that killed 320 men at the Port Chicago Naval Magazine. The blast rocked the munitions base on Suisun Bay near Concord, Calif., with the force of a small earthquake.

In recent years, as Meeks' health declined, various black organizations, members of California's congressional delegation and a Washington law firm joined his family in seeking a presidential pardon.

The pardon "helps bring closure to a shameful episode in U.S. history," said G. Brian Busey, an attorney in the firm of Morrison & Foerster, who took on Meeks' case free.

Meeks, who has denounced the charges against him as "just phony," is believed to be one of only three known survivors of the 50-man crew. It was not clear if the others have sought pardons as well.

"I feel good about it," Meeks said of Thursday's pardon. "It should have happened a long time ago."

He said that he still has the blue uniform shirt with the embossed eagle that he wore when he left the service. "That shows you how much I thought of the Navy, that I kept it all these years," he said. Meeks added that he may get the shirt altered to fit his more rotund frame, and then wear it when he officially accepts his pardon.

Meeks was among 37 people who received presidential pardons Thursday, a year-end tradition.

During the war, Meeks and his unit were part of a frantic round-the-clock effort to load munitions aboard warships.

Among those killed in the July 17, 1944, blast were 202 black stevedores. The explosion injured 390 others and was so powerful that it shattered windows in downtown San Francisco, about 35 miles south. It was felt as far away as Nevada.
"White soldiers didn't load ammunition. They walked around," said Meeks, who was on leave in Oakland when the blast occurred. "We asked if it was dangerous, and they said no, and sure enough, it blew to hell. Thank God we weren't on it."

After the blast, white sailors were sent home on leave. But blacks were ordered back to work several weeks later—under what Meeks and the others believed to be the same dangerous conditions.

More than 250 of the black seamen refused to work. Many were court-martialed for disobeying orders and were sentenced to short terms in the stockade.

But 50 of the men, including Meeks, were convicted of mutiny and sentenced to prison terms of up to 15 years. In 1946, Thurgood Marshall—the general counsel of the National Assn. for the Advancement of Colored People who would later become the first black Supreme Court justice—won a ruling that reduced the sentences to 16 months.

Meeks, who had enlisted in 1943, ended up serving three months.

But the conviction cast a shadow over his life.

Before the war, he'd worked as a welder, but no factory would hire a man with a dishonorable discharge. Nor was he able to pursue his dream of joining the Los Angeles Police Department.

So he worked "whatever jobs I could get," raising three children and supporting his wife, Eleanor.

Despite the pain that the discharge caused him, Meeks said, he would make the same decision now. "What we did, we did for a reason," he said. "It was because of the way we were treated."

Nevertheless, Meeks said that for years he hid the fact that he'd been in prison from his sons. He even worked to keep his name out of a book on the Port Chicago disaster for fear his oldest son, an avid reader, would come across it.

"I never thought I'd make it to see this," he said of the pardon.

But some military historians said Thursday that Meeks' pardon should not be the final chapter of the Port Chicago tragedy.

"Clearly the victims of Port Chicago—those killed but also those who were court-martialed—were victims of racial bias and racial injustice," said Ed Dorn, Clinton's undersecretary of Defense for personnel and readiness until 1997 and now dean of the Lyndon B. Johnson School of Public Affairs at the University of Texas at Austin.

"My hope is that all of those, like Mr. Meeks, who refused to return to work will be pardoned, even if the pardons are posthumous," he said.

In 1994, the Navy issued a report, ordered by Congress, admitting that racial discrimination had played a part in the seamen's work assignments as well as in their separate housing units. But the report also said racial prejudice did not affect the legal actions against those who refused to return to work.

Also that year, on the disaster's 50th anniversary, the Navy and the National Park Service dedicated a memorial to the dead at Port Chicago, now a part of the Concord Naval Weapons Station.

During the war, Port Chicago was the biggest munitions depot on the West Coast. Crews of black seamen, supervised by white officers, loaded explosives on ships bound for action in the Pacific.

Although the men were under intense pressure to work as quickly as possible,
which ranged from rifle rounds to 2,000-pound artillery shells.

Some officers even bet on which crew could work the fastest and punished the losing crews with reduced liberty.

On the fateful night, two explosions five seconds apart rocked the loading pier. The first was small. But the second was more than a third as large as the explosion of the atomic bomb over Hiroshima. It demolished two ships and the pier, killing everyone within 1,000 feet.

The precise cause was never determined, but haste in loading was widely believed to have been a factor.

The tragedy prompted the Navy to overhaul its procedures for handling munitions, and the resulting racial controversy played a role in leading President Truman to order the military's integration in 1948.

***

Times correspondent Jessica Garrison in Los Angeles contributed to this story.
Clinton Pardons Port Chicago Sailor

By KEVIN GALVIN
.c The Associated Press

WASHINGTON (AP) - President Clinton today pardoned a black sailor court-martialed for mutiny when he and others refused to load live ammunition following a deadly 1944 explosion on two transport ships.

Freddie Meeks of Los Angeles is one of only two known surviving members of the 50-man crew sentenced to three months in prison following the incident at the Port Chicago Naval Magazine near San Francisco. He alone formally sought a pardon.

The explosion killed 320 men.

Lawmakers, veterans' groups and the NAACP had urged Clinton to grant a pardon, contending that the sailors were the victims of racial prejudice.

The Meeks pardon was one of three dozen the president signed today, said White House officials, speaking on condition of anonymity.

The pardon had no official effect on the records of the other 49 convicted seamen.

"The president reviewed all the circumstances of the Port Chicago incident, as well as the facts and circumstances of (Meek's) life since that time and believed that he was deserving of a pardon," one official said.
On July 17, 1944, two transport ships carrying ammunition exploded at Port Chicago.

The blast killed 320 men and injured 390 in what was the worst domestic loss of life in World War II. The ships and a pier were destroyed.

Two-thirds of the fatalities were African-Americans assigned to load bombs onto ships.

The following day, white officers were given 30 days leave. But a commander told the African-American seamen they had to resume loading ammunition, and he threatened to shoot anyone who refused. Those who asked for a transfer were arrested.

The arrested sailors were held on a barge until they were tried and convicted for mutiny.

A legal review of the case by the Navy in 1994 found that the African-American sailors were the victims of racial prejudice. But the review found no grounds to overturn the courts-martial.

Meeks, 79 and in failing health, asked Clinton in May to clear his name.

The National Association for the Advancement of Colored People passed a resolution at its July convention urging the president to "pardon the Port Chicago trial survivors, restore their benefits and make the survivor's benefits available to the widows of those convicted in the unfair trial."

The only other known survivor of the incident, Jules Crittenden, had not sought a pardon. He told The Associated Press in August that he was more interested in seeing each family of the 320 victims get full death benefits from the military, with interest.

Crittenden said that each family should have been entitled to $5,000, but that Congress reduced the payment to about $3,000 for the survivors of Port Chicago.
The other 36 people pardoned by Clinton the day before Christmas Eve included those convicted of drug offenses, tax evasion, stealing mail, and fraud.

Among them were:

Michael Lee Gilmour and Daniel Clifton Gilmour, Jr., sentenced in South Carolina in 1985 for importing marijuana.

John Richard Palubacki and Patricia Ann Palubicki, sentenced in 1988 in Wisconsin for conspiracy to defraud the Internal Revenue Service.

Christine Ann Summerbell, a postal employee convicted of stealing mail in Wisconsin in 1984.

AP-NY-12-23-99 1448EST

Copyright 1999 The Associated Press. The information contained in the AP news report may not be published, broadcast, rewritten or otherwise distributed without the prior written authority of The Associated Press. All active hyperlinks have been inserted by AOL.
Montgomery, Ala. — A black former sailor court-martialed for mutiny when he and others refused to load live ammunition following a deadly 1944 explosion on two transport ships at Port Chicago said yesterday he'd rather see money for victims' families than a pardon for himself.

Jack Crittenden, 74, is one of two known surviving black sailors who were convicted and imprisoned for mutiny — the other is Freddie Meeks, 79, of Los Angeles. The men defied white officers' orders to resume loading ships after an explosion at the Port Chicago Naval Magazine near San Francisco killed 320 men.

Meeks asked for a presidential pardon in May, arguing that the military prosecution was racist.

Crittenden said yesterday he doesn't want to block Meeks' pardon. But for himself, he said, he doesn't see any benefit.

"If a pardon means freedom from punishment, and I've already served my time and been punished — I really have a problem with understanding it," Crittenden said.

He said he would like to see the federal government pay the families of the 320 men killed in the blast the full death benefits they were due under the law. He said each family should have received about $5,000 in benefits, but Congress reduced that amount to $3,000 for the Port Chicago victims.

Crittenden said the Navy should pay the full benefit, plus interest, to the surviving family members. That would be more meaningful than a pardon, he said.

Ohio High Court Throws Out ‘Tort Reform’ Litigation Limits

Columbus, Ohio — In a 4-to-3 decision, the Ohio Supreme Court threw out a comprehensive 1996 law that limited monetary awards in personal injury, medical malpractice and other civil lawsuits and granted businesses some protection against being sued.

The court's ruling yesterday that the law violated the Ohio Constitution was the most recent in a series of decisions by state courts throwing out business-backed laws enacted under the banner of "tort reform." A tort is a wrongful act for which a civil lawsuit can be filed.

The decision was viewed as a bellwether by legal experts and the strongest sign yet that plaintiffs' lawyers and consumer advocates are winning a decade-old fight to roll back laws designed to limit jury awards and reduce the number of personal-injury lawsuits. In the past few years, top courts in Kentucky, New Hampshire, Illinois and Indiana have chipped away or scrapped tort-reform laws.

The court ruled that the law represented an attempt by the Legislature to seize power from the state's courts, in violation of the doctrine of separation of power, and that it violated the Ohio Constitution's requirement that legislation deal with only one subject.
August 17, 1999

Ex-Sailor Wants Money for Victims

Filed at 1:37 a.m. EDT

By The Associated Press

MONTGOMERY, Ala. (AP) -- For years, Jack Crittenden feared that people might discover his secret -- that he was among 50 black seamen court-martialed for mutiny after refusing to load ammunition in the wake of a deadly 1944 explosion on Navy transport ships.

When people asked about his military service, he told them he was in the Army. Even his wife didn't know he had really been in the Navy, and it was years before his children knew of his past.

Today, the 74-year-old retired Alabama state employee has reconciled himself to the conviction. He says he won't ask for a pardon, an effort being pursued by Freddie Meeks, the only other known survivor of the group convicted of mutiny at the Port Chicago Naval Magazine near San Francisco.

"If a pardon means freedom from punishment, and I've already served my time and been punished -- I really have a problem with understanding it," Crittenden said Monday.

Meeks, 79, of Los Angeles, asked for a presidential pardon in May, arguing that the military prosecution was racist. A 1994 Navy legal review concluded the black seamen faced racial prejudice but found no grounds to overturn their courts-martial.
The National Association for the Advancement of Colored People and the World War II Black Navy Veterans of Great Lakes have called on President Clinton to clear the soldiers' names. Great Lakes was where the seamen went through basic training.

The White House has said the matter is under review.

Crittenden doesn't want to stand in the way of a pardon, but said he would rather see the families of the 320 men killed in the blast get the full death benefits they are owed with interest.

He said each family should have received around $6,000 in benefits, but Congress reduced that amount to about $3,000 for the Port Chicago victims.

"My concern is that my country, my Navy, do the right thing," he said.

For Crittenden, a Greenville native and Republican who headed the state Office of Minorities and Women in Business from 1986 to 1998, the tragedy and shame of Port Chicago had always clouded his civilian life. That ended a few years ago when the TV show "Unsolved Mysteries" featured the explosion.

Although it was difficult to tell his story, Crittenden said the segment helped him come to terms with the explosion -- the worst domestic loss of life during World War II.

"I had tears running down my face, just thinking about what happened," he said.

Crittenden said he had just reported for
guard duty at the barracks about 9 p.m. on July 17, 1944, when a blinding light lit up the sky, first white, then blue. Seconds later it was followed by an earsplitting noise. The next thing Crittenden knew, he was picking himself up off the ground outside the barracks. He had been thrown about 50 feet.

"There was hollering and screaming just all over the place," he said.

Two transport ships carrying ammunition had blown up, killing 320 Navy men and injuring 390, and destroying the ships, a train, a pier and the base.

Two-thirds of those killed were members of the all-black loading crews that stacked bombs and other explosives aboard the ships.

Gathering to look for survivors at the waterfront, the seamen faced a gruesome scene.

"I saw a foot in a boot, an arm on top of the water, heads here and there, pieces of the ships," Crittenden recalled. "If I had any knowledge of that kind of an explosion, I never would have gone down there."

The next day, the district commander gathered all the black seamen and told them they would be going back to work loading ammunition.

The commander threatened to shoot any who refused and those who questioned the decision or asked for transfers were arrested and held on a barge out in the bay, while white officers were given 30 days' leave to deal with the trauma, Crittenden said.

Crittenden, then 19, said he was so fearful of another explosion he went absent without
leave, but was arrested within hours and detained.

Along with the men held on the barge, he was tried for mutiny and found guilty. He served about eight months of a 15-year sentence before being paroled.

Crittenden went on to serve the Navy in the Philippines before being discharged in 1946. He later graduated from Alabama State University and became a football coach at Lowndes County Training School. He went into business for himself and began working for state government in 1986 before retiring last year.

The cause of the Port Chicago explosion remains a mystery. Crittenden said he didn't think it was due to the inexperienced workers loading the munitions.

[Image]
WWII veterans asked that 50 men who were court-martialed after a 1944 explosion be pardoned.

ASSOCIATED PRESS
WASHINGTON — A group of black World War II veterans yesterday remembered colleagues lost in an ammunition explosion 55 years ago and urged President Clinton to clear the names of 50 black sailors court-martialed afterward.

"We're going to give those men and their survivors the due that they deserve," said John Lawrence, an aide to Rep. George Miller (D-Calif). Miller is one of the lawmakers leading the pardon effort.

"Mr. president, please hear us," said veteran Yale Lewis of Washington.

The sailors were court-martialed for mutiny after refusing to return to the loading docks after the July 1944 blast at the Port Chicago Naval Magazine near San Francisco that killed 290 men.

The World War II Black Navy Veterans of Great Lakes, which held a wreath-laying ceremony for the sailors yesterday, is the latest group to call for the pardons. Last month, the NAACP passed a resolution asking Clinton to pardon the sailors.

There are two known surviving members of the group of sailors who were convicted and imprisoned.

Supporters have asked for a speedy review because one of the sailors, Freddie Meeks of California, is in failing health.

"The White House said yesterday that the matter was under review. It's being considered under the usual process at the Justice Department, and obviously the President will give careful consideration to that," White House spokesman Barry Toiv said.

Two-thirds of those killed were members of the all-black loading crews that stacked bombs and other explosives aboard Navy ships. The explosion was the worst domestic loss of life in World War II.

A 1994 Navy legal review concluded that the black seamen faced racial prejudice but found no grounds to overturn their court-martial.

Dear Robert:

For your girl.

Jane
Pardon for Black Sailors Urged

ASSOCIATED PRESS

WASHINGTON — A group of black World War II veterans on Friday remembered colleagues lost in an ammunition explosion 55 years ago and urged President Clinton to clear the names of 50 black sailors court-martialed after the incident.

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seamen faced racial prejudice but found no grounds
to overturn their courts-martial.
NATIONAL REPORT

Kansas Governor Ready to Abolish Education Panel


Gulf Coast employees are demanding the state board of education or its equivalent - a state board of education or its equivalent. The new board will be named the 'State Board of Education' and will consist of a panel of 15 members, appointed by the governor, who will serve staggered terms of four years. The board will have the authority to develop a new education policy for the state, and will be responsible for overseeing the implementation of that policy. The board will also have the authority to revoke the licenses of educators who are found to be violating the new education policy.

Iowa Vote Corners Bush's Adversaries

Five candidates are competing for the Republican nomination in the Iowa Caucuses, including Bush, who is leading in the polls. The Iowa Caucuses will be held on January 18, 2016, and are the first of the primary elections in the United States. The winner of the Iowa Caucuses will likely emerge as the front runner for the nomination, as the Iowa Caucuses are seen as a test of the candidates' ability to mobilize support in the early primary states.

Regismo Gets Auto Dealer Sued

Regismo, a company that provides auto dealers with a service to help them reduce the amount of money they spend on advertising, has been sued by a auto dealer. The dealer is accusing Regismo of failing to provide the services it promised, and of overcharging for its services. The dealer is seeking damages of up to $1 million.

Remembering Port Chicago

Port Chicago is a city in the San Francisco Bay Area, California, United States. It is named after the Port Chicago Naval Shipyards, which were located in the city. The Port Chicago Naval Shipyards were a major naval shipyard during World War II, and were responsible for building and repairing many of the ships that were used in the war.

Little Proof Of Savings Claims By Gore

The GAO has released a report that claims that the Salvation Army has been overcharging for its services, and that the organization has been using its charitable status to avoid paying taxes. The report claims that the Salvation Army has been charging more than it should for its services, and that it has been using its charitable status to avoid paying taxes.

Iowa "Vote Corners Bush's Adversaries"

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U.S. Delays 36 Oil Leases Off California

Interior Dept concerned yesterday for approving or denying about effects on marine life lease sites off the California coast to which are many of the same points the other proposals. He said he would more closely study their impact on marine life and marine sanctuaries. Bruce Babbitt said his agency plans to review the plans. "I have intentions to terminate the proposals if we need to." Wan said. "It indicates a response," Wan said. "It indicates a willingness to work with the state and the commission. And I'm glad to see that they're intending to terminate them first."

Wan said the commission was considering allowing key local agencies in reviewing the plans. "It has instructed us to not to take the decision until we have" said Wan. "We want to take begining with the California officials if we need to.

Some of the terminated sites are in the Santa Barbara Basin near Ventura and Santa Barbara. These beaches and marine sanctuaries are held by the Los Angeles County and are held by the federal government. We've not had a chance to review the decision from the department and see the information on the site," said San Jose Free Press. "We have restrained spending on tax cuts on families, businesses and other programs, it may not produce much of a price. The healthy economy has bred bivalence toward tax reductions, many of the extra billions for domestic programs, it may not produce much of a price. The healthy economy has bred bivalence toward tax reductions, many of the extra billions for domestic programs, it may not produce much of a price.

Clinton Holds Aces in Budget Showdown

SAN FRANCISCO Chronicle ☆ ☆ ☆ ☆ ☆

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C-binding, Mack Flood, political science professor at Catholic University in Washington.

Before leaving for their August recess, Republicans say Clinton a 10-year, $750 billion bill showing tax cuts on families, businesses and investors. Clinton has said he will veto any legislation back to the capital next month by vetoing it. Administration attorney said yesterday that Clinton will ask Republicans to take the first step toward their own plan for Medicare prescription drug coverage and long- term stability for the program.

"That would provide the basis for the president, the Democrats and the Republicans to work together," said White House economic advisor Gene Sperling. "More conversations by injecting the 13 annual spending bills freezing federal social programs and other monies, some will probably fall short of congress, and final approval or be vetoed. But then, Republicans hope to have them on their plate. They are spending August holiday town hall meetings aimed at holding up support for tax cuts. On August 1, they plan to pass legislation temporarily keeping agencies open at the year's spending levels, a crucial step toward them of shoring up popular programs.

"We have restrained spending and tied to cut taxes," said House Majority Whip Tom DeLay, R-Texas. "This is not a tax issue. We've come together and try to come up with a solution."

The public has an interest in tax cuts, according to polls, but that interest diminishes when they are asked whether they will pay a tax cut or more funding for people programs like Social Security, education or health care.

The soft support for tax cuts could be explained in an ABC News poll taken at the end of July that showed about half think tax cuts are most beneficial to the wealthy — three times the number who think middle-income people benefit the most.

For now, each side is divided over whether to compromise or take the budget issue to the electorate, leaders are talking tough.

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June 28, 1999

Dr. Robert Allen
1034 Vallejo St.
San Francisco, Calif. 94133

Dear Dr. Allen,

Per your request, I’ve enclosed a copy of the front section of Sunday’s Mercury News. At the bottom of Page One, you’ll see the Freddie Meeks story.

Allow me to thank you again for your help with the story, and especially for contacting me from Washington. I hope you find it does fair justice to Mr. Meeks, his case, and the history of Port Chicago.

Thank you again and best wishes.

Very sincerely,

[Signature]

Shashank Bengali
sbengali@sjmercury.com
Visiting San Francisco from Mexico City, President Vicente Fox said he would take in as much as $3 million. But he's said he wants to be known for his role in racial politics in the last half of the decade. Since Republican-backed anti-immigrant and anti-affirmative action ballot initiatives have come to dominate the political scene, a key facet of high-tech assembly work that involves attaching a fitting to the end of a wire. A home assembler uses a big magnifying glass for detail work that involves attaching a fitting to the end of a wire. A home assembler uses a big magnifying glass for detail work that involves attaching a fitting to the end of a wire. A home assembler uses a big magnifying glass for detail work that involves attaching a fitting to the end of a wire. A home assembler uses a big magnifying glass for detail work that involves attaching a fitting to the end of a wire.
Former sailor seeks vindication

**MUTINY**

Joshua Neely 14A

In 1942, a mutiny aboard the USS Arizona killed 390 people, three weeks after the USS Texas. According to the Navy, the Arizona's crew was acting under orders to return to their home base.

**Effect on military**

The most critical (15 percent of all American black live in the war. Historians, it's been argued, have only limited historical information about what the navy did for minorities. In response, the California Republican Party, who has studied the differences between Texas and California, has been issuing reports against the media.

**Primarily**

The book is the first to present details of the case using interviews with Mary Anne Ostrom at l.winers. ..

**Visit to test Bush's appeal to California Latinos**

GOP Texas governor may have to overcome bad blood over immigrant, affirmative action measures

**BUSH**

From Page 1A

Donations to the San Diego County Fair are up. 

But for Latino voters, the Arizona was a daily test of their patience. They had no choice but to listen.

**Lawyers say verdict tainted**

The Navy's decision to pay the sailors $3 million in a jury verdict is one of several decisions in the case that has been criticized by the Mexican American Legal and Education Defense Fund in San Antonio. But he attributes the improvement to smaller class sizes implemented a decade ago in schools, where minority students have made strong gains.

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Fighting History

Ex-sailor wants name cleared in mutiny

BY SHASHANK BENGALI
Mercury News Staff Writer

LOS ANGELES -- As a young sailor during World War II, Freddie Meeks had the sensitive task of loading munitions ships for the Navy. Now he struggles just to prop up his crutches in a corner of his living room.

A pacemaker keeps his blood pumping, and there are nights, he says, when his heart stops as he sleeps. Just months shy of his 80th birthday, he is in a daily fight with his years.

So Meeks is an unlikely soldier in the battle he now wages with the history books. More than a half-century ago, he was one of 50 African-American sailors who refused to load an ammunition ship just weeks after an earth-shattering blast tore through a remote Bay Area naval base where he was stationed. The sailors were convicted of mutiny, and now Meeks has mounted a last-gasp effort for a presidential pardon that would clear his name and, he hopes, vindicate a generation of blacks who served but suffered in a segregated military.

As the 55th anniversary of the blast approaches next month, Meeks says his bid for
a pardon is "what's keeping me going. I think it's about time everybody knew what went on at Port Chicago."

Known today as the U.S. Naval Weapons Station Concord, the old Port Chicago now exists only in the memories of survivors like Meeks and in the writings of historians and others who believe events there helped fuel the modern-day civil rights movement.

"What happened at Port Chicago precipitated the process of desegregation of the Navy, and it gave momentum to desegregation in general," said Robert Allen, a historian whose 1989 book, "The Port Chicago Mutiny," resurrected the case. "Here we were, fighting fascist, racist governments abroad and our own military was racially segregated."

320 men killed

It was on the night of July 17, 1944, that a massive blast rocked the base with the force of a 3.4-magnitude earthquake. Suisun Bay was littered with the pieces of two ships and 5,000 tons of ammunition. Three hundred twenty men -- 202 of them black -- were killed, and nearly 400 others were injured.

It was the worst disaster to occur on American soil during the war.

Three weeks after the blast, the black sailors were ordered to resume loading explosives. Meeks and 49 others refused. They were court-martialed and found guilty of mutiny by an all-white panel. On his 25th birthday, Seaman 2nd Class Meeks was sentenced to 15 years in prison.
Future Supreme Court Justice Thurgood Marshall -- then a senior lawyer with the NAACP -- later persuaded a Navy board of review to shorten the sentences. Meeks served 17 months.

He was discharged "under honorable conditions" and returned home to Los Angeles. It was the golden age of Hollywood, and Meeks said he took the best jobs a black man could find -- he was Danny Thomas' butler and Ann Sothern's chauffeur. Later, he worked as a welder and security guard.

He and his wife, Eleanor, had three children, but Meeks never wanted them to know that "daddy was a jailbird." He didn't say a word to them about Port Chicago until 10 years ago.

These days, in the living room of the cozy home that he and Eleanor have shared since 1963, Meeks seems a lifetime away from Port Chicago. Believed to be one of only two convicted sailors still living, Meeks says he has reopened this chapter to set the record straight -- for himself, but also for the memory of his company.

"We were in the right, we weren't wrong," he said. "We refused to go back to work ... because of the way they treated us. It was all because we were black."

Last month, lawyers representing Meeks asked President Clinton to issue a formal pardon to their client. In a two-inch-thick petition, they argue that racism permeated life at Port Chicago. Black survivors of the blast testified that white officers sometimes had their crews compete to see who could load explosives faster.
Lawyers say verdict tainted

The prejudice, the lawyers say, seeped into the trial proceedings and tainted the verdict.

They also contend that the black sailors resisted orders out of fear for their lives, never with the intent to usurp authority, and thus could not be guilty of mutiny.

"We were accused of a thing we didn't do," Meeks said. "We didn't commit ... mutiny. We had no guns. We didn't try to take over any base."

But for black sailors like Meeks, Port Chicago was a daily test of their patience. They ate and slept separately from the whites and had to walk half a mile from the ships to relieve themselves.

When Meeks arrived in December 1943, fresh from a segregated Navy boot camp, he quickly saw that he wasn't the only ship loader who had never been trained for the job. Blacks there were recruited exclusively to perform hard labor and, apart from taking orders, had no contact with the whites on the base.

"We couldn't talk to the white sailors, couldn't associate with them," Meeks said. "We stayed across the street from them and never crossed to the other side. They ate first, and we always ate their leftovers."

After the blast, white sailors were granted 30-day survivors' leave, but Meeks and other blacks who applied for leave were denied. Three weeks later, about 300 blacks who survived were sent to nearby Mare Island to load a ship -- but 50 refused. Meeks
told his commandant that he would do anything else, even fight on the front, but he would not return to loading ammunition.

"We had a right," Meeks said last week. To this day, he remembers how he felt "stacking all the bombs and torpedoes and everything on top of each other. And when they let the ammunition slide down that runway to me, the bombs were hitting each other. Sometimes it would come so fast, and I got so scared I couldn't keep my food down my stomach."

In the weeks before the blast, Meeks said he was "a nervous wreck." The night of July 17, he had been given a pass with his division to go into town -- but shortly after 10 p.m., "all hell broke loose."

He was recalled to the base with his division to a scene he said he'll never forget.

"When you saw how those bodies had been scattered all over that base, there wasn't anything but pieces," he said. "You couldn't tell the white from the black because it was all just blown to pieces."

Effect on military

The blast claimed 15 percent of all American black lives lost in the war. Historians, including Allen, say events surrounding the case not only hastened integration of the Navy, but also led to President Truman's 1948 executive order that integrated the military.

Some lawyers say President Clinton, who probably will wait for a U.S. Justice Department recommendation before deciding on the pardon, faces a somewhat difficult
choice. The racial symbolism of the case runs headlong into the military tenet that service members, especially in wartime, must obey orders.

Indeed, some veterans have said that the ship loaders faced no greater danger than soldiers fighting on the front lines.

"Given his commitment to racial equality, and his desire to do what's right in his mind, President Clinton probably wants to grant the pardon," said Michael Small, a former Justice Department lawyer. "But this is a president who's had trouble with the military. Critics of his are looking for any reason to attack him on military issues."

Still, everyone connected to the case agrees this may be Meeks' last -- and best -- chance. In 1994, a Navy board of review admitted that racism existed on the base but let the convictions stand, ruling that the court-martial was not prejudiced in its decision.

Since then, increasing pressure from Democratic members of Congress -- led by Rep. George Miller, D-Concord -- has kept the case on the national agenda.

"If there's any time that's right, it seems this is it," said Brian Busey, Meeks' chief counsel and a partner in the Washington office of the law firm Morrison and Foerster.

A team of lawyers with the firm, recruited by Miller's office, is handling the case free of charge.

Busey said Clinton could take as long as 18 months before making his decision, but he has asked for expedited consideration in light of Meeks' declining health.
In the meantime, Meeks says he won't be consumed by the president's decision. He and Eleanor will celebrate their 59th anniversary Tuesday. They still pass their days together on their back porch, reading the Bible and waiting for the next round of children and grandchildren to stop in for a visit.

"I just want to set it all straight and get our story out," Meeks said. "I'm in bad shape. I just have to thank God I'm still on my feet. I'm trying to make it."

Contact Shashank Bengali at

sbengali@sjmercury.com or (510) 790-7316.
Mr. Meeks's pardon application is very likely to be the last legal move in a case that has threaded through the nation's modern race history. It helped propel the integration of the armed forces. "The President may grant the" pardon, deny it, or close the case without Presidential action. But few could ever say, "I am grateful for the anonymity. His recent interview, the explosion and reporting to do."

And these men — these teen-agers — here that horrible day," he said. "I think about many now dead. He remembers the stories told to him by the armed services would have been largely susceptible to group influence and to countermand my decision."

The lawyers, who took the case for free, added evidence that the Navy had for decades loaded ammunition. Everything from small-arms ammunition to large bombs.

"For many people," the brochure adds, "the explosion on July 17, 1944, became a symbol of what was wrong with American society." In 1944, the Port Chicago explosion was front-page news across the country, and the mutiny trial that failed to proceed followed closely. After the black sailors had completed the gruesome task of removing the recognizable victims of the explosion, they were assigned to a nearby base, Mare Island, and ordered to resume loading ammunition. At first, 286 black sailors said their conditions remained dangerous and they refused. Eventually, 286 of those returned to work, leaving the 50.

"I am willing to be governed by the laws of the Navy and do anything to help my country win this war," Mr. Meeks said in testimony at the time. "I will go to the front if necessary, but I am afraid to load ammunition."

More Than Disobeying An Order, to the Navy

In the 1940s and since, the Navy had said the refusal to obey orders could have caused a devastating effect on the war and that any member of the armed services would have been dealt with harshly, regardless of race. But instead of charging the black sailors with disobeying an order, a lesser offense, the Navy brought the more serious charge of mutiny because it said it had evidence that they had joined together to resist the orders of their officers. An unsuccessful appeal of the convictions, Thurgood Marshall represented the men two decades before he was named to the Supreme Court. If anything, Mr. Marshall said, the men were guilty of disobeying an order. "I can't understand, then, why, whenever more than one Negro disobey an order, it is mutiny," Mr. Marshall said.

"The thing you think about," he said in a low voice, "is how you were treated."

Mr. Meeks, now blind in one eye and suffering from heart disease and diabetes, says he is running out of time for a review. His lawyers say they have been able to find only one other survivor of the Port Chicago mutined sailors. Jack P. Crittenden of Montgomery, Ala., who said he requested a pardon, said he would not. "I am a political process means the President can make his decision on little more than a feeling about the message a pardon would send."

The lawyer who handled pardon applications, said it was too late for a pardon to do anything for the men. "From the lawyers' standpoint," George Neustadt, a professor at Yale Law School who has handled pardon applications, said, as his wife of 59 years, Eleanor, hovered near in the living room of their tidy stucco home.

A Mutineer Buries The Painful Memory

The town of Port Chicago, near the base, was razed in 1968 when the Navy bought the land, so there were few reminders anywhere of what happened here. In time, Mr. Meeks said in the recent interview, the explosion and its aftermath were forgotten, and he was grateful for the anonymity. His silence of 15 years was "a low order of mentality, and as such are particularly susceptible to group influence and to believe wild rumors."

A Review Lets Stand The Convictions

"After all these years, the world should know what happened at Port Chicago," Freddie Meeks said recently at his Los Angeles home, where he is pictured with his wife of 59 years, Eleanor. He seeks a Presidential pardon.

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by saying it's O.K. to countermand the mutiny. A spokeswoman for the Justice Department, added, "the explosion on July 17, 1944, became a symbol of what was wrong with American society." In 1944, the Port Chicago explosion was front-page news across the country, and the mutiny trial that failed to proceed followed closely. After the black sailors had completed the gruesome task of removing the recognizable victims of the explosion, they were assigned to a nearby base, Mare Island, and ordered to resume loading ammunition.

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President Harry S. Truman in 1944, partly as a result of those efforts, the National Park Service dedicated a memorial to the 320 killed in the explosion. Of those, 202 were black. In March, a television series on the Port Chicago story was rediscovered. A sociologist at the University of California, Robert L. Allen, wrote a book, "The Port Chicago Mutiny" (Amistad Press, New York), saying: "It's a political process means the President can make his decision on little more than a feeling about the message a pardon would send."

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First Jewish prez

* You're from N.Y. if: you say it can't be done, but don't always seem to mean it.
  * You can observe a lot by just watching.
  * You have no idea what a polecat is.

Compiled by Insight editor (and native New Yorker) Linda Vaughan. Special thanks to her Howard Howard, who returned the favor.

Race Adkins with photo of her father, Ralph Orval Beason, who died when two ships exploded at Port Chicago. The blast set off a course of events leading to Dalton to recommend a pardon for those sailors.

It can't be easy being the child of a man who is addicted to gambling. While I am just beginning to understand the disease called "pathological gambling," I fear I never again will be able to look on the 80 mph autobahn as an exhilarating 80 mph road race.

Unlike substance addictions, which are accompanied by subtle behaviors and clinical, well-defined symptoms, the gambler can easily hide his disease in plain sight. While not disclaiming his addiction and not craving the thrill, he will do anything to keep from admitting to his problem. Many believe that if we stop putting money on the line, the gambling will stop.

Two of my daughters went through some very tough times during their teen years. They exhibited severe behavioral problems, and I scolded and talked to them as much as I could. I found that my behavior pattern led the way to a more healthy life for them. This is the theme of the book that I wanted to read and was immediately smitten with the money.

It was the final result that I was searching for at that time. However, I was unable to find the communication I needed and was turned down. Our family's situation is not just on target.

Call for parity in aid praised

By Joc Szaurs

Government grants for mental illness are not reaching those who need them.

The promise to Floridians can be set off under new laws for a minimum of 50 sailors on charges of mutiny in 1944. Raye Adkins has added a former Navy secretary, John Dalton, to recommend a pardon for those sailors.

Sins of father fall on daughters

While growing up in a small town in New Mexico, I learned to appreciate how my mother would do anything for me.

The fear was justified with devas­

* Gore

The promised trip to Florida can be put off until next year for a myr­

* Call/5G

Sins of father fall on daughters

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Our Turn

Racial profiling real and should cease

Racial profiling does not exist only in the minds of people of color.

The prohibition of racial profiling by local, state, and federal police as a tool to identify suspected criminals is a basic American value, one that many in law enforcement, especially those in the police community, have never been able to accept.

The Federal Bureau of Investigation has been planning to take a series of actions to reduce the frequency of racial profiling by local, state, and federal police.

However, the White House has failed to work with the police community on racial profiling.

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In the meantime, the police community needs to be willing to work with the White House.

T ime magazine is now reporting that Clinton administration officials have been planning to take a series of actions to reduce the frequency of racial profiling by local, state, and federal police.

In the meantime, the police community needs to be willing to work with the White House.

A study released last week by the University of Michigan Health System's Health Care System, the National Association of Police Organizations, and the American Civil Liberties Union discovered that racial profiling, a study discovered that racial profiling does not exist only in the minds of people of color.
Autos becoming roving billboards of obscenity

FOCUS: THE SPURS

I am the biggest Spurs fan in Japan.

I am exhausted of listening to all the talk about the Spurs being a team to root for only the playoffs. It won't change the love I have for my Spurs.

The Spurs were able to reach the NBA finals only playing like a team. To be the best, you have to play like a team.

I hope the Spurs win their first NBA championship ever.

 бонус

Comment

The two common refrains I hear are "It's the Flats, man" and "It's my right to free speech." Let's briefly address these themes. First, "It's the Flats." Besides the Spurs and the NBA, the San Antonio area is unique in the sport world because of its relative size and small market. That has made it much easier for the Spurs to evolve into a team that's able to draw a strong local crowd. The Spurs have done an excellent job making themselves and San Antonio known to the country and world.

"It's my right to free speech." The newspaper's editor (or does not) have this right. The newspaper's editor has a legal obligation to sell and heart, but the law says we cannot do anything without thinking.

I am not saying that those offensive words are devalued; I'm saying it isn't right. Perhaps we have a responsibility to write as a society and to be aware of the words we say. We cannot do this if we can't tell the difference between good and evil, right and wrong, truth and protest.

I cannot stand in a crowded theater and yell "SHEEP!" if there isn't one.

The newspaper's editor (or does not) have the right to print profanities, and even network words that are not permissible. Why do we allow these offensive words to be spoken? Why do we allow these offensive words to be printed? Is there a way to ensure that these offensive words are not published? Is there a way to ensure that these offensive words are not printed?

Professor

One fact makes the importance of this point clear: no significant American city lacks a major-league team. Hartford, Conn., or Providence, R.I., you say? Without the Spurs, San Antonio did not join the sports offensive of greatness.

We should not tempt fate.

Naval cadet's affair also sad for nation

As a former young man who has had to take from him for failing in love with an underclassman at the Naval Academy, I understand the ramifications of his normal affair with 18 years of my problem with his lack of concern for the recruiting officer's career and reputation. I believe he could have a responsible and responsible role.

I would not have people to be best naval officers of the same racial class. Can't and that for those little girls.

San Antonio is, in general, is such an attractive and best form of love.

Leininger.

Moviegoers rude around the world

"This is the response of an 8th-grade boy in my letter, "Movie theaters hit with rude review. I agree with the assumption that this is a problem unique to San Antonio. In my 25-plus years in the military, I have attended theaters in all places all over the world. Here you are, the United States, and there you are, Israel. In some, I responded the review. I encountered a rudeness that I can recall. I thought that this military command could not control the lack of a better civilian command. The military has never been moved more positively San Antonio, in general, is such a mark for you in love and, in connection, as I love to love in peace.

"Joke about airplane not funny or accurate

We are all upset about the staged Nov. 7 for our Diego display and the 8th-grade boy in my letter, "Movie theaters hit with rude review. I agree with the assumption that this is a problem unique to San Antonio. In my 25-plus years in the military, I have attended theaters in all places all over the world. Here you are, the United States, and there you are, Israel. In some, I responded the review. I encountered a rudeness that I can recall. I thought that this military command could not control the lack of a better civilian command. The military has never been moved more positively San Antonio, in general, is such a mark for you in love and, in connection, as I love to love in peace.

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"I'm the only one that can see it," he asked.

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City Hall is a target

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Old Sailor Turns to Clinton To Lose Label of a Mutineer

By WILLIAM GLABERSON

NAVAL WEAPONS STATION CONCORD, Calif., June 17 — In the midst of World War II, an explosion on the naval base here killed 352 men, most of them the black sailors who were loading 5,000 tons of ammunition onto ships. The blast, on the Sacramento River northeast of San Francisco, tore two ships to shreds and was felt as far away as Nevada.

It also began an extraordinary legal battle over the legacy of segregation that is now, 55 years later, heading for the White House. After the accident, black sailors were ordered to resume loading ammunition onto ships bound for the Pacific theater. Fifty refused, were court-martialed, found guilty of mutiny by an all-white panel and imprisoned.

Last month in Washington, lawyers for one sailor, a soft-spoken veteran, Freddie Meeks, now 79, filed a petition for a Presidential pardon. Mr. Meeks's petition presents an awkward choice for President Clinton between the racial symbolism of a case that has gained attention in recent years and the military's view that servicemen, particularly in time of war, cannot choose which orders to obey.

The pardon request is now before the Justice Department, which will review it and make a recommendation. Mr. Meeks's lawyers said that it could be as long as 18 months before a Presidential decision was made but that he hoped it would be sooner because of his client's poor health.

Whatever the President decides,

Continued on Page A15

Ozawa to Quit Boston Symphony, Adding to a Void on U.S. Podiums

By RALPH BLUMENTHAL

In an unexpected turn that opens another prime podium in the world of classical music, the Boston Symphony Orchestra announced yesterday that its long-reigning music director and leading conductor, Seiji Ozawa, would leave after the 2002 season to take over the baton at the Vienna State Opera.

The decision, the orchestra said, was set to be formalized this morning in Vienna, where Mr. Ozawa, 63, is to meet with government officials and the opera's manager, Ioan Holender. Mr. Ozawa, who has led the Boston Symphony since 1975, is the longest-tenured music director of any of the world's major orchestras, notified the Boston Symphony's management on Monday.

The shift adds Boston to a list of venerable orchestras that will have podiums to fill over the coming years — Berlin, Philadelphia, New York, Atlanta, Houston, Indianapolis and Cincinnati, among others. Berlin, where Claudio Abbado has announced his retirement in 2002, is said to be close to a decision between two likely candidates, Daniel Barenboim, music director of the Chicago Symphony Orchestra, and Sir Simon Rattle, who recently left Britain's City of Birmingham Symphony.

This month, another vacancy was filled with the appointment of the Austrian conductor Franz Welser-Most, by the Cleveland Orchestra. The New York Philharmonic has said it is beginning to look for a replacement for Kurt Masur, whose contract expires in 2002 but who may want to stay on.

The Ozawa move comes at a time when an unusually high number of conductorships are up for grabs. Although it has become common for music directors to divide their time between ensembles on both sides of the Atlantic, word that Mr. Ozawa's career was about to take this turn caught many in the music world by surprise.

He will be setting down in a music capital famous for being hard on its musical icons from Gustav Mahler to Herbert von Karajan. The move was taken by many in the music world by surprise.

No. 1 Hingis Stuns

Jelena Dokić, left, a 16-year-old from the world, shocked Wimbeldon 6-0 dismissal of top-seeded

Hatch Enters G.O.P.

Declaring that the Republican Party could use someone like her reputation of being able to win votes, Senator Orrin Hatch of Utah said he would seek a last-minute nomination.

191 DAYS TO GO! THE NEW Magazine Millennium Countdown sp. Starbucks Coffee — ADVT.

BEST NATIVE AMERICAN JEWelry, 450 Park Ave. See ad p.
Fifty-five years after the worst domestic loss of life in World War II, one of the survivors of an ammunition explosion is asking President Clinton to clear his name.

Freddie Meeks and 49 other black sailors were court-martialed for mutiny for refusing to return to the loading docks after the July 1944 blast at the Port Chicago Naval Magazine that killed 320 men.

Meeks, 79, is one of two known surviving members of the group of black sailors convicted and imprisoned three months after the explosion near San Francisco.

"We didn't really deserve what we got, but we got it and we had to put up with it," Meeks said Thursday in a telephone interview from his home near Los Angeles.

Lawyers for Meeks argued the military prosecution was racist and the punishment too harsh.

"There really wasn't evidence that these men organized a mutiny the way most people think of a mutiny at sea," said one of Meeks' lawyers, Brian Busey. "These were 50 men who decided individually that they were not going to go back and load ships ... after seeing hundreds of their friends blown to smithereens."

The sailors defied white officers' orders to resume loading ships two weeks after the blast. Two-thirds of those killed were members of the all-black loading crews that stacked bombs and other explosives aboard Navy ships.

White sailors in the same position would not have been court-martialed, Busey contended.

The pardon petition argues that Meeks' apprehension was justified, and that he did not mutiny. It also notes that Meeks volunteered for any other Navy duty, including service at the front, instead of returning to the docks.

A pardon would clear Meeks' record but is not the same as a reversal of the court-martial conviction. The Navy has refused to do that.

His lawyers presented the pardon petition to Navy Secretary Richard Danzig with a request for a speedy review because of Meeks' declining health. Danzig will review the case and make a recommendation to the Justice Department. From there, a recommendation will go to the White House.

If approved, the pardon would address only Meeks' case. The other known survivor among the convicted mutineers is considering separate legal action, lawyers said.

A Navy spokeswoman, Lt. Dora Staggs, confirmed the Navy's judge advocate general received the petition.

A 1994 Navy legal review concluded the black seamen faced racial prejudice but found no
grounds to overturn their courts-martial. The review followed several years of congressional pressure aimed at clearing the sailors' names.

A year ago, Rep. George Miller, D-Calif., and others renewed those efforts with a letter to Clinton requesting help in expunging the convictions. The White House has not acted.

More than 250 black sailors initially refused to go back to the loading docks. Eventually, 208 were forced to return and were disciplined. The 50 who continued the boycott were court-martialed by an all-white jury.

Meeks served less than two years of an original 15-year sentence, then returned to active duty in the Navy to serve out the term of his draft. He was discharged in 1946 and his military benefits were later restored.

But Meeks was ashamed of the conviction and did not tell his children about it until many years later, his lawyers said.

``I do hope they get an answer as quickly as possible," Meeks said. "This thing has been dragging on for so long, and I'm just hoping we get it cleared up."
DEMAND A PRESIDENTIAL PARDON FOR PORT CHICAGO SURVIVORS!!!

The Still Untold Story Of NBC's Mutiny
by Earl Hutchinson

While there is much that the recent NBC-TV production of Mutiny tells about the plight of the Port Chicago defendants, there is much that it did not tell.

NBC told this story. In 1944, an ammunition ship exploded at the naval facility at Port Chicago, California, 320 seamen were killed, 202 of whom were black. The deaths of the African-Americans accounted for more than 15 percent of the black casualties in World War II. Immediately after the blast fifty African-American seamen were convicted of mutiny against the Navy for refusing to continue loading ammunition on board the weapons ships at the naval base.

It was the largest mass mutiny trial in U.S. history.
Their trial and imprisonment was described by many legal experts and some government officials as one of the greatest travesties of justice in U.S. legal annals. Although the fifty defendants were given a general amnesty in 1946 and their sentences reduced to time served, their convictions stood. They were permanently branded as "mutineers."

What the NBC-TV special does not fully tell is that this was the start of an anguishing fifty-year odyssey of fear, personal pain and hardship for the men and their families. Some changed their names and moved frequently in an effort to secure jobs and hide their past. NBC also did not tell that despite the pleas of numerous congressional leaders, President Clinton has offered no apologies to the men and/or their families.

There were brief moments of hope that this might change. In the early 1990s, the Port Chicago case inspired a book, a TV documentary, editorials in the San Francisco Chronicle, Chicago Tribune, Los Angeles Times, and sympathetic articles in the New York Times, Wall Street Journal, and Christian Science Monitor. In January 1991, California senators Barbara Boxer, Diane Feinstein, and 24 members of Congress attached a resolution to a military authorization bill that requested the Navy to reopen the case. President Bush signed the bill.

There was little dispute about the facts in the case. Blacks were the only ones forced to load ammunition. They were improperly trained, offered no counseling, or leaves, and were convicted by an all-white tribunal. The demand that their records be cleared appeared to be a relatively low-cost political demand. It wasn't. Following a two year review in 1994, the Navy acknowledged that discrimination and poor treatment were the norm for black seamen during World War II. But in an astonishing gyration in logic it ruled "that neither racial prejudice nor other improper factors tainted the original investigations and trials."

More amazing, the Navy secretary claimed that the Universal Code of Military Justice in 1950 allowed only a one-year statue of limitation for those charged with World War II offenses to apply for restitution and that
the men had failed to apply. The secretary did not say whether the Navy ever bothered to notify the men about the time limit. He informed them that there only recourse was to seek a presidential pardon. In effect it washed its hands of the case and tossed it to Clinton. It has stayed there since 1994. Clinton so far has not responded to several queries from this writer and others to tell what, if any, action he plans to take in the case.

Clinton's failure to act is puzzling. Federal officials have apologized or paid reparations for a litany of government improprieties and historic wrongs such as the Tuskegee syphilis victims, Japanese-Americans interned in detention camps during World War II, Phillipino and Vietnamese servicemen who assisted the U.S. military in World War II, and during the Vietnam war, as well as assorted individuals harmed by government misconduct.

The hope now is that NBCis iMutiny! may move Clinton to correct this injustice. Time is running out. Many of the men have died and others are in badly failing health. It is important to them that their convictions be erased in part for them and their families sake. But in bigger part it is important because they loyally served their country and their only crime was being black in an era when black lives were degraded. A half century later this still may be too much to admit.

Phone, fax, or email your request for a presidential pardon for the Port Chicago defendants to:

President Bill Clinton
(202) 456-1414 (p)
(202) 456-2461 (f)
president@whitehouse.gov (e)

Earl Ofari Hutchinson is the author of The Crisis in Black and Black. mailto:ehutchi344@aol.com

3/29/92 America Online: RobertA648 Page 3
PUBLIC HEALTH

The Danger of Hyping Hazards

By David Friedman

Realistic news reporting is essential to the public's ability to make informed decisions about environmental and health risks.

A new report from the California Air Resources Board, released in May, has serious flaws that undermine its credibility and public trust.

The report's most serious flaw is its overestimation of the health risks associated with exposure to particulate matter, or PM10, a type of air pollution.

The report's conclusions are based on a study by the National Academy of Sciences, which estimated that PM10 exposure is responsible for an average of 4,000 premature deaths per year in California.

However, the report's methodology and assumptions are questionable, leading to an overestimation of the health risks associated with PM10 exposure.

The report also fails to consider the potential benefits of reducing air pollution, such as improved visibility, reduced greenhouse gas emissions, and increased biodiversity.

A more realistic approach would involve a cost-benefit analysis, taking into account the economic benefits of improved health and the environmental costs of reducing air pollution.

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**THE WORLD**

**In Search of a Middle Road on U.S. Policy Toward China**

**DIPLOMACY**

By Christopher Layne

For the first time in decades, China is open to the United States’ overtures of engagement, providing the backdrop for a dialogue on key issues.

**THE NATION**

**Medicine**

Whatever Happened to a Responsibility to the Patient?

By Scott Gottlieb

The patient-provider relationship is the cornerstone of medical practice, but as medical care has become more complex and technology has advanced, the rights of patients have been neglected.

**The Waxman Report**

The Waxman report highlights the growing lack of perspective that afflicts present-day environmentalism.

**Health: An Environmentalism That Can’t See Beyond the Trees**

Continued from NI

The report’s findings confirm the national consensus that the U.S. environmental policy needs to be reformed to better reflect the interests of the American people.

**OPINION**

A General Turned Reformer

Olusegun Obasanjo

A General Turned Reformer

Olusegun Obasanjo Takes Over as Nigeria’s Latest Enigma

By Jonathan Power

In the world economic rankings over the last few years, Nigeria was ranked as the 13th largest economy in the world. But under the military regime, the country has been in a state of economic decline, and the new civilian government is struggling to put things back on track.

**INTERVIEW**

I have four years ahead of me. I don't even know whether I will live that long. I want to take Nigeria out of the rest of the past 20 years.

U.N. withdrawal... led to the massacre in Rwanda. The U.N. has to accept that when you send troops into a place, it also will involve a certain amount of loss.

Most of our well-off people have all information technology... Then you go

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LETTERS TO THE TIMES

Prop. 1 OK Vital for City

Los Angeles is crippled with all and every kind of municipal, mechanical and planning vice. It is a city that is economically sound, but it has all the ills of its time. It is sick with all that is sick in its age. It is a city that is in the throes of a great depression. The people are suffering. They are starving. They are in a state of despair.

It is with this in mind that I write to you, to urge you to support Proposition 1, the Water Bond. This bond will provide the necessary funds to begin the much-needed work of improving our water supply system. It is a bond that will ensure the future of our city, and it is a bond that will help to alleviate the suffering of our people.

I urge you to vote yes on Proposition 1. It is a bond that will save our city. It is a bond that will save our people.

Sincerely,

[Your Name]
WANT ACCOUNTABILITY? THEN LET PARENTS HELP GOVERN SCHOOLS

By Randy Weiner and Tamara Schurdak

THE STATE

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THE STATE
City Hall Lays Another Egg in Squabble Over Easter Party

Tell about the gang that can’t fly. But it’s not flying that has been the buzzword coming from San Francisco’s City Hall.

Yesterday, Representative George Miller, D-Albany, along with Representative Adam Smith, D-Washington, and Senator Barbara Boxer, D-California, introduced a bill to ban federal funding for any event that would be on Easter Sunday.

"I’m not waiting for miracles, but he is still on his feet," Meeks said yesterday from his Los Angeles home. "But I’m still here, and I’m still on my feet."
SAN FRANCISCO

S.F. General Hospital Is Falling Apart, Workers Report

Maintenance cutbacks, pharmacy closure are key issues

By Alan Rosenberg, San Francisco Chronicle

Doctors and nurses at San Francisco General Hospital feel they are being shortchanged by management. The city's oldest hospital is in need of major repairs, but the chronically short staff and workloads is underfunded, they say.

The hospital is undergoing a serious maintenance cutback, and the pharmacy is about to close. The pharmacy closure will be a blow to the medical community, which relies on it for drugs and equipment.

The hospital is one of the most crowded in the state, with 800 beds. It serves a large number of low-income patients, and it is a major referral center for the city's public health system.

The administration has cut back on maintenance work, and the hospital is falling apart. The pharmacy is also suffering, and there is a risk of patients not being able to get their medications on time.

Pending Implosion Rattles Neighbors

S.F. State to address demolition concerns at meeting tonight

By Reyna Larios, Chronicle Writer

Residents and businesses near San Francisco State University are concerned about the university's plans to demolish the historic De Haro Street building. The building is a local landmark and is home to several businesses.

The university has proposed tearing down the building to make way for a new parking garage. The building is located on the edge of the city, and its demolition would have a major impact on the neighborhood.

Party Rules for Presidential Delegates

Unanimous vote in Senate sends measure to Davis

By Mark Helfrick, mikhelfrick@sfchronicle.com

California's Democratic Party has passed a resolution that sets rules for the selection of delegates to the 1999 Democratic National Convention.

The resolution sets the rules for the selection of delegates to the convention, and it is expected to be approved by the party's executive committee.

OVERACTIVE BLADDER

IS A TREATABLE MEDICAL CONDITION

Discover Detrol
tolltolerence

NEW! Detrol

New 24-hour tablet provides 18-hour coverage

Developed by leading experts

Proven effective over 24 hours

Ask your doctor today about Detrol

Discuss the difference with DETROL
Getting Muni Reform On November Ballot

Competing groups hope to avoid dueling proposals

Robert K. LeVine
Chronicle Staff Writer

Bay Area

Bay Area businesses hit by flood of armed robberies

By Howard K. Lee
Chronicle Staff Writer

East Bay "businesses hit by flood of armed robberies"

Fidelity’s Opening Day Celebration

Celebrate Baseball’s Opening Day by letting our Strong Performers Take You to the World Series

Fidelity Investments®

Now Both Of You Can Drive The Good Car.

Sushi Days at Middle School

With thousands of sushi plates being served across the U.S., a group of kids attending middle school have joined the trend.

Treatment Called a Frame-Up

A group of masked bandits toting huge guns reportedly robbed several local banks over the weekend.

Sentencing for Attack On Student Is Delayed

Robert K. LeVine
Chronicle Staff Writer

Bay Area

Sporanox® and Nizoral are registered trademarks of Janssen

California Megagrant Application

Only the dawn of the decade is over, and already we are spending billions of dollars on new programs. It's time to stop investing in research and start investing in education.

COLUMBUS CITY

BUFFALO CITY

DETROL is available in 1 mg and 2 mg tablet forms.

The recommended starting dose of DETROL is 2 mg twice daily. The dose may be increased to 4 mg (2 mg twice daily) in patients who are not controlled on 2 mg twice daily. The maximum recommended dose is 4 mg twice daily.

What is in the City Charter?

The city charter is the basic law of the city, and it sets out the framework for the city’s government. It describes the powers of the mayor, the city council, and other city officials.

How do you open a new position in a Fidelity fund?

You can open a new position in any Fidelity mutual fund or contribute to an existing position by completing a Fidelity application form or calling 1-800-FIDELITY (343-3349).

What about blood clots, deep vein thrombosis, and the like?

Blood clots are a serious medical condition that can cause serious health problems. It is important to talk to your doctor about the risks and benefits of treatment with DETROL.

Who should not use DETROL?

Patients who are allergic to any of the ingredients in DETROL, who have had a severe allergic reaction to DETROL, or who are allergic to any of the ingredients in other antihistamines should not use DETROL.

What are the precautions associated with use of DETROL?

Before taking DETROL, it is important to tell your doctor about all the medications you are taking, including prescription and over-the-counter medications, vitamins, dietary supplements, and herbal remedies.

What are some of the side effects of DETROL?

The most common side effects of DETROL are drowsiness, dizziness, and dry mouth. Other possible side effects include headache, constipation, and urinary retention.

What is in tumors, genetic changes, or changes in fertility?

DETROL contains tetrazepam, a sedative hypnotic benzodiazepine. DETROL is available in 1 mg and 2 mg tablet forms.

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Subtle Discrimination Spurs MIT to Change

BOSTON (AP) — One signature discrimination — a Massachusetts Institute of Technology professor — who gave grade teacher to students in a way that seemed to suggest women were always better students than men.

The professor's treatment of students was described in a report by the Massachusetts Institute of Technology President's Commission on the Status of Women.

The report, released today, found that a significant number of women at the elite university were routinely given higher grades than men, even when their test scores were lower.

The commission, which was established in 2015, was asked to investigate claims of gender bias at MIT after several female students complained that they were being treated differently from their male counterparts.

The commission found that the phenomenon of grade inflation, or the practice of assigning higher grades to students regardless of their performance, was widespread at MIT.

In some cases, the commission found, professors deliberately gave higher grades to women in order to boost their self-esteem or encourage them to continue in their studies.

The commission also found that women were more likely than men to receive grades of A or A- on their final exams, even when their test scores were lower.

The findings are significant because they come at a time when gender equality is becoming a more pressing issue on campuses around the country.

According to the American Association of University Women, 63% of female students aged 25 to 34 said they had experienced some form of discrimination in higher education, compared to 47% of male students.

The commission recommended several changes to address the issue, including the creation of a new position of ombudsperson to investigate complaints of discrimination.

It also recommended that MIT conduct regular reviews of its grading policies and procedures, and that professors be trained to identify and address gender bias.

MIT President L. Rafael Reif said in a statement that the university would implement the commission's recommendations.

"We have a responsibility to ensure that all students are treated fairly and with respect," he said.

The commission's report also highlighted the need for greater diversity and representation in the professoriate.

"Women are still underrepresented in the sciences and engineering fields," the report said. "More work needs to be done to ensure that women have equal opportunities to succeed in these fields and that the pipeline of talent is diverse and inclusive."
Former Army Fort a Hot Development Site

**PRESIDIO**: Page A17

The four developers...

Former Police Chief Joseph Samuels, who has been a prominent pol....

As Levada sees it, things are just...

The legislation would increase...

**Lights Box, 10 mg. “tar”, 0.6 mg. nicotine av. per cigarette by FTC method.**

**Full Flavor Box, 15 mg. “tar”, 0.9 mg. nicotine;**

**Smoke Contains Carbon Monoxide.**
NATO poised to strike

By Jonathan Schorr

BRUSSELS, Belgium — Initial NATO bombings of Yugoslavia will be broader than Tuesday’s air attacks on Belgrade, according to a spokesman for the North Atlantic Treaty Organization.

The spokesman said that the initial attacks were directed at Yugoslav military targets in Belgrade and that the plan was to continue bombing Yugoslavia until it stops military operations.

The spokesman said that the NATO military command was prepared to expand the bombing if necessary.

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A San Francisco Superior Court judge on Tuesday ordered a man to stand trial on charges of killing his own mother and then setting her body on fire.

The judge ruled that there was enough evidence to proceed with the case against the 33-year-old man, who is accused of killing his mother and setting her body on fire in 1987.

The man, who cannot be identified under court orders, is scheduled to appear in court on Jan. 30 for a preliminary hearing.

The preliminary hearing will determine whether there is enough evidence to proceed with the trial.

The man is charged with murder and attempted murder.

He is facing up to 20 years in prison if convicted.

The man's attorney, who declined to comment, has said his client is innocent of the crimes.

The trial is expected to begin in March.
Last Survivor Looking to Clinton

Mutineer after Port Chicago blast wants formal pardon

By Charlie Goodyear
Chronicle Staff Writer

Branded a criminal for 50 years and now in failing health, 79-year-old Freddie Meeks — the last survivor of the Port Chicago mutiny — is not waiting for miracles, but he is stubbornly holding out for justice.

“They say I’m the only one still living, and it doesn’t look like I’m going to be here too much longer,” Meeks said yesterday from his Los Angeles home. “But I’m still here, and I’m still on my feet.”

Yesterday, Representative George Miller, D-Martinez, along with lawyers for Meeks announced that they will seek a formal pardon from President Clinton.

“Most Americans never knew about Port Chicago, but these men and their families have never forgotten the mistreatment they suffered,” Miller said.

Meeks spent 1½ years in a federal prison in San Pedro. When he returned home to Los Angeles, his Navy service was a mark of shame.

“The loading of munitions was hazardous duty assigned primarily to black sailors at Port Chicago in what the Navy has acknowledged was a pattern of racial discrimination at the segregated base. Meeks, who is black, was one of the loaders and remembers well the day of the blast.

“We had done such a good job loading the munitions that day that we were given a three-day pass,” Meeks said. “I was in Oakland that night, and we heard it but we didn’t know what the explosion was.”

When the men were informed of the disaster, 258, including Meeks, initially refused to return to work. In response, the military denied stress leave for black servicemen. And later, Congress ordered that black victims’ families be paid lower death benefits than whites.

Ultimately, 50 black sailors, Meeks among them, were court-martialed for mutiny.

“It was a frame-up, it was a cover-up because we were all black,” Meeks said. “We didn’t know the law, and we didn’t have any backing, no one to go to bat for us. If we had been white, we would have never been charged. It was a raw deal all the way down.”

Meeks spent 1½ years in a federal prison in San Pedro. When he returned home to Los Angeles, his Navy service was a mark of shame.

“It was hard because you couldn’t tell anybody, you couldn’t spill it,” said Meeks, who worked for a time as a shopkeeper and then got a job with the L.A. County Housing Authority.

He even concealed his conviction and imprisonment from his children for more than 20 years until Berkeley professor Robert Allen, who has helped lead the fight to clear the records of the Port Chicago mutineers, first contacted him.

“I didn’t want to do it at first,” Meeks remembered. “I didn’t want my kids to know that their daddy had been in prison. It hurt me — I cried like a baby — to have that on my record.”

Since 1994, both the Navy and Clinton have refused to expunge the mutiny conviction from Meeks’ record and those of his fellow survivors. Last year, the state Legislature passed a resolution calling on Congress and the White House to take action. Since then, all legislative attempts to change the record have been exhausted, Miller spokesman Danny Weiss said.

But Meeks is now represented by powerhouse law firm Morrison & Foerster, which has taken his case pro bono. Attorneys are reviewing files on the court-martial and will present their appeal to the U.S. Department of Justice later this year. It is the first such request for a Port Chicago survivor and comes amid renewed public interest in the disaster.
Dear Professor Allen,

Thank you for your invaluable contribution to our effort. Am returning VHS + some documents we
Collected. But are no longer needed here.

Thought you might like them in your file.

Happy New Year.

Best regards,

Mary Claude
committee on aviation education to help coordinate aviation instruction available to children in schools and to college and university students. It urged school authorities to provide flight experience in high school programs.

Miss Jacqueline Cochran, director of women pilots for the Army Air Forces, declared at a luncheon that the "woman's angle" had been "overlooked or discounted, to the great disadvantage of our aviation industry."

50 GET MUTINY TERMS

Sentences of Negroes in Navy Range From 8 to 15 Years

Special to The New York Times

SAN FRANCISCO, Nov. 18 — Sentences ranging from eight to fifteen years and dishonorable discharge have been imposed on fifty Navy enlisted men, all Negroes, found guilty on one specification of mutiny for refusing to load ammunition after the Port Chicago explosion. Twelfth Naval District headquarters announced today.

The initial sentence in each case was fifteen years, but Rear Admiral Carleton H. Wright, commandant of the district, ruled that forty of the men were entitled, because of mitigating circumstances, to reductions of sentence.

Because of youth, previous clear record or short period of service, terms were made eight years for five men, ten years for eleven and twelve for twenty-four.

The sentences are subject to further review by the Judge Advocate of the Navy, the Bureau of Personnel and the Secretary of the Navy and further reductions are possible.

TRU-FORM SHOES
insure foot health

Give it of bat
It's a
PAY MORE FOR APARTMENT,

The union refused to sign a voluntary application for the wage increase sought by it and submitted to the company, apparently because of the company's refusal to agree to the closed shop.

William E. Simkin, chairman of the commission, said that the case presented "the most unusual situation of a company which is so eager to grant wage increases in certain classifications that it is questioning the commission to award them by directive order over the opposition of the union."

Mr. Simkin also said that "the fact remains that this company was operating without any union contract and with complete freedom to hire union or non-union employees and the existence of closed shop contracts elsewhere in the industry and area is not a sufficient reason for departure from the board's clearly established policy on union security."

SETTLES RENT DISPUTE

New Rochelle Army Officer to Pay $15 More for Apartment

The New York Times

NEW ROCHELLE, N. Y., July 21—Capt. A. S. Rogoff of the Army Medical Corps, whose fight against an increase from $48 to $50 a month in his apartment rent led to a demonstration by sympathizers last Saturday in front of City Court, settled the dispute at $50 today with the landlord, according to his wife. Tenants objecting to rent increases here considered it a test case.

Craig-Hall, Inc., of New York, agents for the Colonial Manor Apartments, on Palham Road, where the Rogoffs had lived for the last year, filed suit in City Court to dispossess the family on the ground the captain's lease had not been renewed July 1. When the case was called for trial today, a settlement was announced, but counsel for the tenants refused to divulge the terms.

The controversy the Rogoffs had the active support of Mayor Stanley W. Church and the Westchester County Tenants Committee, advocates of a rent "freeze" for the entire county. The Westchester Property Owners Association contends that the county's "few" rent increases have generally been justified.

DIVORCES T. P. DURELL

Wife Gets Reno Decree From State Democratic Treasurer

RENO, Nev., July 21—Mrs. Ruth

FAKE RAILROAD MEN GET IN DARING HOLD-UP IN

WEEHAWKEN, N. J., July 21—Four men, posing as railroad workers, did a neat job of banditry here today, taking a $27,543 payroll from two messengers of a detective agency, after disarming one of them, and vanishing in an automobile.

The victims of the hold-up were William Koch, 40 years old, of 175 Bronx River Road, Yonkers, N. Y., and Charles Clarke, 53, of 2061 St. Raymond Avenue, Port Chester, N. Y., employes of the William Burns agency.

They had been assigned to bring a suitcase containing the money from New York to Pier K here of the Alcoa Steamship Lines. It was to meet the payroll of the 189 Weehawken employees of the John J. McGrath Stevedore Company of New York.

The burly messengers crossed the Hudson to Weehawken on a ferryboat at 10:30 a.m., and left the foot of Pershing Road. Then they started to walk on River Road toward the pier, a short distance from the ferry ship. Koch had a pistol. Claire, a former sergeant in the New York City Police Department, had the suitcase, which was equipped with a cartridge containing nauseating gas that could be released by pulling a cord. The messengers did not have a chance to use either weapon, so completely were they taken by surprise.

It was 11:45 a.m. and they had 100 feet of their destination when two near-by N. Y. road yards clothing to their long coat and close to the gleam of a .45-caliber automatic gun.

The hold-up men were traced to the back of a public parking lot, driven away, saw the officers, and the men, armed and masked, ran away.

The three bandits escaped to Port Chester, according to the P. D. L.

The money was taken to the police department, and officers are searching the three bandities to identify them.

The police announced that the money was taken to the police department, and officers are searching the three bandities to identify them.

JERSEY LAWYER ACCUSED

Richard Stockton, Former Jurist, Paroled on Theft Charge

NEWARK, N. J., July 21—Richard Stockton, 75 years old, a once prominent lawyer here who is a direct descendant of Richard Stockton, who has practiced law here since 1592, was paroled today in the charge of embezzlement on the complaint of Miss Alice Stokes, 60, a cook, of 17 Glenwood Place, Summit.

A direct descendant of Richard Stockton, one of the signers of the Declaration of Independence, Mr. Stockton was charged with forgery here since 1930, when he was arrested in the custody of his counsel, Nicholas R. Kaiser, to await action by the grand jury. A victim of arthritis, Mr. Stockton was arrested at his home by a police officer.
Check-Up of Draft Dodgers Here Is Begun by Police on Wide Scale

All Eligible Men Who Enter Department Buildings Must Show Cards—Chinese Is the First to Be Arrested

A Police Department general order was read to all uniformed members of the department when they went on duty yesterday, directing them to check up on the draft status of all men between the ages of 18 and 64 who were interrograted by them or who came into the buildings of the department.

Many members of the department and observers at police headquarters immediately surmised that the order indicated a determined round-up of draft dodgers would be made here similar to those staged during the first World War. Police Commissioner Lewis J. Valentine, however, denied this was so.

“This order definitely does not mean that persons will be stopped on the street at any time and asked to show their registration card or cards,” the commissioner said in response to reporters’ questions.

“This order is applicable only to those persons coming into department buildings for any reason, particularly those under arrest, who will be required to show their registration cards and, if under 45 years of age, their classification cards. Those persons under 37 years of age will be held for the FBI.”

The order, which was issued by Chief Inspector John J. O’Connell, began by reciting that the New York City headquarters of the Selective Service System “has advised this department that a determined effort is now under way to apprehend all men of military age who have failed to register or who, having registered, have failed to follow the order of their local board.”

It pointed out that Selective Service regulations require all men between 18 and 45 to carry with them at all times their registration cards and notices of classification, and that men between 45 and 64 were required to carry their registration cards.

“Therefore, in order to cooperate with the Selective Service Administration, when a male person between the ages of 18 and 64 years visits a department building on business or otherwise, or is interrogated by a member of the force for any reason, such person will be courteously asked to exhibit his registration card and if the registration card bears a date other than April 27, 1943, he will also be requested to produce his notice of classification,” the order provided.

It provided that those between the ages of 18 and 37, who failed to have the proper cards should be arrested and detained for the FBI, and that those between the ages of 38 and 64 should be admonished to have their cards with them at all times.

Despite the statement in the order that this action was taken at the instance of New York City headquarters of the Selective Service system, officials there declared they had no knowledge of the police action.

The first of seven arrests reported as a result of the new order was of Yong Po, 36-year-old Chinese-born merchant seaman, who was picked up on 125th Street near Lexington Avenue. Detective Salvatore Bella, who made the arrest, said the seaman seemed to be unaware of the existence of the Selective Service Act. Five of the arrests were made in Manhattan, the other two in Brooklyn. All were charged with violation of the Selective Service Act.

IN QUER Y TOM OR R O W

At Scene of Blast

Navy Court Will Meet in Port Chicago, Calif., to Go Over Circumstances, Damage

DEATH LIST DOWN TO 321

Only Four Bodies Are Found—Army Squad Ends Search for Unexploded Shells

By LAWRENCE E. DAVIES

Special to The New York Times

SAN FRANCISCO, July 19—Circumstances of the disastrous Port Chicago munitions explosion of Monday night, as well as the damage it did to government and private property, will be checked by a Navy court of inquiry convening at the blast scene on Friday morning.

This announcement from Twelfth Naval District headquarters, which held in abeyance the question of an open or closed hearing, was issued as the death list was revised downward to rest at either 321 or 322; as an Army demolition squad completed a foot-by-foot search of the devastated area for unexploded shells, and as the work of rehabilitation both in the town of Port Chicago and on the adjacent naval reservation got well under way.

Although sixty-nine members of the Merchant Marine, aboard the munitions ships Quinault Victory and E. A. Bryan, lost their lives when the vessels were torn apart by the blasts, crew members who escaped by having shore liberty signed on for other berths. This spirit of “getting on with the war” was reflected in the remarks of Capt. John L. Henrikson of the Bryan, who was ashore when the
Radio Modifies Song Ban
Permits Democratic Convention to Use 'Don't Change Horses'

The four major radio chains have modified their ban on the song entitled "Don't Change Horses in the Middle of the Stream" to permit its use at the Democratic National Convention and on future political programs sponsored by the Democratic party, it became known yesterday.

The chains had banned the song a month ago on the ground it could be construed as having political implications. NBC said yesterday that it believed such a position was justified in the light of the decision of the Democratic party to make use of the tune.

Music Notes
The Goldman Band, directed by Edwin Franko Goldman, will give a concert on Central Park Mall, tonight at 8:30.

Ray Lev, pianist, will be heard in recital at the Juilliard School of Music this afternoon at 4.

Tank Telescope in Mass Output

ROCHESTER, N. Y., July 20—Large-scale production of the M-76-C tank telescope, which enables a gunner to pick out a target a mile away, was announced today by Eastman Kodak Company. The thirty-inch telescope sights a 24-degree field magnified three times. The instrument, made of sand-free rare element glass, is mounted so that it may be kept on the target despite rough terrain.

in the saying of food and drink. At least five times we caught them.
Walter Charles Hoerle, 26-year-old member of the crew of the Standard Oil tanker, S. S. Allan Jackson, lost in the Atlantic through enemy action on Jan. 18, 1942.

In a letter Rear Admiral Emory S. Land, administrator of the War Shipping Administration, said:

"Nothing I can say or do will, in any sense, requite the loss of your loved one. He has gone, but he has gone in honor and in the goodly company of patriots. Let me, in this expression of the country's deep sympathy, also express to you its gratitude for his devotion and sacrifice."

WARNED ON STOLEN FOOD

California Told Thieves Got Eatables Containing Explosion Glass

PORT CHICAGO, Calif., July 22

—The theft of two truckloads of food which had been condemned because it contained glass splinters from the munitions explosion of Monday night was reported today by Sheriff James Long of Contra Costa County.

Canned and packaged goods, as well as fresh fruits and vegetables, were sent to the city dump yesterday, but during the night thieves hauled away a quantity of it, presumably with the thought of selling it to the public. He put a guard over the dump to prevent further thefts and warned the public against buying food except through regular channels.

Russian Admiral Is Decorated

Tass, Soviet news agency, said yesterday that the Soviet Government had decorated Admiral Nikolay G. Kuznetsoff for "skillful and steadfast execution of military operations and for the successes achieved as their result." The dispatch was broadcast by the Moscow radio and reported by the Federal Communications Commission.

Sleek calfskin

bow-tie

the one-shoe wardrobe for fall

$8.95

Black or brown calfskin

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Assistant District

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The following statement

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"Meanwhile, THE TIMES

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Meyer Gets Capital!

WASHINGTON, July

The Federal Commis-

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The Third Naval District.

Navy officials stressed the need

for growing numbers of workers

on the West Coast and at Pearl

Harbor. Workers are assured free

transportation and comfortable liv-

quarters, at salaries ranging

from 53 cents to $1.52 an hour.

Information regarding these jobs,

which are open to skilled and un-

skilled workers, may be obtained

from United States Employment

Service offices, Civil Service Com-

mission offices, or at Pearl Harbor

and West Coast Navy Recruitment

Bureau, 90 Church Street.

CARGO PLANES EMPLOYED

United Air Lines Says 5 of 39 in

Fleet Carry No. Passengers

Utilization of five of United Air

Lines' thirty-nine airplanes as ex-

clusive cargo carriers was an im-

portant factor in the continued

gains of the company in wartime

traffic, according to the police,

yesterday by authorities of the

Third Naval District.

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radio station, will expand

presentation so as to

greater service to its list

our readers.

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To Retain Music Fea-
Norris a Leading Figure in It

It had been planned to have former Senator George Norris head the new committee. Although "the father of the TVA" (Tennessee Valley Authority) was glad to lend his name to the organization he was reluctant to take the top post because his health would not permit him to be very active.

Mr. Hillman took the chairmanship of the new committee, but he insists that his will be a "hands off" policy.

"You do not think that I could dominate people like Freda Kirchwey of The Nation and J. Louis Reynolds of the Reynolds Metals Company, do you?" he asks.

In less than fourteen months the CIO political movement has had some successes. Although it feels that newspaper claims of its success are more flattering than accurate, the committee has had an important share in returning nominees and defeating others in the primary contests.

The highlight of its success was the vetoing of the Vice-Presidential aspirations of James F. Byrnes, South Carolina's shrewd political figure. It is a bit startling to record that Mr. Hillman turned thumbs down on Mr. Byrnes despite the President's endorsement of the man whose desk is near his own in the White House.

Hillman Audacity Notable

Mr. Hillman is an audacious man, even to the point of changing the President's mind on occasion. The unionist turned politician calls this "taking responsibility."

His second stroke of political audacity did not come off. This one also involved changing the President's mind. Mr. Roosevelt's "endorsement" of Vice President Henry A. Wallace was lukewarm but Mr. Hillman and his associates, having pledged themselves to Mr.
HARLEM CHILDREN GUESTS IN VERMONT

Johnson Pastor Sponsors 'Good Will' Experiment of Taking 79 in Homes for Vacation

JOHNSON, Vt., July 19 (AP)—In northern Vermont a Congregational pastor with a sense of old Scotland in his voice has initiated a program of what he likes to call "aggressive good will."

Interested in improving relationships between racial and religious groups, the Rev. A. Ritchie Low opened his campaign six weeks ago and tonight seventy-nine Negro children of New York's crowded Harlem were here to spend a two-weeks' vacation. They are distributed among white families, mostly farmers, of all faiths in twenty-two towns in Vermont's hills.

The children, ranging in age from 9 to 13 years, were accompanied by two women leaders of the Abyssinian Baptist Church, whose 10,000 Negro members paid the transportation costs.

Asked what prompted his action and why he happened to select Negroes as beneficiaries of his good will program, the Rev. Mr. Low said:

"Good will has got to be more than just talk. It must be aggressive."

"I am sympathetic to the aspirations of the Negro people and thought I ought to do more than just talk about it."

"I spent ten days among the Negroes of Harlem last November and talked with many of them—lawyers, doctors, soldiers, storekeepers and churchmen."

He explained that he went to Harlem as a guest of the Abyssinian Baptist Church after several guest speakers, including Negroes, had spoken in his church, the United Church of Johnson, membership made up of Methodists and Congregationalists.

He suggested to Dr. A. Clayton Powell, pastor of the Harlem Church, that "it might do some good if a white pastor should preach in a Negro church."

The Rev. Mr. Low was born in Newcastle, England, where his father was a missionary in India. After college, he went to Africa where he served six years, and was stationed in England between the sessions of the Chautauqua circuit. He is now pastor of Johnson Baptist Church after several years of service in the church.

High tribute to the work of Negro Navy personnel attached to the naval magazine at Port Chicago and to the naval ammunition depot at Mare Island Navy Yard was paid in statements by Rear Admiral Carleton H. Wright, commandant of the Twelfth Naval District, and Capt. Merrill T. Kinne, commanding officer of the Port Chicago installation.

"Men Did Excellent Work"

"These men did excellent work in an important segment of the district's overseas combat supply system," Admiral Wright said. Edward Harrington, pharmacist’s mate, third class, of New York, and William T. Harris, shipfitter, third class, of Bloomfield, N. J., were named by Capt. Kinne in a list of Negro sailors who volunteered for service during the emergency and were "observed in courageous pursuit of their duty."

In its résumé the Navy put damage to property, such as oil, barracks and other buildings, at $3,000,000. This did not include the value of the ships, upward of $4,000,000, of the thousands of tons of munitions blown up. Damage to civilian property will run into the hundreds of thousands, or possibly millions, of dollars, although this will not be determined until the figuring of insurance claims and the completion of work by the Navy court of inquiry.

POLICE MYSTERY SOLVED

A mouse that had lived for a week in the pneumatic tube connecting the fifth and first floors of Brooklyn Police Headquarters was killed, according to police officials, yesterday.

The death of the mouse solved a headquarters mystery and eased the tension that had been growing between the reporters and Vincent Giovanni, a civilian employee at headquarters in charge of the restaurant. The mouse was a menace, and the reporters were determined to eliminate it.

The rat was a menace, and the reporters were determined to eliminate it.

There’s No Black Market
In Army’s ‘K’ Rations

The front-line doughboys in Europe, the marines in the Marshalls and the army in the Pacific eat what they can get, when they can get it. Their appetite for steaks and chops is undiminished as yours. But they can’t slip the butcher an extra 10 or 15 cents a pound and ask him to forget about ration coupons. Too many Americans are doing that, too many are helping black markets to flourish. Sellers cannot exist without buyers. Don't patronize the black market. Adhere to calling prices, give ration coupons when necessary, shun underhand deals. The black market is a menace. Help destroy it.
The Mutiny Trial

Naval Officers Relate the Attitude Of 50 Ordered to Load Ammunition

The 50 Negro V. & sailors charged with refusing to load ammunition after the Port Chicago disaster that claimed more than 300 lives were courteous but firm in defiance of orders to proceed with the work. Witnesses yesterday told the court-martial board trying them on charges of mutiny.

Examination by the prosecution indicated an attempt will be made to prove conspiracy to incite the mutiny among members of two divisions of sailors assigned to the ammunition loading task.

Lieutenant Commander J. M. Flowers, chaplain at the Vallejo Naval Barracks and Ammunition Depot where the armed mutiny occurred, said he told the men he was afraid of the ammunition but offered to work with them if they would return to their tasks.

He warned them, he said, they would be disciplined—"the maximum sentence is death for the wartime military crime of mutiny—but they merely thanked him and refused to obey.

The chaplain testified he interviewed 28 men individually, calling their attention to the dangers faced by men in foxholes. "Some of them replied," he said, "that in foxholes a man had a chance to fight back."

Eight of the 28 the chaplain interviewed returned to their ordered duty.

The men are charged specifically with refusing to obey lawful order to load and unload ammunition from ships at the depot. The specifications state they "willfully, coercedly and persistently" refused to carry out orders. The detailed charges call attention to the fact the mutiny occurred while the Nation was engaged in a war.

Lieutenant O. O. Morehaus, division commander, testified that he twice mustered his men in one day and on the second roll call 16 men of the group refused to obey the work orders and eight reported for duty. He said it was possible that men of another division heard his orders to his men.

During the day's session the defendants, each 10 represented by an attorney, listened stolidly to the proceedings conducted under the direction of Rear Admiral Hugo W. Osterhaus, president of the court-martial board. The defendants were wearing undress blues.

The incident occurred after the Port Chicago ammunition depot explosion, one of the greatest home front disasters since the war began. Originally 257 men refused to load ammunition but 217 returned to work. They were disciplined on orders of a summary court-martial.

The day's third witness, Lieutenant J. E. Tobin, division commander, said he observed men from individual divisions talking together when the refusal to work order was under discussion.

The session will be resumed tomorrow morning at the court-martial building on Yerba Buena Island.
Mutiny Trial
Told Sailors Signed Lists

Seven witnesses yesterday at the Navy'ssuitable trial of 50 Negro sailors accused of mutiny testified that lists had been circulated among the men and that a meeting had been held on a sarg off Vallejo at which they were told other sailors were not going to load ammunition.

The testimony was offered in furtherance of Navy contentions that "organized conspiracy" existed among rebellious sailors assigned to load ammunition at Mare Island following the Cortez-Chicago explosion.

The men, testified Joseph Morgan, seaman first class, and William Shinnan, seaman second class, containing names only which they had been told, were names of men refusing to resume ammunition loading. Both signed, they said, but later returned to work.

The seamen were vague in the identification of men who circulated the lists and who talked at the meeting. Shinnan reported they were told if they didn't obey orders to return to work they might be assigned to another base.

A third witness, Clarence Morgan, seaman first class, who said he attended the meeting told of hearing members of the group say they should obey all orders other than the one to return to work so "the Mutiny would not come over."

Yesterday was the seventh day of the trial, held on Yerba Buena Island.
The Navy's Mutiny Trial

SEAMEN TELL OF JITTERY NERVES BEFORE
SERIES OF BOMBETS AT PORT CHICAGO

Fear of ammunition handling both before and after the Port Chicago explosion that killed some 200 persons, details the men who handled it. Seaman First Class Joseph H. Small testified yesterday at the mutiny-martial trial held on Yerba Buena Island.

Small under examination denied down and told the men they would have to obey orders. Small, who is 22 years old and before going into the Navy was a truck driver, was the first Northern Negro to be called as a witness.

John F. Dunn Jr., 17, who weighs 144 pounds, testified he had made up his own mind not to handle ammunition, because he was too small.

Drumming Dee, seaman 1c, testified that he had been in the Port Chicago explosion and that he had suffered injuries to his hands, legs and back.

He added that he was afraid to load ammunition, but had been willing to obey any other orders and that he signed statements to that effect when he was at Vallejo and at Camp Shoemaker.

Small said that he had gotten down and told the men they would have to obey orders. Small, who is 22 years old and before going into the Navy was a truck driver, was the first Northern Negro to be called as a witness.

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Sailor's Fear Of Munitions Told at Trial

A Negro seaman yesterday admitted he would have refused to obey an order to load ammunition at Navy Island Naval Ammunition Depot had it been issued to him instead of yesterday as the mutiny trial of 59 seamen went into its 13th day before a seven-man board of Navy writers.

In his examination before the board yesterday morning, the lieutenant on duty in the ammunition depot yesterday shot the water over his head after the explosion.

He was Harry E. Grimes, 25, seaman 1/e, a mess cook on the Navy Yard in Vallejo.

Grimes insisted that on his bunk he found a list of men whom he presumed didn't want to load ammunition and signed it. He said that he was wading in the water when he was asked by his division commander how he felt about loading explosives. Grimes could be heard under examination that they did not receive a direct command from their division commanders to load ammunition during the period that the mutiny took place between August 6, 10 and 11.

He was Harry E. Grimes, 25, seaman 1/e, a mess cook on a ship.

The day's second witness, Seaman 1st class Albert Williams, who handled ammunition for 22 months prior to the 1924 Chicago explosion, said the board that he had always feared it slightly, but after the explosion, his fear became very much greater.

If you ever receive a direct order to load ammunition, Williams was asked.

"No," he replied.

"Did you receive a direct order to load ammunition, would you have obeyed it?"

"No," Grimes said. "I would have disobeyed the order; if I were afraid to handle explosives, I wouldn't touch them."
Mutiny at Mare Island

Last August, a month after the bloody Port Chicago ammunition dump blast (cost: 330 lives), 270 Negro veterans of the disaster refused to handle ammunition at the Mare Island Ammunition Depot. They were afraid of the stuff. Later all but 50 returned to work.

A month later the 50 still-living Negro workers faced the largest mutiny trial in naval history.

"On Yerba Buena Island, behind a crescent table, Rear Admiral Hugo W. Osterhau and a seven man board listened for 33 days to the testimony of witnesses and defendants while Lieutenant Commander James F. Coolkey, the prosecutor, tried to prove that "organized conspiracy" had existed.

Coolkey introduced "won't work lists" which he said had been signed by the men, stating they refused to load ammunition. He caught up defendant Frank L. Henry, seaman second class, when Henry took the stand and failed to punctuate one of his answers with the customary "sir."

"Don't you know you're guilty of insubordination for not having called me sir?" roared Coolkey. Henry shook his head blankly.

Each of the 50 seamen testified on his own behalf. All of them said they were afraid to handle ammunition. Most said that had they been ordered to do so, they would have concurred. Only a few said nothing on earth would have forced them to load explosives.

The deep-rooted fear of the sailors was pointed up in a seaman's testimony. He reported that one night a piece of paper got caught in an electric fan, causing a near riot as men ran for the exit.

First on the witness stand of World War II's first mutiny trial was Commander Joseph R. Tobin, U. S. N., commanding officer of the Naval Barracks on Mare Island. On August 9, Tobin testified, he had received word that the Negro enlisted men refused to load ship. "I personally ordered the men to go to work," said Tobin. The 50 who did not were placed under guard. Those who went back were not held.

All the defendants denied having received specific orders from Commander Tobin.

Lieutenant Commander J. M. Flowers, chaplain for the navy barracks, testified he had told them he was afraid to load ammunition, too. He offered them a bargain. If they would return to work, he would go with them. He asked the men to remember the boys living in foxholes, to which they had replied: "In the foxholes a man has a chance to fight back."

Into the trial as an observer came Thurgood Marshall, chief counsel for the American Society for the Advancement of the Colored People. After listening to the testimony, he said: "The men actually don't know what happened (one of the defendants had only gone through first grade). Had they been given direct and specific orders to load ammunition and had they refused to obey that order, then the charge would be legitimate. But they said no direct orders were issued them ... they were afraid ... they were willing to go to jail to get a change of duty."

"Marshal said he would go to Washington to make a report on the trial, which he described as an example of the Navy's obvious discriminatory policy against Negroes.

At the end of the testimony the board deliberated for 45 minutes and then pronounced the defendants "guilty" of either mutiny or conduct prejudicial to good conduct and discipline. Each man was liable to a sentence of death or 15 years in jail, with a dishonorable discharge. The board then added it would reconvene to hear evidence of mitigation.

In a final statement Coolkey said: "Any man so depraved as to be afraid to load ammunition deserves no leniency."
TO: MARY CLAUDE FOSTER

FROM: JOHNNY MILLER

DATE: 10/15

NUMBER OF PAGES (including this sheet) 16

In case of transmission difficulties, call (415) 777-7150 for assistance.
The Navy court-martial—which has been hearing the case of the 50 Negro sailors charged with mutiny, announced its sentences Saturday morning. These sentences were: Ten men to 15 years in prison, twenty-four to 12 years, eleven to 10 years and five to 8 years.

We have been mulling this matter over for several days. We have been thinking about the real nature of fear. Fear is not a crime. Fear can in some circumstances have the effect of a crime, and in some grave circumstances must be punished as a crime. Among these are some cases of fear in the face of the enemy.

On the other side of the question it is of course obvious that fear cannot be encouraged in war, even by those who are understanding. There must be some middle ground in the treatment of fear which will appeal to reasonable men.

These Negroes who refused to load the munitions ships following the Port Chicago disaster were plainly overcome by fear. They were not per se mutineers except to the extent that their fear overcame whatever responsibility they had. Considering then that fear and failure to do a duty because of it cannot be encouraged in wartime, we still believe that the sentences imposed on these men were altogether too severe. We do not believe that the honor of the United States Navy or the reputation of the United States Navy as a fighting, fearless force would have been impaired by sentences ranging from one-half to one-third of those given.
Mutiny

Sentences

15-Year Terms
Imposed; Time
Reduced for 40

Initial sentences of imprisonment for 15 years were imposed on 60 U.S. Navy Negro seamen found guilty on one specification of mutiny for refusal to load ammunition after the Port Chicago explosion, Twelfth Naval District headquarters announced yesterday.

Mitigating factors, however, justified reduction of the sentences, Rear Admiral Carlton H. Wright, USN, commandant of the district, stated, after a review of the cases as convening authority. Reduced sentences ranged from 8 to 12 years. Admiral Wright ruled that the youth, previous clear records and short periods of service of certain of the men warranted reductions of confinement.

OTHER PENALTIES
The conviction, carries in addition to the sentences reduction to the rating of apprentice seaman and upon completion of confinement, a dishonorable discharge from the naval service. In each instance, however, the period of actual confinement may be reduced by as much as one-third for good behavior, under naval regulations.

The 50 seamen were convicted on October 24, after the largest and longest naval trial in naval history on Yerba Buena Island, following 32 days of testimony. Each of the accused testified, as did over a score of prosecution witnesses.

ALL WERE SURVIVORS
The seven-man court-martial board, headed by Rear Admiral Hugo W. Osterhaus, deliberated 45 minutes before finding the men guilty of mutiny or conduct prejudicial to good conduct and discipline.

All 50 of the Negro defendants were survivors of the Port Chicago explosion of last July 17 in which two naval ammunition ships blew up, killing at least 323 persons, mostly naval and Coast Guard personnel.

Sentences are now subject to further review by the Judge Advocate General of the Navy, the Bureau of Personnel and the Secretary of the Navy. Further mitigation of these sentences may then be effected by the latter, but none may be increased.

Defense counsel, one naval officer representing each ten men and headed by Lieutenant Orvid P. Yeakum, contended that no direct order had been given for the men to load ammunition at the Mare Island ammunition depot, and that in expressing fear of ammunition, after the explosion, the defendant and believed in a logical and natural manner. Insertion concurring, the defense concluded, never was followed by the prosecution.

Lieutenant Commander James P.
DISTRICT STAFF HEADQUARTERS
TWELFTH NAVAL DISTRICT
SAN FRANCISCO, CALIFORNIA

4 September 1944

FROM: Commandant, Twelfth Naval District and Commander, Naval Operating Base, San Francisco, California.

To: Judge Advocate, General Court Martial, U. S. Naval Training and Distribution Center, San Francisco, California.


The above-named men will be tried before the general court martial of which you are judge advocate, upon the following charge and specification. You will notify the president of the court accordingly.
inform the accused of the date set for their trial, and summon all witnesses, both for the prosecution and the defense.

CHARGE
MAKING A MUTINY
SPECIFICATION


Perry L. Knox, seaman first class, U. S. Naval Reserve, William H. Lock, seaman first class, U. S. Naval Reserve, Edward L. Longmire, seaman second class, U. S. Naval Reserve, Miller Matthews, seaman second class, U. S. Naval Reserve, Augustus F. Mayo, seaman second class, U. S. Naval Reserve, Howard McGee, seaman first class, U. S. Naval Reserve, Lloyd McKinney, seaman first class, U. S. Naval Reserve, Alphonso McPherson, seaman second class, U. S. Naval Reserve, Freddie Meeks, seaman second class, U. S. Naval Reserve, Cecil Miller, seaman first class, U. S. Naval Reserve, Fleetwood H. Postell, seaman second class, U. S. Naval Reserve, Edward F. Saunders, seaman second class, U. S. Naval Reserve, Cyril C. Sheppard, seaman first class, U. S. Naval Reserve, Joseph R. Small, seaman first class, U. S. Naval Reserve, Willie C. Suber, seaman second class, U. S. Naval Reserve, Edward L. Waldrop, seaman second class, U. S. Naval Reserve, Charles S. Widemon, seaman second class, U. S. Naval Reserve, and Albert Williams, Junior, seaman first class, U. S. Naval Reserve, while so serving on active duty at the U. S. Naval Barracks, Naval Ammunition Depot, Mare Island, California, having conspired each with the other to mutiny against the lawful authority of their superior naval officers duly set over them, by refusing to work in the operation of loading ammunition aboard ships and unloading ammunition from ships, did, on or about 11 August 1944, at said Naval Barracks, make a mutiny against the lawful authority of their superior naval officers duly set over them, in that they, the said Allen, Anderson, Anthony, Banks, Baugh, Berry, Bordenave, Brown, Burage, Burns, Credle, Crittenden, Curd, David, Dees, Diamond, Dixon, Dixon, Dunn, Ellis, Fleece, Floyd, Gaines, Gipson, Gray, Green, Grimes, Harris, Hazzard, Henry, Hill, King, Knox, Lock, Longmire, Matthews, Mayo, McGee, McKinney, McPherson, Meeks, Miller, Postell, Saunders, Sheppard, Small, Suber, Waldrop, Widemon, and Williams, having been lawfully ordered by their
ro: MARY CLAUDE FOSTER

FROM: JOHNNY MILLER

DATE: 10/15

NUMBER OF PAGES (including this sheet) 16

In case of transmission difficulties, call (415) 777-7150 for assistance.
Navy Sentences  NOV 22 1944

The Navy court-martial which has been hearing the case of the 50 Negro sailors charged with mutiny, announced its sentences Saturday morning. These sentences were: Ten men to 15 years in prison, twenty-four to 12 years, eleven to 10 years and five to 8 years.

We have been mulling this matter over for several days. We have been thinking about the real nature of fear. Fear is not a crime. Fear can in some circumstances have the effect of a crime, and in some grave circumstances must be punished as a crime. Among these are some cases of fear in the face of the enemy.

On the other side of the question it is of course obvious that fear cannot be encouraged in war, even by those who are understanding. There must be some middle ground in the treatment of fear which will appeal to reasonable men.

These Negroes who refused to load the munitions ships following the Port Chicago disaster were plainly overcome by fear. They were not per se mutineers except to the extent that their fear overcame whatever responsibility they had. Considering then that fear and failure to do a duty because of it cannot be encouraged in wartime, we still believe that the sentences imposed on these men were altogether too severe. We do not believe that the honor of the United States Navy or the reputation of the United States Navy as a fighting, fearless force would have been impaired by sentences ranging from one-half to one-third of those given.
**Mutiny Sentences**

15-Year Terms Imposed; Time Reduced for 40

Initial sentences of imprisonment for 15 years were imposed on 50 U. S. Navy Negro seamen found guilty on one specification of mutiny for refusal to load ammunition after the Port Chicago explosion. Twelfth Naval District headquarters announced yesterday.

Mitigating cases, however, justified reduction of the sentences, Rear Admiral Carlton M. Wright, USN, commander of the district, stated, after a review of the cases as commanding authority. Reduced sentences ranged from 8 to 13 years.

Admiral Wright ruled that youth, previous clear records and short periods of service of certain of the men warranted reductions of confinement.

**OTHER PENALTIES**

The conviction carries, in addition to the sentences reduction to the rating of apprentice seaman and upon completion of confinement, a dishonorable discharge from the naval service. In each instance, however, the period of actual confinement may be reduced by as much as one-third for good behavior under naval regulations.

The 50 seamen were convicted on October 24 after the largest and longest mass trial in naval history on Yerba Buena Island, following 33 days of testimony. Each of the accused testified, as did over a score of prosecution witnesses.

**ALL WERE SURVIVORS**

The seven-man court-martial board, headed by Rear Admiral Hugo W. Osterhaus, deliberated 46 hours before finding the men guilty of mutiny or conduct prejudicial to good conduct and discipline.

All 50 of the Negro defendants were survivors of the Port Chicago explosion of last July 17 in which two naval ammunition ships blew up, killing at least 323 persons, mostly naval and Coast Guard personnel.

Sentences are now subject to further review by the Judge Advocate General of the Navy, the Bureau of Personnel and the Secretary of the Navy. Further mitigation of these sentences may then be effected by the latter, but none may be increased.

Defense counsel, one naval officer representing each ten men and headed by Lieutenant Harold H. Veymann, contended that no direct order had been given for the men to load ammunition at the Mare Island ammunition depot, and that in expressing fear of ammunition after the explosion, the defendants had behaved in a logical and natural manner. Mutinous conspiracy, the advocate contended, never was proved by the prosecution.

Lieutenant Commander James F. 

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The conviction carries, in addition to the sentences reduction to the rating of apprentice seaman and upon completion of confinement, a dishonorable discharge from the naval service. In each instance, however, the period of actual confinement may be reduced by as much as one-third for good behavior, under naval regulations.

The 80 seamen were convicted on October 31 after the largest and longest naval trial in naval history on Yerba Buena Island, following 33 days of testimony. Each of the accused testified, as did over a score of prosecution witnesses.

**ALL WERE SURVIVORS**

The seven-man court-martial board, headed by Rear Admiral Hugo W. Osterhaus, deliberated 45 minutes before finding the men guilty of mutiny or conduct prejudicial to good conduct and discipline.

All 80 of the Negro defendants were survivors of the Port Chicago explosion of last July 17 in which two naval ammunition ships blew up, killing at least 323 persons, mostly naval and Coast Guard personnel.

Sentences are now subject to further review by the Judge Advocate General of the Navy, the Bureau of Personnel and the Secretary of the Navy. Further mitigation of these sentences may then be effected by the latter, but none may be increased.

Defense counsel, one naval officer representing each ten men and headed by Lieutenant Gilbert K. Veltman, contended that no direct order had been given for the men to load ammunition at the More Island ammunition depot, and that in expressing fear of ammunition after the explosion, the defendant had behaved in a logical and natural manner. Mutinous conspirators, the defense contended, never were proved by the prosecution.

Lieutenant Commander James E.
The Sailors Found Guilty Of Mutiny---

Here is a list of the U.S. Navy Seamen found guilty of mutiny and sentence:

The following were sentenced to 18 years confinement:

- Robert D. Brown, B.S., USN, Brooklyn, N.Y.;
- Howard D. Davis, B.S., USN, Philadelphia, Pa.;
- Charles H. Martin, B.S., USN, Portland, Me.;
- John A. Murphy, B.S., USN, New York, N.Y.;
- Edward J. O'Brien, B.S., USN, Chicago, Ill.;
- James A. Price, B.S., USN, Philadelphia, Pa.;
- John J. St. John, B.S., USN, Philadelphia, Pa.;
- Thomas J. Wamboldt, B.S., USN, New York, N.Y.;

The following were sentenced to 13 years confinement:

- Charles A. Anderson, B.S., USN, Brooklyn, N.Y.;
- Robert A. Bingham, B.S., USN, Philadelphia, Pa.;
- John A. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, Chicago, Ill.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;

The following were sentenced to 10 years confinement:

- John J. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, Chicago, Ill.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;

The following were sentenced to 8 years confinement:

- John J. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, Chicago, Ill.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;
- John J. Brown, B.S., USN, Philadelphia, Pa.;
- John J. Brown, B.S., USN, New York, N.Y.;
Mutiny at Mare Island

Last August, a month after the bloody Port Chicago ammunition dump blast (cost: 300 lives), 270 Negro veterans of the disaster refused to handle ammunition at the Mare Island Ammunition Depot. They were afraid of the stuff. Later all but 30 returned to work.

A month later the 30 rebellious Negro workers faced the largest mutiny trial in naval history.

"On Verba Buena Island, behind a crescent table, Rear Admiral Hugo W. Osterhaus and a seven-man board listened for 33 days to the testimony of witnesses and defendants while Lieutenant Commander James F. Coakley, the prosecutor, tried to prove that "organized conspiracy" had existed.

Coakley introduced "won't work lists," which he said had been signed by the men, stating they refused to load ammunition. He caught up defendant Frank Lynch, seaman second class, when Henry took the stand and failed to punctuate one of his answers with the customary "sir."

"Don't you know you're guilty of insubordination for not having called me sir?" roared Coakley. Henry shook his head blankly.

Each of the 30 seamen testified on his own behalf. All of them said they were afraid to handle ammunition. Most said that had they been ordered to do so, they would have concurred. Only a few said nothing on earth would have forced them to load explosives.

The deep-rooted fear of the sailors was pointed up in a seaman's testimony. He reported that one night a piece of paper got caught in the electric fan, causing a near riot as men ran for the exits.

First on the witness stand of World War II's first mutiny trial was Commander Joseph R. Tobin, U. S. N., commanding officer of the Naval Barracks on Mare Island. On August 9, Tobin testified, he had received word that the Negro enlisted men refused to load ship. "I personally ordered the men to go to work," said Tobin. The 50 who did not were placed under guard. Those who went back were not held.

All the defendants denied having received specific orders from Commander Tobin.

Lieutenant Commander J. M. Flowers, chaplain for the navy barracks, testified he had told them he was afraid to load ammunition, too. He offered them a bargain. If they would return to work, he would go with them. He asked the men to remember the boys living in foxholes, to which they had replied: "In the foxholes a man has a chance to fight back."

Into the trial as an observer came Thurgood Marshall, chief counsel for the American Society for the Advancement of the Colored People. After listening to the testimony, he said: "The men actually don't know what happened (one of the defendants had only gone through first grade). Had they been given direct and specific orders to load ammunition and had they refused to obey that order, then the charge would be legitimate. But they said no direct orders were issued them . . . they were afraid . . . they were willing to go to jail to get a change of duty."

"Marshall said he would go to Washington to make a report on the trial, which he described as an example of the Navy's obvious discriminatory policy against Negroes.

At the end of the testimony the board deliberated for 45 minutes and then pronounced the defendants "guilty" of either mutiny or conduct prejudicial to good conduct and discipline. Each man was liable to a sentence of death or 15 years in jail, with a dishonorable discharge. The board then added it would reconvene to hear evidence of mitigation.

In a final statement Coakley said: "Any man so depraved as to be afraid to load ammunition deserves no leniency."
50 Seamen Convicted in Mutiny Trial

A seven-man court-martial board headed by Rear Admiral Hugo W. Osterhause yesterday found 50 Negro seamen charged with refusing to load ammunition at Mare Island Navy Yard guilty of mutiny or conduct prejudicial to good order and discipline.  

Exact degree of the guilt of each of the 50 men was not disclosed since details of the verdict would have been announced in open court only if the defendants had been acquitted.

As it was, the board deliberated for 45 minutes after conclusion of Lieutenant Commander James P. Oonkley's final prosecution argument and then reconvened to hear evidence of mitigation. This evidence, incidently, may be used to furnish grounds for recommendation of leniency for one or all of the accused seamen.

MAXIMUM PENALTY

Should the board find the men guilty of mutiny, as charged, the death penalty could be invoked. Should they be found guilty of conduct prejudicial to good order and discipline, they could be given a maximum penalty of fifteen years and dishonorably discharged from the navy.

Transcript of the 33-day trial, largest mass trial in the navy's history, together with the board's findings and sentences will be given into the hands of Rear Admiral Carlton H. Wright, commandant of the Twelfth Naval District, and then forwarded to the Judge Advocate General in Washington for review.

All 50 of the Negro defendants were survivors of the Port Chicago explosion of last July 7 in which two naval ammunition ships blew up, killing at least 323 persons, mostly naval and Coast Guard personnel.

NATURAL ANXIETY

Defense counsel, one naval officer representing each 10 men, contended that no order had been given the seamen to load ammunition and that in expressing fear of loading ammunition the defendants had expressed a perfectly natural anxiety. Malignant conspiracy on the part of the 50, defense counsel declared, never was proved by the prosecution.

In his final argument yesterday morning, Prosecutor Oonkley declared that fear was not a defense for disobedience or collective refusal to obey a general order.

He asserted that all the defendants had been impeached in one way or another during course of the trial on Yerba Buena Island.

In his final statement to the board, Oonkley said: "Any man so depraved as to be afraid to load ammunition deserves no leniency."

Seated with Admiral Osterhause on the board were Captain Edward B. Jackson, Captain Lloyd S. Simpley, Captain Cornelius W. Flynn, Commander Alexander B. Hayward, Commander Thomas K. Fishery and Lieutenant Gregory P. Mausthart.
Prejudice Is Charged in Mutiny Trial

A charge of "prejudice" was leveled yesterday against Lieutenant Commander James P. Coakley, senior judge advocate, handling the prosecution in the Navy mass mutiny trial of 60 Negro, seamen charged with refusing to load ammunition following the April 1944 explosion of the USS Arizona.

The charges were made against Coakley by Thurgood Marshall, chief counsel of the National Association for the Advancement of Colored People who is attending the court-martial at Ford Island as an observer.

Marshall was flown to San Francisco Monday on a Navy priority and said that he will make his report to the Navy Department in Washington following the court-martial.

He said he was asked to drop all his work in New York to fly West because of the "great feeling in the East over the Navy's policy of giving 'Nips' all the dirty and dangerous work." He added that he considers certain aspects of the present court-martial an example of the Navy's obvious discriminatory policy.

CONSPIRACY IMPLIED

From his conversations with all 60 defendants in the case and his review of the record, Marshall said that he saw no reason for the men being tried on charges of mutiny, which implies a mass conspiracy rather than individual insubordination.

"The men actually don't know what happened," he said. "Had they been given a direct and specific order to load ammunition and they had refused to obey that order, then the charge would be legitimate. But they say no direct order to..."

Continued on Page 11, Col. 3
Sailor's Fear Of Munitions Told at Trial

A Negro seaman yesterday admitted he would have refused to obey an order to load ammunition at Pearl Island Naval Ammunition Depot had it been issued took the stand in his own behalf yesterday as the mutiny trial of 89 seamen went into its 15th day before a seven-man board of N.A.D.T.I. 1944.

Members of the accused group of seamen who have previously taken the stand in their own behalf steadily charged under examination that they did not receive a direct command from their division officers to load ammunition during the period that the "mutiny" took place between August 9, 10 and 11.

He was Harry E. Grimes, 26, seaman 1's, a new cook on a mess barge in Valleys.

Grimes testified that on his bunk he found a list of men whom he presumed didn't want to load ammunitions and he signed it. He said that he was walking on the pier later when he was asked by his division commander how he felt about loading explosives. Grimes said he replied: "I'd be afraid to touch it."

He said that on August 11, following Admiral Leigh's speech, division commanders sized those men who would consent to load ammunition to fall to behind them. Grimes said he fell in and immediately thereafter changed his mind and fell out of line.

"Did you ever receive a direct order to load ammunition?" Grimes was asked.

"No," he replied.

"And you received a direct order to load ammunition, why did you have obeyed it?"

"No," Grimes said. "I would have disobeyed the order. If I were afraid
Fear of ammunition handling before and after the Port Chicago explosion that killed some 300 persons, disturbed the men who handled it. Seaman First Class Joseph H. Small testified yesterday at the mutiny court martial held on Yerba Buena Island.

Small under examination denied statements attributed to him by earlier witnesses that "if we were together nothing could happen to us." He told of having made three statements after expressing his disinclination to work with ammunition, and declared that he didn't know he was making statements. They just asked me a lot of questions and then gave me a paper to sign," asked why he signed it, he said, "I was ordered to do so."

Naval authorities said yesterday that Little Green, seaman first class, who has testified on Tuesday, was speaking for himself only and not for others when he described fear of ammunition handling. He was guard yesterday as saying "We didn't like to load ammunition under some officers at the depot, because we knew how it was handled. They held tests to see which group would get done first, and we knew it might go off like Port Chicago." The Navy said "T" should be substituted for "me" in the quotation.

Small told of extreme jitters among the men after the Port Chicago explosion. He said that at the Camp Shoemaker barracks, a bit of paper got hooked in the electrical fan, after lights out, and the noise of it caused a near riot as the men ran for the exits. On another occasion, he said, the noise of a tank being dragged across the floor caused another near riot.

The witness said that, following a meeting of petty officers on the evening of August 10 with reference to the conduct of the men, he went down and told the men they would have to obey orders. Small, who is 23 years old and before going into the Navy was a truck driver in New Jersey, is the first Northern Negro to be called as a witness.

John H. Dunn Jr., 25, who weighs 114 pounds, testified he had made up his own mind not to handle ammunition, because he was too small. Dunn, seaman first class, testified that he had been in the Port Chicago explosion and that he had suffered injuries to his hands, legs and back.

He added that he was afraid to load ammunition, but he was willing to obey any other orders and that he signed statements to that effect when he was at Vallejo and at Camp Shoemaker.

The Navy's Mutiny Trial
SEAMEN TELL OF JITTERY NERVES BEFORE BELL BLAST AT PORT CHICAGO

Small under examination denied statements attributed to him by earlier witnesses that "if we were together nothing could happen to us." He told of having made three statements after expressing his disinclination to work with ammunition, and declared that he didn't know he was making statements. They just asked me a lot of questions and then gave me a paper to sign," asked why he signed it, he said, "I was ordered to do so."

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Mutiny Trial
Told Sailors
Signed Lists

Seven witnesses yesterday at the
Navy's mutiny trial of 50 Negro
sailors accused of mutiny testified
that lists had been circulated among
the crew and that a meeting had
been held on a tug off Vallejo
at which they were told other officers
were not going to load ammunition.

The testimony was offered in
furtherance of Navy contentions
that "organized conspiracy" existed
among rebellious sailors assigned to
load ammunition at Mare Island
following the Nov. 10 explosion.

The lists, testified Joseph Morgan,
seaman first class, and William
Shannon, seaman second class,
containing names only which they had
been told were names of men refus­
ing to resume ammunition load­
ing. Both signed, they said, but
later returned to work.

The witnesses were vague in their
identification of men who circulated
the lists and who talked at the
meeting; Shannon reported they
were told if they didn't obey orders
to return to work they might be
assigned to another base.

A third witness, Clarence Morgan,
seaman first class, who attended
the meeting told of hearing
members of the crew say they
should obey all orders other than
the one to return to work so "the
mutiny would not come over."

Yesterday was the seventh day of
the trial, held on Yerba Buena
Island.
The Mutiny Trial
Naval Officers Relate the Attitude Of 50 Ordered to Load Ammunition

The 50 Negro sailors charged with refusing to load ammunition after the Port Chicago disaster that claimed more than 300 lives were courteous but firm in defiance of orders to proceed with the work. Yesterday the court-martial board trying them on charges of mutiny,...

Examination by the prosecution indicated an attempt will be made to prove conspiracy to foment the mutiny among members of two divisions of seamen assigned to the ammunition loading task.

Lieutenant Commander J. M. Florea, chaplain at the Vallejo Naval Barracks and Ammunition Depot where the alleged mutiny occurred, said he told the men he was afraid of the ammunition, but offered to work with them if they would return to their tasks.

He warned them, he said, they would be disciplined—the maximum sentence is death for the wartime military crime of mutiny—but they merely thanked him and refused to obey.

The chaplain testified he interviewed 28 men individually, calling their attention to women handling jobs in ammunition plants and the dangers faced by men in foxholes.

"Some of them replied," he said, "that in foxholes a man has a chance to fight back."

Eight of the 28 the chaplain interviewed returned to their ordered duty.

The men are charged specifically with refusing to obey the lawful order to load and unload ammunition from ships at the depot. The specifications state they "willfully, knowingly, and persistently" refused to carry out orders. The detailed charges call attention to the fact the mutiny occurred while the Nation was engaged in a war.

Lieutenant C. O. Morthaus, division commander, testified that he twice muttered his men in one day and on the second roll call 80 men of the group refused to obey the work orders and eight reported for duty. He said it was possible that men of another division heard his orders to his men.

During the day's session the defendants, each 10 represented by an attorney, listened stolidly to the proceedings conducted under the direction of Rear Admiral Hugo W. Osterhaus, president of the court-martial board. The defendants were wearing undress blues.

The incident occurred after the Port Chicago ammunition depot explosion, one of the greatest home front disasters since the war began. Originally 287 men refused to load ammunition but 207 returned to work. They were disciplined on orders of a summary court-martial.

The day's third witness, Lieutenant J. E. Tobin, division commander, said he observed men from individual divisions talking together when the refusal to work order was under discussion.

The session will be resumed this morning at the court-martial building on Yerba Buena Island.
Explosions at Port Chicago

Mutiny Plot
Charged at
Navy Trial

Court martial proceedings involving 50 Negro sailors charged with mutiny when they refused to load ammunition following the Port Chicago explosion, went into its second day yesterday at Yerba Buena Island with a witness testifying to evidence of a conspiracy behind the alleged mutiny.

Lieutenant Ernest Delvecchi, a division officer in charge of the loading platform at the depot, testified there had been a general conspiracy to bring about the mutinous action on the part of the 50 sailors.

He said he had argued with the men when he became aware they were unwilling to load the explosive cargo, and had finally said to them:

"Everyone who is going to work, stand over here by me."

All but four of the 50 men moved over to his side, he explained. He said he went to telephone for further orders concerning the four men who remained, and returned to the scene to find that most of the men had moved back again.

He also testified he heard voices from the ranks say: "Let's all stick together. They won't do anything for us. They won't even send us to sea."

Most of the short morning session yesterday was taken up with arguments between Defense Counsel Lieutenant Gerald E. Velmann and Judge Advocate Lieutenant Commander James F. Crumley, on whether the conspiracy testimony could be brought in the trial when the men are charged with mutiny. Rear Admiral Hugo W. Osterhau, president of the military court, allowed the testimony could be brought in the trial when the men are charged with mutiny. Rear Admiral Hugo W. Osterhaus, president of the military court, allowed the testimony.

The court martial, which is the largest mass trial in Navy history, is expected to last eight or 10 days.
DISTRICT STAFF HEADQUARTERS
TWELFTH NAVAL DISTRICT
SAN FRANCISCO, CALIFORNIA

4 September 1944

From: Commandant, Twelfth Naval District and Commander, Naval Operating Base, San Francisco, California.

To: Judge Advocate, General Court Martial, U. S. Naval Training and Distribution Center, San Francisco, California.

Subject: Charge and Specification in the cases of Julius J. Allen,
seaman second class, U. S. Naval Reserve, Mack Anderson,
seaman second class, U. S. Naval Reserve, Douglas O. Anthony,
seaman second class, U. S. Naval Reserve, William E. Banks,
seaman second class, U. S. Naval Reserve, Arnett Baugh,
seaman second class, U. S. Naval Reserve, Morris Berry,
seaman second class, U. S. Naval Reserve, Martin A. Bordeneuve,
seaman second class, U. S. Naval Reserve, Ernest D. Brown,
seaman first class, U. S. Naval Reserve, Robert L. Burge,
seaman second class, U. S. Naval Reserve, Mentor G. Burns,
seaman second class, J. S. Naval Reserve, Jack C. Crede,
seaman second class, U. S. Naval Reserve, Jack P. Crittenden,
seaman first class, U. S. Naval Reserve, Hayden R. Curd,
seaman second class, U. S. Naval Reserve, Charles L. David,
seaman second class, U. S. Naval Reserve, Bennion Desa,
seaman first class, U. S. Naval Reserve, George W. Diamond,
seaman second class, U. S. Naval Reserve, Kenneth C. Dixon,
seaman second class, U. S. Naval Reserve, Julius Dixon,
seaman second class, U. S. Naval Reserve, John H. Dunn,
seaman second class, U. S. Naval Reserve, Melvin W. Ellis,
seaman second class, U. S. Naval Reserve, William E. Fleece,
seaman, seaman first class, U. S. Naval Reserve, James Floyd,
seaman first class, U. S. Naval Reserve, Ernest L. Gaines,
seaman first class, U. S. Naval Reserve, John L. Gipson,
seaman second class, U. S. Naval Reserve, Charles C. Gray,
seaman second class, U. S. Naval Reserve, Ollie E. Green,
seaman first class, U. S. Naval Reserve, Harry E. Grimes,
seaman first class, U. S. Naval Reserve, Herbert Davis,
seaman first class, U. S. Naval Reserve, Charles N. Hazzard,
seaman first class, U. S. Naval Reserve, Frank L. Henry,
seaman second class, U. S. Naval Reserve, Richard W. Hill,
seaman second class, U. S. Naval Reserve, Theodore King,
seaman second class, U. S. Naval Reserve, Perry L. Knox,
seaman first class, U. S. Naval Reserve, William H. Lack,
seaman first class, U. S. Naval Reserve, Edward L. Longmire,
seaman second class, U. S. Naval Reserve, Miller Matthews,
seaman second class, U. S. Naval Reserve, Augustus P. Mayo,
seaman second class, U. S. Naval Reserve, Howard McGee,
seaman first class, U. S. Naval Reserve, Lloyd McKinney,
seaman first class, U. S. Naval Reserve, Alphonso McPherson,
seaman second class, U. S. Naval Reserve, Freddie Meeks,
seaman second class, U. S. Naval Reserve, Cecil Miller,
seaman first class, U. S. Naval Reserve, Fleetwood H. Postell,
seaman second class, U. S. Naval Reserve, Edward Saunders,
seaman second class, U. S. Naval Reserve, Cyril G. Sheppard,
seaman first class, U. S. Naval Reserve, Joseph R. Small,
seaman first class, U. S. Naval Reserve, Willie C. Suber,
seaman second class, U. S. Naval Reserve, Edward L. Waldrop,
seaman second class, U. S. Naval Reserve, Charles S. Widemon,
seaman second class, U. S. Naval Reserve, and Albert Williams.

The above-named men will be tried before the general court martial of which you are judge advocate, upon the following charge and specification. You will notify the president of the court accordingly.
inform the accused of the date set for their trial, and summon all witnesses, both for the prosecution and the defense.

**CHARGE**

**MAKING A MUTINY**

**SPECIFICATION**

Subject: Charge and Specification in the cases of Julius J. Allen, seaman second class, U. S. Naval Reserve, et al.

Perry L. Knox, seaman first class, U. S. Naval Reserve, William H. Lock, seaman first class, U. S. Naval Reserve, Edward L. Longmire, seaman second class, U. S. Naval Reserve, Miller Matthews, seaman second class, U. S. Naval Reserve, Augustus P. Mayo, seaman second class, U. S. Naval Reserve, Edward McGee, seaman first class, U. S. Naval Reserve, Lloyd McKinney, seaman first class, U. S. Naval Reserve, Alphonso McPherson, seaman second class, U. S. Naval Reserve, Freddie Keeks, seaman second class, U. S. Naval Reserve, Cecil Miller, seaman first class, U. S. Naval Reserve, Fleetwood H. Postell, seaman second class, U. S. Naval Reserve, Edward Saunders, seaman second class, U. S. Naval Reserve, Cyril O. Sheppard, seaman first class, U. S. Naval Reserve, Joseph R. Small, seaman first class, U. S. Naval Reserve, Willie C. Suber, seaman second class, U. S. Naval Reserve, Edward L. Waldrop, seaman second class, U. S. Naval Reserve, Charles S. Widaman, seaman second class, U. S. Naval Reserve, and Albert Williams, Junior, seaman first class, U. S. Naval Reserve, while so serving on active duty at the U. S. Naval Barracks, Naval Ammunition Depot, Mare Island, California, having conspired each with the other to mutiny against the lawful authority of their superior naval officers duly set over them, by refusing to work in the operation of loading ammunition aboard ships and unloading ammunition from ships, did, on or about 11 August 1944, at said Naval Barracks, make a mutiny against the lawful authority of their superior naval officers duly set over them, in that they, the said Allen, Anderson, Anthony, Banks, Baugh, Berry, Bordenave, Brown, Burage, Burns, Credle, Crittenenden, Curd, David, Dees, Diamond, Dixon, Dixson, Dunn, Ellis, Fleeces, Floyd, Gaines, Gipson, Gray, Green, Grimes, Havis, Hassard, Henry, Hill, King, Knox, Lock, Longmire, Matthews, Mayo, McGee, McKinney, McPherson, Meeks, Miller, Postell, Saunders, Sheppard, Small, Suber, Waldrop, Widaman, and Williams, having been lawfully ordered by their
Subject: Charge and Specification in the cases of Julius J. Allen, seaman second class, U. S. Naval Reserve, et al.

commanding officer, Joseph R. Tobin, commander, U. S. Navy (Retired), to work in the operation of loading ammunition aboard ships and unloading ammunition from ships at the U. S. Naval Ammunition Depot, Mare Island, California, did then and there, concertedly, refuse to obey, and did willfully, disobey, disregard and defy said lawful order, the United States then being in a state of war.

C. H. WRIGHT
Rear Admiral, U. S. Navy,
Commandant, Twelfth Naval District and Commander, Naval Operating Base.