

69TH CONGRESS }
1st Session }

HOUSE OF REPRESENTATIVES

} REPORT
No. 1443

TH. MICHAELSEN

JUNE 10, 1926.—Committed to the Committee of the Whole House and ordered to be printed

MR. WOLVERTON, from the Committee on War Claims, submitted the following

REPORT

[To accompany S. 970]

The Committee on War Claims, to whom was referred the bill (S. 970) entitled "An act for the relief of Th. Michaelsen," having considered the same, report thereon with a recommendation that it do pass without amendment.

This bill has the indorsement of the State Department. The following letter from the Secretary of State to Senator Borah sets forth the facts in the case fully:

DEPARTMENT OF STATE, *Washington, D. C.*

Hon. WILLIAM E. BORAH,
United States Senate.

SIR: I have the honor to acknowledge receipt of your letter of January 13, 1926, inclosing Senate bills Nos. 970 and 971, received by your committee, and requesting a report from the Department of State.

With respect to S. 970, a bill for the relief of Th. Michaelsen, I have the honor to inform you that on October 23, 1917, the Norwegian steamer *Lillemor*, of which Mr. Michaelsen was the mate, formed, together with the steamship *Lewis Luckenbach*, a part of a convoy of five ships operating in the English Channel. The *Luckenbach* was torpedoed in the evening, and the other ships disappeared in the darkness, with the exception of the *Lillemor*, which stayed by and succeeded in saving 43 of the crew of the torpedoed vessel. It was said that the weather was stormy and a high sea running so that the rescue was performed under difficult and dangerous circumstances.

During the life-saving work Mr. Michaelsen injured his right leg, as a result of which it appears that he has been unable to work for several years. It is understood that he has a wife and a 13-year-old daughter to support. Mr. Michaelsen, in a communication to the American consul general at Christiania, dated November 3, 1924, states that during the rescue he was obliged to go wet from sea water for approximately 16 hours with the injured leg, which caused such pain that he was later forced to return home for an operation, and that since then he has been unable to work as a sailor or to do any other physical work

On January 13, 1926, the department forwarded to the American minister at Oslo a gold watch and chain, which the President presented to Mr. Michaelsen in recognition of his humane services.

It would be a most gracious act for Congress to make a suitable appropriation for the relief of Mr. Michaelsen, who has suffered greatly from injuries incurred in rescuing the crew of a torpedoed American vessel.

The Bureau of the Budget has advised the department that the proposed legislation is not in conflict with the financial program of the President.

I have the honor to be, sir,
Your obedient servant,

FRANK B. KELLOGG.

TH. MICHAELSEN



January 10, 1926.—Committed to the Committee of the Whole House and ordered to be printed

Mr. WOLVERTON from the Committee on War Claims, submitted the following

REPORT

(To accompany S. 879)

The Committee on War Claims, to whom was referred the bill (S. 879) entitled "An act for the relief of Th. Michaelsen," having considered the same, report thereon with a recommendation that it do pass without amendment.

This bill has the endorsement of the State Department. The following letter from the Secretary of State to Senator Borah sets forth the facts in the case fully:

DEPARTMENT OF STATE, Washington, D. C.

Hon. WILLIAM B. BORAH,

United States Senate.

Sir: I have the honor to acknowledge receipt of your letter of January 13, 1926, inclosing Senate bills Nos. 870 and 871, received by your committee, and requesting a report thereon to the Department of State.

With respect to S. 870, an act for the relief of Th. Michaelsen, I have the honor to inform you that on October 22, 1917, the Norwegian steamer Laksna, commanded by Th. Michaelsen, was the vessel, together with the steamer Laksna, a part of a convoy of five ships operating in the North Atlantic. The Laksna was torpedoed in the evening and the other ships disappeared in the darkness. A life-raft, which saved Michaelsen, was launched and succeeded in saving 43 of the crew of the torpedoed vessel. It was said that the weather was stormy and a high sea running so that the rescue was rendered under difficult and dangerous circumstances.

During the rescue, Th. Michaelsen injured his right leg, as a result of which it appears that he has been unable to work for several years. It is understood that he has a wife and a 13-year-old daughter dependent upon him. Michaelsen is a communication to the American consular officials at Christiania, dated November 2, 1917, states that during the rescue he was obliged to go from one boat to another for approximately 16 hours with the influenza which caused such pain that he was later forced to return home for an operation, and that since then he has been unable to work as a sailor or in any other physical work.