

predominant, whereas German soldiers fight by the book. He quoted General Patton as saying one day, "If von Runstedt wants to get his neck in a meat grinder, I am the guy to turn the handle." This correspondent said that it was extremely important to have Patton remain in Germany, as the Germans had great respect and fear of him.

Dinner at George V. After dinner back to the Scribe Hotel to talk with the correspondents. Since there are no taxis in France, one rides about on a bicycle or in a one-horse open carriage. The driver wanted \$8.00 for a ten-minute ride. We compromised by giving him 3 packages of cigarettes and \$4.00. Cigarettes are international currency.

One of the French newspaper men told us that butter last winter was \$12 a pound, and eggs 40c apiece. The cold was frightful as there was no coal.

Visited with Lowell Bennett at the Scribe. He is our Hearst reporter who parachuted out of a bomber over Berlin and was made a prisoner of war. Having just brought his wife and two babies over from America, Bennett had been out foraging food and had managed to find two cans of peaches which he was taking home to his babies.

Walking to my hotel at 10:30 p.m., watched huge trucks picking up soldiers to take them to their camps, the soldiers having finished their leave-stay.

Secrets of Transport

Sunday, July 29.

Up early and to church in Paris.

Had a long talk with Major General Ross about the African campaign. He is in charge of transportation for the Army and told me how he had worked very closely with the medical office in evacuating the wounded. They had problems in unloading freight at Cherbourg—not too good a base. The Le Havre chan-

nel, he said, had a 27-foot tide and drivers could work only 30 minutes a day cleaning up wreckage. He said that Antwerp was the best port in the world and its capture was the big windfall for the American Army since Antwerp could handle 42,000 tons of freight per day.

General Ross explained that one of the biggest problems in handling the terrific quantity of supplies was training men not to worry about the other fellow's job. He said the man who had charge of the unloading of the ship at the dock was always worrying about how the freight trains were going to move the freight off the docks and vice versa. The freight men were worrying about the ship being unloaded. He said he continually drilled his officers to worry only about their own job—that one fellow should get the ship unloaded and forget about what was going to happen to the freight after that. Another man was told to move the freight off the pier into freight cars and to forget about how the trucks were going to move it after that. He said that American railroad men should send talent scouts to the Army for young men, as it had developed the world's finest crew of transportation experts.

As to newspaper men, General Ross said that never during the campaign had the press violated a confidence—he felt he could always talk freely to reporters.

The Germans, he went on, made many serious transportation mistakes. A minor but important one was made when they were blowing up locomotives—they did not destroy the same part of every locomotive. In short, they would blow the left side out of one locomotive and the right side out of another one. Americans, he said, reassembled these locomotives and from the spare parts built new locomotives; whereas if the Germans had destroyed the same section of each locomotive, our experts would have been in trouble, as they could not have assembled new carriers from undamaged parts. He also said that the Germans had sunk ships longitudinally along the docks. In turn our engineers had built a platform over a sunken ship and in many cases had used the hull as a quay site.

He told how the Redball Highway—a one-way truck highway through France on which thousands of trucks moved supplies from the Beach to the Rhine—relayed drivers at specified points so the trucks kept continually rolling.

I was told that there are about 335,000 German prisoners of war working for the Americans today. There are no guards necessary for these prisoners as they are very docile.

In the afternoon I motored out to Versailles with one of the officials of the War Surplus Material Bureau. We were told that none of the war surplus material would be shipped home, that it would all be sold in France. The Army was trying to negotiate with the French Government to sell the surplus war material at cost, plus 25 per cent. The French Government made a law that no resident or national of France could buy surplus war material other than from the French Government, which would purchase it—or rather, hope to have it given to them by the American Government.

After dinner in Paris one of the colonels took us up on the roof of the George V Hotel to let us look at the city through captured German submarine binoculars. They literally turned night into day.

Later I walked down the Champs Elysees, where one sees thousands of American troops. I never saw an intoxicated American soldier. When I mentioned this I was told it costs too much to get “tight” in France.

Conquest of Antwerp . . . Bridging the Rhine

Monday, July 30.

Early breakfast in Paris . . . went immediately over to Army Transportation Headquarters to be briefed on the work of the Transportation Corps.