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**To Provide Additional Pay for Enlisted Men of the  
Army Assigned to the Technical Service Forces  
Who Are Awarded an Expert Technician Insignia  
or the Combat Technician Insignia**

SPEECH

OF

**HON. CARL HINSHAW**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, May 28, 1945*

Mr. HINSHAW. Mr. Speaker, I rise to call to the attention of the Congress and the American people, a few facts on a subject which seems about to be neglected. This subject is the largely unrecognized but indispensable role which has been acted out, is being acted out, and will be acted out, by Engineer troops in making the victory over Italy and Germany also a victory over Japan.

I do not intend to take any credit away from other arms and services. They deserve all that they have been given. There has come a time in the course of the war, however, when it is important for the American people to show that they understand and appreciate the services which are being given this country by a GI who is too busy to do much writing home—the Engineer soldier. This Engineer soldier will not be coming home soon. He will not be sitting around rest camps or training camps wondering if the Pacific is going to be harder than Europe was. He will not be wondering how

fast the war will end. He will be busy finding out; because the speed with which we can get along with the war at this particular stage depends almost entirely on how fast that Engineer soldier gets his job done. The American Army will pull out of Europe as soon as Engineers prepare the tremendous staging and debarkation facilities necessary—no sooner. The American Army will slam into the Pacific at the pace Engineers can clear the ground and construct bases—no faster. The redeployment period for Engineers, in short, will be a speed-up rather than a rest or breathing period; for when the Engineers are not fighting, they are at work.

Almost a year ago this Congress enacted legislation which awarded additional combat pay to infantrymen as a recognition of their particularly hazardous and important mission. The combat pay was justified as being somewhat equivalent to the flight pay awards all Air Force personnel who spend a specified number of hours in the air. At this time I think it is an appropriate matter for this Congress to consider the granting of special recognition in some form or other to those Army units which because of military necessity must take no rest, but stay in harness and on the job until the present "two down and one to go" is changed to read "three down—and out."

#### EXTRA PAY NOT ENOUGH

Extra pay, in itself, is hardly enough, because our recognition of the debt we owe to men who have not time to stop for a rest between wars cannot be measured in an extra 5 to 10 dollars a month. If we were giving them something equivalent to combat pay or flight pay, we ought to call it double time—or even triple time—pay; because every engineer GI knows that engineers have been double-timing on two and three shifts, fighting as well as working, and without a

break, since the war began. Major General Sverdrup, head of the Engineer construction service in the Philippines, had to come down from three-shift to two-shift operation recently in order to give his mechanics time enough to make repairs on the bulldozers.

What I have in mind is that we Members of Congress as representatives of the American people should make known to the War Department the American people's wish to honor the Engineer soldiers who have helped put the Army into Africa, into Sicily and Italy, into and across France, across the Rhine, and now farther into the Far East—both with additional pay and with some special insignia. A metal badge would get in an Engineer soldier's way, so a badge is not the answer. I think, however, that two special cloth shoulder patches would come close to being the answer. One—an expert Engineer emblem—to be worn only by those Engineer soldiers who under such tests of proficiency in the assigned mission of their unit as the War Department will prescribe, have proved themselves to be outstandingly proficient as military engineers. Another—a combat engineer emblem—to be awarded to those Engineer units which have carried out combat missions in actual contact with enemy ground forces or have carried out Engineer missions under effective observed or registered enemy fire.

I would suggest the Engineer castle with a laurel wreath to indicate the expert Engineer emblem, and a rifle added to the design to indicate the combat Engineer emblem. Once the designs are adopted, Congress should express to the War Department its desire to make the emblems and their significance well known. I would like it understood by everyone that the idea of awarding such an emblem is not the Engineers' own idea. The Army Engineers do not parade their own excellence. This is our idea. This is our award. We are telling the Army to sew these shoulder patches on

expert engineer and combat engineer soldiers because they are our Engineers, and we want people to know it.

I am speaking for the engineers because I happen to be an Engineer officer of the World War, and I know that plenty of Engineer soldiers work and fight in the no-man's land between our own infantry and tanks and the enemy's combat elements. Of the three Medals of Honor awarded posthumously to Engineer soldiers in this war, the first one—to Pvt. Junior N. Van Noy, of Preston, Idaho—saluted an engineer of an amphibian boat and shore regiment who single-handedly repulsed a Jap landing at a new beachhead the Engineers had established within the Japanese lines on the New Guinea coast. The second—to Sgt. Joseph C. Specker, of Odessa, Mo.—saluted a combat engineer who took literally his mission of clearing the way for the Infantry. According to the citation:

On the night of January 7, 1944, Sergeant Specker, with his company, was advancing up the slope of Mount Porchia, Italy. He was sent forward on reconnaissance and on his return he reported to his company commander the fact that there was an enemy machine-gun nest and several well-placed snipers directly in the path and awaiting the company. Sergeant Specker requested and was granted permission to place one of his machine guns in a position near the enemy machine gun. Voluntarily and alone he made his way up the mountain with a machine gun and a box of ammunition. He was observed by the enemy as he walked along and was severely wounded by the deadly fire directed at him. Though so seriously wounded that he was unable to walk, he continued to drag himself over the jagged edges of rock and rough terrain until he reached the position at which he desired to set up his machine gun. He set up the gun so well and fired so accurately that the enemy machine-gun nest was silenced and the remainder of the snipers forced to

retire, enabling his platoon to obtain their objective. Sergeant Specker was found dead at his gun.

The third Medal of Honor—to Technician Fourth Grade Truman Kimbro, of Texas—saluted an Engineer who was the "last man to leave" when the Germans got overambitious in the Ardennes Forest last Christmas week. Kimbro was killed as he strung antitank mines across a Belgian road to stop the German armored columns closing in on our rear guards.

I speak for the Engineers, but soldiers in other technical service forces should qualify for combat recognition also. The Medical Corps men who treat and evacuate the wounded under fire—the Signal Corps men who string communications wire to forward outposts—the Chemical Warfare Service crews who man the 4.2-inch mortars which have become an infantry division's "front-line artillery"—these and others like them are the technical service soldiers who are apt to wonder what a man has to do to be recognized as part of the combat team. I have heard that at least one front-line infantry division has taken the initiative already in splitting its combat pay with the Medical Corps men assigned to it.

I am speaking for the Engineers because I happen to be most familiar with their work; but I am proposing a bill that will give both the additional pay and the special recognition which they deserve to all Army service force troops who can qualify for expert or combat status in a manner similar to that by which infantrymen qualify for additional pay. I do not want to duplicate the infantrymen's metal badge. The special recognition authorized for technical service troops should take the form of a cloth shoulder patch rather than the combat badge which is already marked as the infantrymen's own. Nor do I want to complicate the Army's bookkeeping by making the provisions for additional pay retroactive. The technical service troops who have seen combat in Europe and in

the Pacific heretofore have won the right to special recognition. The men who must now stay in to finish the job in the Pacific—points or no points—should be entitled to the extra pay as well as the special recognition.

In any event, there is no better time than now for the American people to express their gratitude to those technical service specialists among our combat forces who will be chiefly responsible for the successful redeployment of the full strength of our Army to the defeat of Japan.

The Corps of Engineers is the oldest professional service in the Army of the United States, June 16 of this year will be the one hundred and seventieth anniversary of the appointment of the first Chief Engineer in Gen. George Washington's continental command. The Corps of Engineers has been in continuous existence since March 16, 1802, when it was constituted as the Military Academy at West Point, charged with the mission of infusing science into the Army. Although the Academy at West Point passed to the charge of the Army as a whole in 1866, it still reserves to its highest ranking cadets the choice of accepting commissions in the Corps of Engineers; and the Academy's present efficiency owes much to the high standards set for it by the Corps during its first 60 years.

The act of March 16, 1802, directed that the "engineers, assistant engineers, and cadets of said corps shall be subject at all times to do duty in such places and on such service as the President of the United States shall direct." Officers of the Corps are still subject to such duty on assignments which may take them far from their original Engineer training. Not only the Army, but the entire Federal Government has come to depend on these Engineer-trained officers as administrators and staff officers capable of carrying out any job they are assigned. In such administrative and staff assignments they are accustomed to subordi-

nating their personal leadership to the larger purpose of making the team a success. They are men who know that the final test of leadership is willingness to accept responsibility.

So everywhere you run across an Army Engineer you will find him working for someone else, and sharing the responsibility—if not the credit—for the success of the other fellow's mission. Engineers have been looking out for the rest of the Army for so long that they have gotten into the habit. When the Second Armored "Hell on Wheels" Division broke across the Rhine and headed east for the Elbe River, combat engineers rode along in jeeps ahead of the tanks, scouting for mines and blown bridges to keep the precious tanks from getting into trouble. Why not? That is the armored engineer's mission: to keep the tank column from being held up by minefields or road blocks, just as it is the aviation engineer's mission to build and maintain airfields for the hot pilots to sit down on, just as it is the petroleum engineer's mission to throw a pipe line along behind the advancing armies to keep them from running out of gas, and just as it is the communications zone engineer's mission to build a railroad bridge across the Rhine in a hurry so that the supply trains can keep moving up. Rather than being a command in themselves, the engineers are part of all other commands, contributing their service of construction and destruction to aid the movement of our own forces and impede the movement of the enemy.

Now there are 700,000 of these Army Engineers, a group larger than any other branch of the Army except the Infantry and the Air Corps. Seven hundred thousand and there still are not enough. It is an Engineer's war. In the next 3 months alone, the Pacific theater could use every engineer soldier now in Europe—and more. For the Engineers, the big job—the really big job—is just getting started.

That is why military necessity must take precedence over the point system for engineer troops, and why few engineers are going to be released for months to come. That is why, while combat infantry take a well-earned break waiting for their boat to sail, the engineers are double-timing again—as usual: repairing their machinery, collecting their equipment in the depots, working on the roads and bridges and railroads and marshaling yards and ports over and through which the Army will move out of Europe headed for the Pacific. Engineer crane operators, for example, have been working their machines night and day ever since the first Engineers arrived in the British Isles early in 1942; but for these engineer cranes, the big job is just beginning. At the same time that the clean-up and departure is taking place in Europe, other engineer cranes are critically needed in the Pacific theaters for materials handling, unloading at the big new bases they are building for the final push. So it does not make any difference how many points those engineer crane operators have earned; for them, the war is just getting bigger and farther from home.

To the Regular Army Engineers this too-often-told story of being the "first to get there and the last to leave" is an old familiar tale. They are used to it and they do not expect to get any special pat on the back for being indispensable. But there are a lot of GI's among those 700,000 who are going to have to explain to their families and fellow union members and former bosses and friends why they are still in there pitching and doing the dirty work, points or no points, long, long after a lot of other GI's are home telling about how they won the war. The engineers themselves should not have to be making that explanation. We should do the explaining for them; and we should do it well

enough so that when any man or woman or child sees a GI come home after the war with Japan is ended wearing a patch on his shoulder showing the Engineer castle, nobody will have to tell them what that patch means.

I served in France with the Sixteenth Engineer Regiment in the last war and later with the Fifth Engineers. I do not intend to talk about my old unit, but the streamlined Sixteenth Armored Engineer Battalion of this war is doing all right by itself, even though it has been doing all its fighting in north Africa and Italy instead of in France as last time. The Sixteenth is the Engineer battalion of the First Armored Division, which has been the punch of the Fifth Army throughout the Italian campaign. The Sixteenth Engineers learned what this war was about when they started off in north Africa spending half their time in mine warfare. Their opinion of the Germans who poisoned the ground of Tunisia with mines and booby traps is about the same opinion the men in my old outfit had of the Germans. It is a good opinion to remember. The Sixteenth ran up against the Germans again at the Volturno. They put three bridges across that river under direct observed artillery fire from the Germans in the hills above them. Then came Cassino. The Sixteenth knows Cassino. But I would not talk about my own old outfit. There are too many Engineer outfits which have fought bitter campaigns without any public notice of any kind. When they do their job well there is no news. The American people, for instance, many still think the Normandy landings were easy. American Army engineers know that those landings went in over the blasted bodies of engineers who went ashore first and cleared paths through the German obstacles. To date the survivors of no less than seven Engineer battalions have been awarded "battle honors" unit citations for what they did on the Normandy beaches.

Each Member of Congress is now receiving from the War Department a little booklet entitled "Engineering the Victory," which tells part of the story of the Corps of Engineers in the European theater. This booklet was given to each Engineer soldier in Europe to help let him know what other Engineer soldiers working for some other command were doing in carrying out the Engineers' over-all mission—construction and destruction to facilitate the movement of our own troops and to impede the movement of the enemy. The booklet was purposely designed to make it easy for the Engineer soldier to explain to the folks back home what he was doing.

But again, the engineers are in a peculiar position when it comes to telling what they do. The Chief of Engineers, Lt. Gen. Eugene Reybold, summed up one part of the story when he noted that what the engineers are doing today is a pretty accurate index of what the Army intends to do tomorrow. No real news can be given out on the great majority of the engineers' major construction projects; because these construction projects are a direct clue to the Army's plans. The Japanese would give a great deal to know the Army's construction plans for the Philippines, or how many air bases we plan to build in China. So the engineers do not talk. That is one part of the story. The other part of the story is that when the Engineers are committed to action as Infantry, it means simply that the tactical commander is having to commit his last combat-trained reserves, his irreplaceable Engineer specialists, to action; and he does not want the enemy to know it.

#### ENGINEERS IN COMBAT

In some respects, the story of engineers in construction has been told more fully than the story of engineers in combat. Most people know, or at least should know, who built the Ledo Road, or the bridges across

the Rhine. But what engineers have done in combat has in the main gone unreported.

For example, the full story has yet to be told of how two engineer combat battalions took over the job of General Merrill's Marauders during the siege of Myitkyina last summer, carrying to completion one of the most remarkable undertakings in the whole history of warfare—a siege operation supplied entirely by air during the height of the monsoon season at the end of the world's longest supply line. While these combat engineers were rooting the Japs out of Myitkyina, other engineers were flying in construction equipment for enlarging the captured airfield and building others. Engineer soldiers—real "hairy ears"—were even finding themselves the surprised recipients of Distinguished Flying Crosses for their aerial ferrying jobs.

#### ENGINEERS IN BATTLE OF THE BULGE

Another example: the Battle of the Bulge. On the night of December 17, east of Bastogne, the One Hundred and Fifty-eighth Engineer Combat Battalion was ordered to hold its ground in the face of the German thrust. It held. Two days later the One Hundred and First Airborne Division moved in to receive the credit for the defense of Bastogne. When Patton's armor broke through to reestablish contact with the One Hundred and First, the first men to rise out of the snowy fox holes to greet their buddies were engineers. I want to read you the unit citation for battle honors awarded in the name of the President to Company C of the Fifty-fifth Armored Engineer Battalion and Company C of the Ninth Armored Engineer Battalion, two Engineer companies among the others which helped hold Bastogne. Here are the words of the citation:

These units distinguished themselves in combat against powerful and aggressive enemy forces com-

posed of elements of eight German divisions during the period from December 18 to 27, 1944, by extraordinary heroism and gallantry in defense of the key communications center of Bastogne, Belgium. Essential to a large-scale exploitation of his breakthrough into Belgium and northern Luxembourg, the enemy attempted to seize Bastogne by attacking constantly and savagely with the best of his armor and infantry. Without benefit of prepared defenses, fighting facing almost overwhelming odds and with very limited and fast-dwindling supplies, these units maintained a high combat morale and an impenetrable defense despite extremely heavy bombing, intense artillery fire, and constant attacks from infantry and armor on all sides of their completely cutoff and encircled position. This masterful and grimly determined defense denied the enemy even momentary success in an operation for which he paid dearly in men, materiel, and eventually morale. The outstanding courage, resourcefulness, and undaunted determination of this gallant force are in keeping with the highest traditions of the service.

At the northern end of the bulge another Engineer combat battalion at the same time was winning its own unit citation for battle honors. I want to read you this citation also. In the name of the President—

The Two Hundred and Ninety-first Engineer Combat Battalion is cited for outstanding performance of duty in action against the enemy from 17 to 26 December 1944, in Belgium. On 17 December 1944, at the beginning of the German Ardennes breakthrough, the Two Hundred and Ninety-first Engineer Combat Battalion was assigned the mission of establishing and manning road blocks south and east of Malmedy, and with the defense of the town itself. The battalion set up essential road blocks and prepared hasty defenses. Shortly thereafter, numerically superior enemy infantry and

armored columns moving in the direction of Malmedy were engaged. Though greatly outnumbered and constantly subjected to heavy enemy artillery, mortar, and small-arms fire, the officers and men of the Two Hundred and Ninety-first Engineer Combat Battalion stubbornly resisted all enemy attempts to drive through their positions. Repeated attacks were made by enemy armor and infantry on road blocks and defensive positions and, in each instance, were thrown back with heavy losses by the resolute and determined resistance. The determination, devotion to duty, and unyielding fighting spirit displayed by the personnel of the Two Hundred and Ninety-first Engineer Combat Battalion, in delaying and containing a powerful enemy force along a route of vital importance to the Allied effort, are worthy of high praise.

When the Thirtieth Infantry Division relieved the Two Hundred and Ninety-first Engineer Battalion, Major General Hobbs, the division commander, wrote that the Engineers had "strengthened their position locally and in depth every day during their occupancy."

It was the day after Christmas when the Two Hundred and Ninety-first was relieved of its combat assignment. In February the unit was building bridges across the Roer. Between March 8 and March 10, the Two Hundred and Ninety-first Engineer Combat Battalion helped complete the first pontoon bridge the Allies threw across the Rhine.

It took them almost 2 days to build that bridge because German artillery fire, searching both for the pontoon bridge and for the Ludendorf Bridge which we had captured nearby, smashed into their pontoons and into their trucks and into their men. They lost more men building that pontoon bridge under German attack than were lost when the Ludendorf Bridge collapsed.



THE LUDENDORF BRIDGE, REMAGEN

You remember the Ludendorf Bridge at Remagen. That is the bridge on which the Germans fumbled the ball. It was the Engineers who grabbed that fumble to give us first down and goal to go on the other side of the Rhine. Still looking out for the Army, a second lieutenant of Engineers, John Mitchell, led the men who clipped the wires on the demolition charges which had not yet exploded. What Lieutenant Mitchell did that afternoon was the talk of the whole Allied Expeditionary Force that night. Lieutenant Mitchell had a commanding officer who was also a good engineer, Brig. Gen.—now Maj. Gen.—William Hoge, one of the builders of the Alaska Highway who had been promoted to a combat command in the Ninth Armored Division. Within 36 hours General Hoge had rushed enough men and tanks and guns across the damaged but still standing bridge to hold a bridgehead on the other bank. Any German plans for defending the Rhine River line collapsed right there.

Eventually the bridge went down; but it went down fighting—carrying down with it some fighting engineers still battling to repair the accumulating damage piled up by registered German shells scoring one hit after another.

Mr. SHORT. Mr. Speaker, will the gentleman yield?

Mr. HINSHAW. I yield to the gentleman from Missouri.

Mr. SHORT. I am very reluctant to interrupt the very interesting address of the gentleman from California and the fine tribute his is paying to the Engineers. I merely wanted to inform him, if he does not already know it, that General Hoge comes from Missouri, and I had the honor of naming his son to the United States Military Academy at West Point, where he is making a fine record.

Mr. HINSHAW. I expect that he will make as fine a record as his father.

Mrs. ROGERS of Massachusetts. Mr. Speaker, will the gentleman yield?

Mr. HINSHAW. I yield to the gentlewoman from Massachusetts.

Mrs. ROGERS of Massachusetts. I would like to say how much I am enjoying the gentleman's deserved tribute to the engineers. I saw their work in the First World War. They were miles and miles away from our front-line troops and under fire. That same thing was true in this war, evidences of which I saw in the three countries I visited, namely, Belgium, Italy, and France. Their performance was amazing. It shows that the Engineers are always at the front.

Mr. HINSHAW. They are, indeed, and they seldom get any recognition for it.

I could continue indefinitely reciting the records of engineer units which deserve our gratitude. The ones I name are representative. For every unit I name there are a dozen others, equally good, still on the job, still piling up their lists of accomplishments. The American people are just beginning to hear a little bit about the Army Engineer special brigades, which now have carried out more than threescore combat landings in the southwest Pacific theater. They started out as amphibian Engineers, but the Army changed their name to engineer special brigades. They are something very special. They not only run the boats which carry in the assault waves of an invasion; they not only set up and operate the beach supply system; they not only fight as Infantry to defend the beach perimeter; they do anything else which needs to be done in establishing the invasion beach as a new supply base, from building

airfields to building Liberty-ship wharves to building hospitals. General MacArthur has recommended that these engineer brigades be kept in the postwar Army as being the best organization yet devised to conduct an invasion-beach operation. By the time General Mac Arthur returned to the Philippines, the brigade elements in the southwest Pacific had earned more decorations—including Purple Hearts—than any other units of any kind in that theater.

#### ENGINEER SPECIAL BRIGADES

The American people are beginning to learn about the engineer special brigades as the Army reveals more about its shore-to-shore operations. But how many Americans outside the Army know anything about an outfit like the Thirty-sixth Engineer Combat Regiment? You ought to know this unit, because if anyone ever asks you what an Army engineer does, you can tell him about the Thirty-sixth Engineers, and know that you have pretty well covered the book. The Thirty-sixth started out just like any other engineer unit, just a good bunch of American men with some good officers and plenty of opportunity to learn what the war would require in the way of hotshot engineering. It helped take the Army into north Africa in November 1942. It operated one of the invasion ports there and trained like hell on the other shift all that winter and spring. In July it helped take General Patton's Seventh Army into Sicily, running its part of the invasion beach like the veteran outfit it had already become.

Sicily conquered, General Clark wanted the Thirty-sixth assigned as a corps combat regiment with the Fifth Army for the Italian campaign. The night after the landing at Salerno, the Thirty-sixth was digging graves for our casualties. The next morning they were in the line fighting of the counterattack which the

Germans openly boasted would throw us back into the sea. When the first shot, fired by an engineer, disabled the lead tank in a German column driving for their line, the Thirty-sixth began to get into the spirit of the thing. They bridged the Volturno at a place they called the Boresight Bend, because Germans in the hills were sighting shots down their rifle barrels. At Anzio, for fifty consecutive days, the Thirty-sixth held a 7-mile sector of front line around the beachhead. The Germans started calling them the Little Seahorse Division because, through some oversight in the Pentagon, this engineer regiment was still wearing a seahorse shoulder patch which it had adopted during its amphibious training period—and which, by the way, it still wears, the only regiment in the whole Army which has its own special shoulder patch. At about this time someone asked an engineer in the Thirty-sixth if he was in a service outfit.

#### GENERAL CLARK COMMENDS THIRTY-SIXTH ENGINEERS

Gen. Mark Clark's recommendation for the award of expert and combat Infantrymen badges to the men of the Thirty-sixth was turned down because of the War Department policy restricting the award solely to Infantrymen; but General Clark wrote the Thirty-sixth a farewell letter when it sailed for France:

I wish express my profound regret at the departure of your outstanding regiment from the fold of the Fifth Army—

He wrote—

The record which you have established with it ever since D-day at Salerno is indeed an enviable one. During the crucial days on the beaches in September, during the advance to Naples, to the Volturno, and to the enemy's mountainous winter line, you comported

yourselves in accordance with the very finest traditions of the Corps of Engineers.

At this time when you are bound for new undertakings, I wish to add my personal thanks for your direct contribution to the victories of the Fifth Army. With my best wishes for continued success in the tasks which now await you, I am,

Sincerely yours,

MARK W. CLARK,  
Lieutenant General, United States  
Army, Commanding

It was the Thirty-sixth Engineers who helped put the Seventh Army into France. Lt. Gen. A. M. Patch wrote a formal letter:

You have done an excellent job of unloading supplies for the operations in southern France. In the first 10 days almost 30,000 tons of cargo were unloaded over the beach operated by you. This was far in excess of the anticipated amount. Without these extra supplies our Army could not have made such a rapid advance. I desire that all officers and men be informed of my appreciation of their efforts.

When Marseilles was taken, the Thirty-sixth moved in to clean up and operate the port. The Seventh Army sped north, and the Thirty-sixth collected its arsenal and went along. By the time the Seventh was moving through the Rambervillers sector, the Thirty-sixth was in the line again, fighting as infantry, a sight to behold. Not being officially infantry, the Thirty-sixth was sort of free to choose its own weapons, American, or captured German, and its heavy-weapons section carried along every kind of shooting iron except field artillery.

It was no longer surprised at anything. On New Year's Day, 1945, it assembled as infantry on 2 hours' notice to meet the German attack in Alsace-Lorraine.

I note that General Eisenhower has ruled that no combat soldier who has been in action in both north Africa and Europe will be sent to the Pacific; because he does not want the north African and European combat veterans to have to go through another campaign. I do not know whether or not this ruling applies to Engineer "service" units like the Thirty-sixth and others. I also note, however, that Lieutenant General Patch has been quoted in the newspapers as believing that the war with Japan will be over within a year. That sort of makes me think that General Patch will be sicking the Thirty-sixth onto the Japs in Tokyo.

In any event, the point is that General Patch knows the Japanese—having fought against them in the Pacific, and also the Army engineers, having seen them in concentrated action in Europe. General Patch knows that VE-day was just another three-shift day to the engineers; and that the war from here on out will be just a continuation of two-and three-shift days—whether the engineers are clearing out in Europe or clearing into the Pacific.

#### ENGINEER CORPS 170 YEARS OLD

The engineers are too busy to figure up their points; they are still counting the man-hours ahead of them on B-29 fields, and oil tanks, and Liberty-ship wharves. While they build to facilitate the movement of our Army from Europe toward Japan and fight where necessary, while they are out there, as usual looking out for the Army, I think we should help them cele-

brate their 170 years of army life by letting them know what the American people think of them.

Mr. Speaker, today I have introduced a bill, H. R. 3336, to provide additional pay for enlisted men of the Army assigned to the technical Service Forces who are awarded an expert technician insignia or the combat technician insignia. It is a small recognition, but it is recognition and they might well deserve it.

#### REPORTS SHOW UNITED STATES ENGINEERS BAFFLED NAZIS

LONDON, May 17.—The German high command sped its own destruction by underestimating the tireless, little-publicized United States Army engineer, captured German documents disclosed today. The documents showed that the hard-working engineers, who did the manual labor for the combat soldiers, often were 10 times more efficient than the enemy had estimated.

German staff officers reported to Berlin that United States labor battalions could deliver only about one-tenth of what they actually did move across the Normandy beaches during the first 2 weeks after D-day. The gross tonnage in 24 hours exceeded the amount unloaded daily before the war in the ports of New York, New Orleans, and Hongkong.

The Wehrmacht concentrated forces at important coastal ports, believing their possession essential to the Allies. But American engineers developed captured minor ports to unheard of capacities, built railroads, repaired demolished bridges and lines of supply.

They built, from scratch, 306 railroad bridges, rebuilt 1,563 miles of rail lines, and restored 237 shattered road bridges. Each infantry division required 1,000 tons of supplies daily. The engineers paved the way for its delivery, despite untold hardships.

On August 13, 1944, shortly after the Americans had stormed into St. Lo, Gen. George S. Patton sent a rush call to rebuild the railroad from that town to Le Mans and Laval. He wanted an unending supply of ammunition within 48 hours.

The job meant rebuilding seven bridges repairing or relaying new main lines through three freight yards, and providing service facilities.

Ten thousand engineers from five general service regiments were put to work. The ammunition was delivered on time.