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Logs of the President's Trips: Inspection Trip and Cruise on Board U.S.S. Potomac
March 19 - April 1, 1941

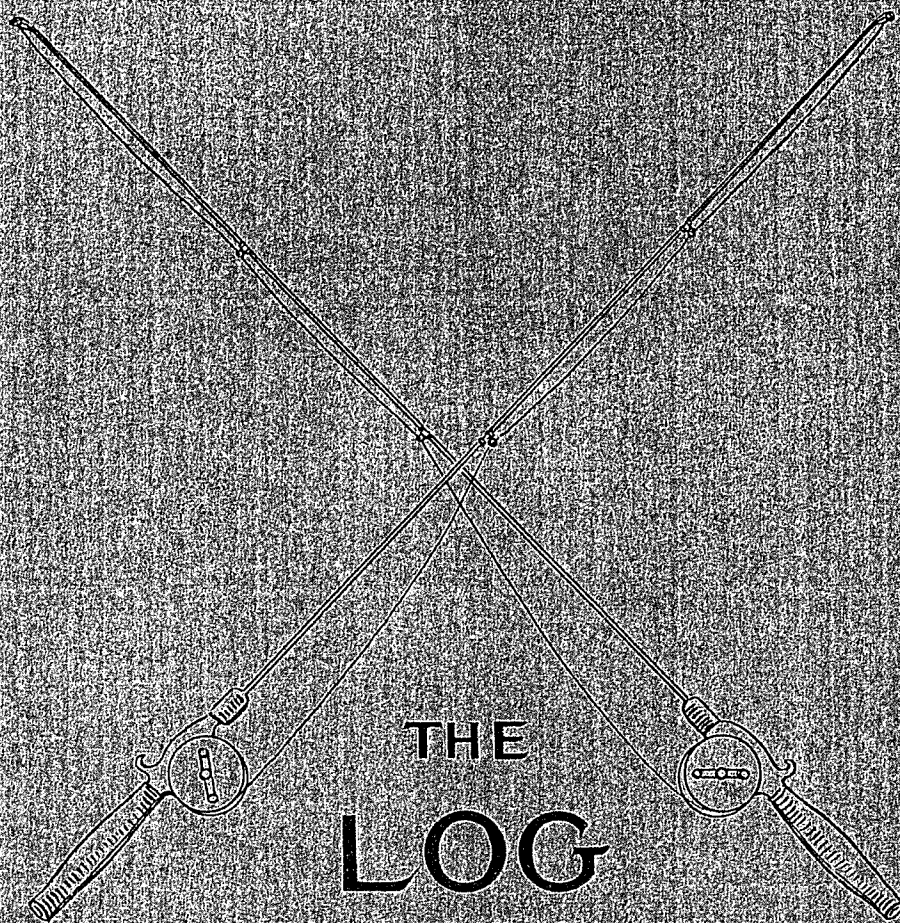
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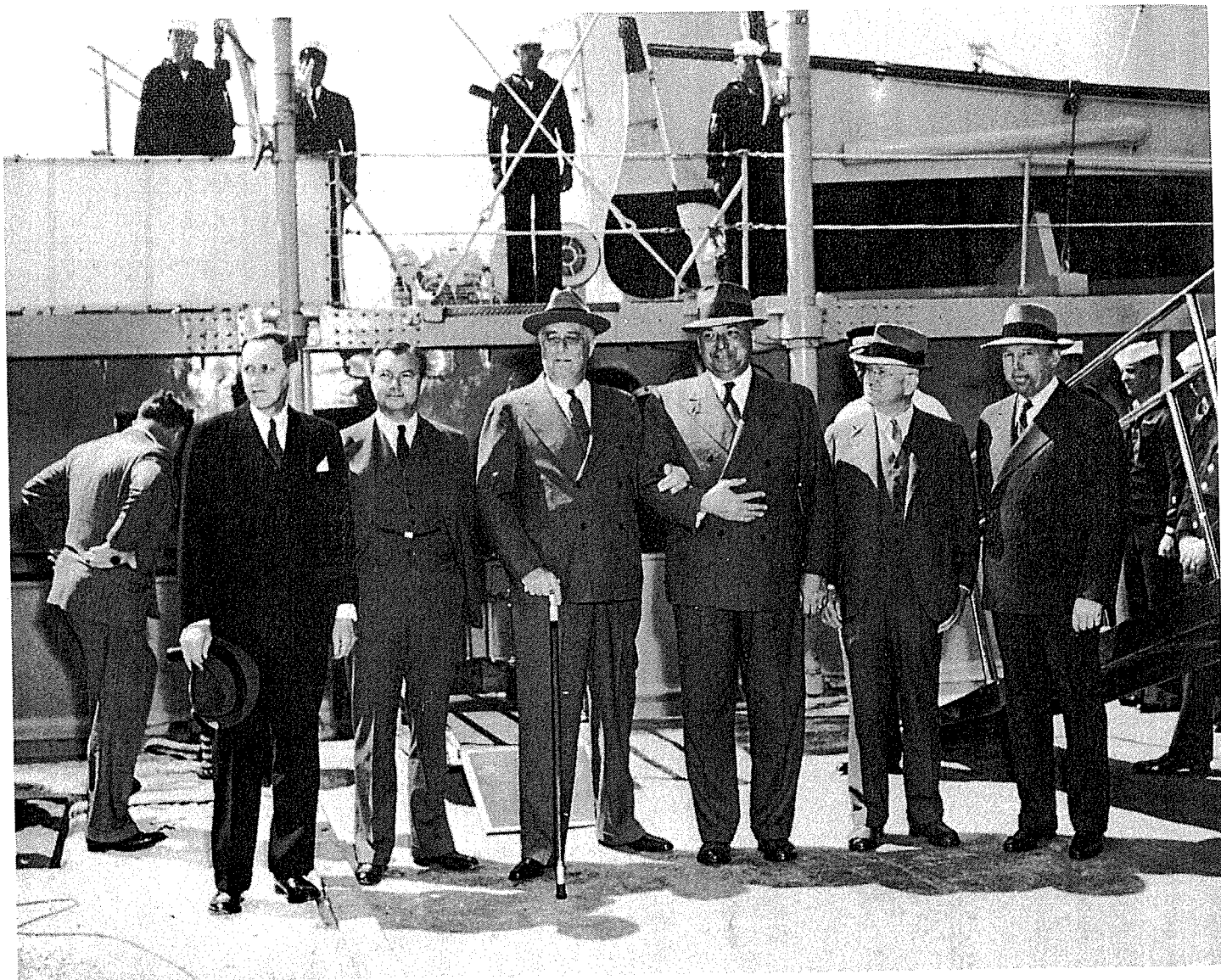
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Series: Grace Tully Papers

Box 7; Folder = Logs of the President's Trips:

Inspection Trip and Cruise on Board USS Potomac,
March 19-April 1, 1941





PORT EVERGLADES, FLORIDA

Sunday, 30 March 1941

Left to Right: Mr. Harry Hopkins, Attorney General Jackson, The President, Major General Watson, Secretary Ickes, Rear Admiral McIntire.

LOG
OF THE
PRESIDENT'S INSPECTION TRIP AND CRUISE
ON BOARD U. S. S. POTOMAC
19 MARCH - 1 APRIL 1941

PRESIDENTIAL DETACHMENT

U. S. S. POTOMAC, Presidential Flagship
Lt. Comdr. G. A. Leahey, Jr., U.S.N., Commanding

U. S. S. BENSON, Escort Vessel
Lt. Comdr. A. L. Pleasants, Jr., U.S.N., Commanding

THE PRESIDENT'S PARTY

T h e P r e s i d e n t

Guests of the President

Hon. Robert H. Jackson, The Attorney General
Hon. Harold L. Ickes, Secretary of the Interior
Hon. Harry L. Hopkins

Personal Staff

Mr. Stephen T. Early, Secretary to the President
Major General Edwin M. Watson, U.S.A.,
Secretary to the President; Military Aide
Rear Admiral Ross T. McIntire, (MC), U.S.N.,
The President's Physician

Communication Officers

Lieutenant W. R. Loud, U.S.N. (Embarked in BENSON)
Ensign H. N. Shall, U.S.N.R., (Embarked in POTOMAC)

Enlisted Staff

Chief Boatswain's Mate W. A. Bartos, U.S.N.
Chief Yeoman F. J. Terry, U.S.N.

Secret Service

Embarked in U.S.S. POTOMAC

Mr. Michael F. Reilly
Mr. Thomas A. Qualters
Mr. Charles N. Fredericks

Embarked in U.S.S. BENSON

Mr. Robert D. Wells
Mr. William J. McNamara
Mr. Wilmer K. Deckard

Mr. Leo A. deWaard, Post Office Inspector

I T I N E R A R Y

<u>Arrived</u>	<u>Place</u>	<u>Departed</u>	<u>Miles</u>
.	Washington, D. C.	19 March	
20 March	N.A.S., Jacksonville, Fla.	20 March	757
20 March	Port Everglades, Fla.	22 March	343
22 March	Great Isaac (Bahamas)	24 March	57
24 March	Channel Cay (Bahamas)	25 March	127
25 March	Southwest Point (Grand Bahama Island)	26 March	84
26 March	Settlement Point (Grand Bahama Island)	27 March	22
27 March	Southwest Point (Grand Bahama Island)	27 March	22
27 March	Great Isaac (Bahamas)	28 March	47
29 March	Port Everglades, Fla.	29 March	60
29 March	Miami-Palm Beach Area (Fishing)	29 March	22
29 March	Port Everglades, Fla.	30 March	22
31 March	Camp Jackson, S. C.	31 March	628
31 March	Fayetteville, N. C. (Ft. Bragg)	31 March	169
1 April	Washington, D. C.	<u>328</u>
	TOTAL		2688

N A R R A T I V E

Wednesday 19 March

Having had a desire for some time to get away from Washington for a few days of restful diversion, including some hoped for fishing in southern waters, the President had previously instructed Captain Callaghan, his Naval Aide, to have the POTOMAC available at Port Everglades, Florida, for a projected cruise to the Bahamas. The destroyer BENSON was designated by the Navy Department to act as escort vessel and word had been received that the two ships were at Port Everglades awaiting the President's arrival.

Captain Callaghan had received orders detaching him from duty as the President's Naval Aide, effective 23 March, and directing him to assume command of the heavy cruiser SAN FRANCISCO at Pearl Harbor, T. H., early in May. As he was not to go along on this trip he came to the station mainly to say goodbye to the President and to the various members of the President's staff who were leaving Washington with the President. Captain Callaghan had reported for duty as Naval Aide in July of 1938, and the two years and nine months which followed saw the formation of a bond of mutual friendship and admiration between this well-liked officer and his associates in the immediate service of the President.

Accompanying the President when his train pulled out of the Union Station shortly after three o'clock this afternoon were Attorney General Jackson, Secretary Ickes, Mr. Harry Hopkins, Mr. Stephen Early, General Watson, Admiral McIntire, Chief Yeoman Terry, Secret Service

personnel, and the usual representatives of the nation's press associations, broadcasting chains, newsreels, and the country's leading newspapers.

As our train rolled steadily southward clear skies and abundant sunshine gave promise of a good morning to follow, when a stop was to be made at Jacksonville, Fla., where the President would inspect the newly established Naval Air Station at that place, fast nearing completion.

Thursday 20 March

The President's train held closely to schedule during the previous night and at 8:30 this morning we had reduced speed and were entering the limits of the Naval Air Station at Jacksonville. This was a beautiful, clear, crisp morning, and the warm spring sunshine put all thoughts of clothing heavier than a spring suit completely out of mind. Shortly after the train had reached the place where the President was to commence his inspection Captain Charles P. Mason, U.S.N., Commandant of the Naval Air Station, called to pay his respects to the President, and a few minutes before nine o'clock the President, accompanied by his guests and members of his staff, left the train and took to automobiles for the inspection of the Navy's newest air station. The tour by car which followed was very extensive and the President inspected at close hand numerous shops, trade school buildings, hangars, barracks, administrative and personnel structures, including the newly erected hospital and the latest and most scientifically designed quarters for married officers and en-

listed men and their families. Towards the latter part of the trip the route took the President around the station's landing field which was laid out in the form of a huge triangle having four runways, the longest being the North - West runway which was 6,000 feet in length.

Upon return to trainside the President remained in his car for a few minutes and called the newspapermen over for a brief press conference. The President asked Captain Mason to give a few figures to the press and Captain Mason went on to explain that although they had broken ground for the new station only sixteen months ago, they were seven weeks ahead of schedule on the flying field and as much as three months ahead on some of the buildings. He continued by saying that the station's allowance would be 3500 enlisted men, fourteen to sixteen hundred aviation cadets, and three thousand students in the trade school, with 480 officers as instructors for the whole station. The President especially emphasized to the press the importance of the fact that when this forty million dollar station was completed and in full operation it would turn out from seven to eight thousand trade school graduates a year besides graduating 200 flying cadets each month. In response to a direct question as to whether the President was well satisfied with what he had just seen, he said that everything was perfectly fine and that he was very much surprised to know that the station had progressed so far in its construction.

A few minutes after ten our train was again rolling in the direction of Port Everglades and it was a delightful trip down the Florida east coast during the next few hours, the weather being an excellent sample of the finest Florida can offer in the spring, though

by evening we were to find that weather conditions were somewhat less favorable in the vicinity of our point of embarkation.

Just as it was getting dark this evening the train was run slowly out on the pier at Port Everglades and was stopped so as to bring the President's car abreast of the POTOMAC alongside the dock. The POTOMAC rendered side honors to the President when he and his guests came aboard ship at a quarter to seven, the President having paused momentarily between train and ship to permit moving and still pictures to be taken. It was only a few minutes until all the baggage had been struck below and the President and other members of his party were quite at home in the more comfortable quarters afforded by the POTOMAC. Messrs. Durno, Reynolds and Cornell had transferred from the train to the BENSON. These three were the only gentlemen of the fourth estate who were to be with the President during the cruise.

An easterly wind of force 4, with moderate to heavy ground swells and light rains had set in. Accordingly, it was decided to remain at the dock instead of getting underway as previously planned. Press and radio representatives were obviously upset by POTOMAC's failure to depart, and rumors were linked with tales of submarines off shore. Incidentally, the press had already released stories of POTOMAC's departure.

Friday 21 March

The weather continued unfavorable, heavy swells breaking across the bar and rolling in as far as the Turning Basin. At 0930 POTOMAC got underway to clear dock for the use of the Havana railroad ferry

and anchored in the north side of the Port Everglades Turning Basin. The proximity of the German motorship ARAUCA, which was berthed at the adjacent pier under custody of U. S. Immigration Service and the Coast Guard, aroused considerable press comment. The ARAUCA, a 15-knot, 4400 ton freighter owned and operated by the Hamburg American Line in the Cuban-Mexican trade, had left Vera Cruz the forenoon of 14 December 1939, having ostensibly cleared for Hamburg via New Orleans. She had been intercepted off the Florida coast 5 days later by H.M.S. ORION, and after the British cruiser had fired across her bow, ARAUCA put in to Port Everglades to escape capture. The weather improved somewhat later in the day but a moderate to heavy swell continued to run. At intervals throughout the day members of the Party tried bottom fishing in the basin, with only indifferent success. Admiral McIntire caught one Grunt (longest of the day), and Harry Hopkins caught two Porgies (heaviest of the day). Intermittent showers continued throughout the night and the ships remained in the basin until the following morning, by which time, it was hoped, the condition of the sea and weather outside the harbor would have cleared.

Saturday 22 March

Radio despatches from the State Department kept the President continuously informed of the situation in Yugoslavia. At this time reports indicated that the Yugoslav Government headed by the Regent, Prince Paul, was preparing to adhere in principle to the Tripartite Pact. At 0856 POTOMAC got underway enroute to Great Isaac Light area, Bahama Islands, and U.S.S. BENSON followed her out of the harbor to

take up duties as escort vessel. Weather conditions were only fair, with the sun obscured at times by overhanging haze. In the early afternoon ran into passing showers, but Great Isaac Light was sighted at 1450. The President and the members of his party commenced trolling from the upper deck, and when the bank was reached both ships headed south toward North Bimini. Fishing luck was of the best and the day's catch was as follows:

The President		
1 Tuna	11 lbs.	25 $\frac{1}{2}$ "
1 Black Skipjack	2 $\frac{1}{2}$ lbs.	20 $\frac{1}{2}$ "
1 Mackerel	9 lbs.	37"
Attorney General Jackson		
1 Tuna	4 $\frac{1}{2}$ lbs.	21"
Harry Hopkins		
1 Black Skipjack	2 $\frac{1}{4}$ lbs.	20 $\frac{1}{2}$ "
Steve Early		
1 Green Jack	5 lbs.	24 $\frac{1}{2}$ "
Ross McIntire		
1 Barracuda	12 $\frac{1}{2}$ lbs.	38" (Longest and heaviest for the day)
Secretary Ickes		
1 Green Jack	2 $\frac{1}{2}$ lbs.	22"

"Pa" Watson was the only member of the party who did not land a fish this day and his determined but fruitless efforts to hook a fish belied his announcements at various times throughout the afternoon that he had no doubt but what he would catch "the longest and heaviest fish on the trip - Sharks not counted." At ten minutes past five this afternoon POTOMAC moored starboard side to BENSON, southwest of Great Isaac Light, and after receiving fresh water, cast off and anchored 2800 yards southwest of the light. Mileage for the day was 57, and while the anchorage selected for the night was a fairly comfort-

able one, light ground swells proved disturbing to some of the guests.

Sunday 23 March

It was decided that POTOMAC would remain at anchor this morning until after the Navy patrol plane had brought mail and newspapers from Miami, and had been despatched on the return trip after the mail had been signed by the President. The plane landed close aboard POTOMAC a few minutes after ten and mail pouch was aboard by 1025. Among the papers which received the President's signature this morning were the commissions of the chairman and other 10 members of the newly created National Defense Mediation Board. The President also signed several enrolled bills, including one that appropriated 100 million dollars for Navy public works.

At 1237 POTOMAC got underway at one-third speed to troll down the western bank toward North Bimini Light, although BENSON remained at anchor as it was planned to stay within sight. The weather was clear and sunny, the sea calm. Though the strikes were numerous, coming fastest when following the 10-fathom curve, only one large fish was caught. This was a 25-pound Kingfish, 48 inches long, a victim of the rod and reel of Mr. Harry Hopkins. At 1442 reversed course to the northward and at 1640 anchored about 1500 yards southwest of Great Isaac Light, after a day's trip of 19 miles. After coming to anchor, the President took the motor whaleboat for a short trolling run, but with negative results. Seas were calm, but the ship rode uneasily in a light ground swell during the latter part of the night.

Monday 24 March

Based on information which had reached him in despatch form from the State Department, the President today signed an Executive Order freezing transfers of all Yugoslav funds in the United States. The President also affixed his signature to a message to Congress transmitting the text of the agreement for the use and operation of the United States bases in British territory, which had been obtained in exchange for the 50 United States destroyers previously transferred to the British Government. This message was to leave by plane the following morning in order to insure that it would be delivered to Congress on Thursday, March 27th.

At 0758 the two ships of our little detachment got underway and headed down Northwest Providence Channel for Great Stirrup Cay. With Great Stirrup Cay in sight, POTOMAC stood in at 1300 intending to anchor to the northward of the island, but found that heavy ocean ground swells coming in from under Southwest Point were obviously too severe for a good anchorage. Ships then changed course and stood across the Providence Channel for Gorda Cay, slowing to one-third speed at 1530 when the President and a number of his guests indicated that they would like to try their fishing luck at trolling. Fishing operations were held up for a short time while POTOMAC moored alongside BENSON at 1600 to receive fresh water and stores. After renewing her supply of provisions and water, POTOMAC cast off from alongside BENSON and left the vicinity of Gorda Cay, proceeding northward along the Bank trolling inside the 20-fathom curve, enroute

to Channel Cay in company with BENSON. Came to anchor at 1843 off Channel Cay, on bearings of Black Rock and Seven Foot Rock, in 10 fathoms of water. The day's run was 108 miles. The day's fishing activities provided good sport for all members of the President's party, and although the complete record of the catches for this day and yesterday was lost overboard, fishing prizes for this day went to the President for the longest fish and to Admiral McIntire for the heaviest.

Tuesday 25 March

POTOMAC and BENSON were underway at five minutes before eight o'clock this morning, making 6 knots speed and trolling the bank to the northward. Today's weather was the finest yet encountered, it being clear and sunny with gentle breezes and a calm sea. All members of the President's party, including the President, trolled from the upper deck in order to enjoy the sunshine. Came to anchor off Burrough Cay at 1030 in order to rendezvous with Navy mail plane which brought the President's son, Franklin, Jr., out from Miami to spend the day on board with his father. Post Office Inspector deWaard also made passage in this plane as the papers which the President had signed the day before were to start on their way to Washington today. After the plane's two passengers had come on board, POTOMAC got underway again at 1131 and stood across Northeast Providence Channel to Southwest Point on Grand Bahama Island. Proceeded at slow speed to permit good trolling until noon, when ships went ahead standard speed.

Made rendezvous with mail plane at 1623, off Southwest Point,

and shortly thereafter young Mr. Roosevelt and Mr. deWaard left the ship to make the return trip by air to Miami. BENSON remained at anchor in this vicinity, but immediately following the plane's take-off for Miami, POTOMAC proceeded northward inside the 20-fathom bank to continue fishing. At 1738 reversed course and stood back to the anchorage, arriving at 1856.

The fish caught this day included Admiral McIntire's 25-pound Amberjack, (heaviest and longest); the President's 5-pound Tuna; Bob Jackson's 10-pound Mackerel; General Watson's 5-pound Tuna; Secretary Ickes' 8-pound Mackerel; Mr. Hopkins' 5-pound Tuna; Mr. Early's 5-pound Tuna and 8-pound Barracuda. The ship covered 84 miles this day.

The main news from Washington was a radio despatch from the State Department advising the President that Yugoslav ministers were in Vienna for the ceremonial signing of the Tripartite Pact.

Wednesday 26 March

The POTOMAC and BENSON were underway shortly after eight o'clock this morning heading north towards Settlement Point. The intention was to fish along the western edge of Great Bahama Bank, above Settlement Point, and later, perhaps, to go on the Bank, providing conditions were favorable. A southeast wind of force 4, lowering barometer, and increasing seas, however, spoiled these plans. By ten o'clock, when POTOMAC arrived off Settlement Point it was necessary to seek a lee. POTOMAC anchored to the northward of the Point at 1001 and BENSON stood off and on in the channel. This was the start of a most uncomfortable day, which will probably be remembered by all the passengers.

The wind started hauling around to the south, increasing to force 6 and the sea worked up to a 4, running heavy long swells. The lee temporarily afforded was thus lost by the shift of wind and the ship started to ride it out at anchor on a lee shore with all steaming watches set. With this marked change in the weather it became necessary to cancel the plane trip which was to have been made this day. Attorney General Jackson sent a message to Under Secretary Welles stating that because of storms and high seas, plane would be unable to reach the POTOMAC today and that he would therefore be unable to reach Havana in time to deliver a speech scheduled for the following day, Thursday. He requested that the Under Secretary make arrangements to have his speech read.

The mileage for the day was but 22 miles, with the fishing prize for Wednesday going to Steve Early for his 3-pound Greenjack caught early in the morning. There was little or no interest in fishing from ten o'clock on. The BENSON, after rolling heavily out in the channel all day, finally stood in and anchored near the POTOMAC at 1804.

Throughout the night and until early morning the ship rolled continually from 25 to 30 degrees, and yawed wildly. Falla's seasickness kept the President awake part of the night and there were quite a few others in like situation, but their temporary insomnia could not be laid at Falla's door.

Thursday 27 March

The weather disturbance having abated and the sea decreased

during the early morning hours, POTOMAC was underway at 0710 and standing down to Southwest Point with the intention of seeking a lee from the westerly wind and swell in order to rendezvous mail plane and go alongside BENSON for some sorely needed bread, water and ice. Upon arrival at the tentative location on the east side of Southwest Point, found the topography not as shown on the chart, the point having apparently eroded. There being no lee offered, POTOMAC continued about four miles further to the eastward and at 0912 anchored about a half-mile offshore for rendezvous with Navy mail plane enroute from Miami.

All members of the President's party were present in the POTOMAC's cabin when Chief Yeoman Terry brought the contents of the pouch to the President shortly before eleven o'clock, for it was known that the recently enacted Lease-Lend appropriation bill was to receive the signature of the President this morning. The press release which Steve Early sent at this time was as follows:

At 10:50 A.M., E.S.T., the President signed H.R. 4050, an Act of Congress making supplemental appropriations for the national defense and to provide aid to the government of any country whose defense the President deems vital to the defense of the United States. The total amount of this bill is seven billion dollars, to remain available until June 30, 1943. Present in the cabin of the POTOMAC when the President affixed his signature to this most important measure were Attorney General Jackson, Secretary Ickes, Mr. Stephen Early, General Watson, Admiral McIntire and Mr. Harry Hopkins. The President presented to Mr. Hopkins the pen with which he had approved the bill. The historic appropriation measure was brought to the President by Post Office Inspector Leo deWaard who flew it from Miami aboard the Navy patrol seaplane 33-P-4, piloted by Ensign J. F. Bundy, USNR, stationed at Key West, Florida.

BENSON had come to anchor in the vicinity of Southwest Point and after mail plane had taken off on return trip to Miami POTOMAC went alongside BENSON to replenish supplies and take on fresh water.

At this time it appeared that all hands agreed that our old anchorage at Great Isaac was the best bet, so at 1325 course was set for that place and it was decided to fish along the way. Mr. Hopkins' $7\frac{1}{2}$ -pound Mackerel took honors as the largest of the day, his 6-pound Tuna came next, and Mr. Early's 3-pound Tuna last. At 1848 POTOMAC came to anchor in $6\frac{1}{2}$ fathoms of water with Great Isaac bearing 217 degrees true, having covered 69 miles since getting underway this morning.

During the evening, while the President was devoting time to the preparation of his Jackson Day address, the wind freshened and hauled around to west by north and swells built up slowly from the southwest. This resulted in a considerable ship roll, while at anchor during the night, which proved rather disturbing for the sleepers.

When the POTOMAC was alongside BENSON earlier in the day, General Watson received a written communication from George Durno, Doug Cornell and Tom Reynolds, which it would seem rates a place in the record of this trip, although "Pa" Watson told Terry to "file it."

The message follows:

To: Major General Edwin M. Watson.
From: Cocos Island Naval Mission.
Subject: Report and Conclusions.

GENERAL OBSERVATIONS: The Cocos Island Naval Mission was much impressed by the performance of the USS POTOMAC off Settlement Point, Grand Bahama Island, on 26 March 1941. The Mission noted in particular a rhapsody of motion unexcelled since Gilda Grey was in her prime. The double shuffle and breakaway that climaxed each number was especially good. Some members of the Mission thought, however, there was a wee bit too much abandon in the Black Bottom specialty. All members concurred that the Corkscrew Stomp was a poetry of rhythm.

CONCLUSIONS: (1) It is the opinion of the Cocos Island Naval Mission that six easy lessons from Madame LaZonga will limber up any remaining kinks. (2) It is recommended that

the Settlement Point performance be repeated -- with the same cast, of course -- in the Tidal Basin Swan Boat at the grand opening of the Cherry Blossom Festival.

Friday 28 March

The wind being in the northwest, POTOMAC got underway at 0817 and shifted anchorage to the southeast side of the island. Navy patrol plane arrived at 1045 with mail and papers, and as the President had some work to be done and other members of the party desired to fish the vicinity from small boats, it was decided to remain at the anchorage throughout the day. Later on the President and several of his guests trolled around the island while Mr. Hopkins, Secretary Ickes and "Pa" Watson landed on Great Isaac to stretch their legs. The largest fish caught during these fishing operations was Steve Early's 80-pound Shark, which did not count for prizes. A 10-pound, 36" Barracuda also landed by Steve was the longest fish of the day, within the rules of the contest, and Harry Hopkins' 15-pound, 30" Jack was the heaviest, as judged by contest rules.

A message from the State Department to the President said that word had been received confirming press reports that the regency under Prince Paul of Yugoslavia had been overthrown at 2:15 A.M. on March 27th and that constitution of a new government had been announced at 9:30 A.M. the same day. Further, that General Simovich was to head the new government under direct authority of young King Peter, who had been declared of age.

At dinner time it was decided to cross the straits while the weather was still favorable in order to insure that the ship would be

in Port Everglades for the President's radio broadcast scheduled for Saturday evening. POTOMAC and BENSON got underway at 1905 and stood across for Port Everglades Harbor. A few minutes after midnight the POTOMAC anchored in her original berth in the Turning Basin while the BENSON went alongside the dock. Day's mileage - 60.

Saturday 29 March

After receiving mail and papers, POTOMAC got underway at 1119 and stood out to fish between Miami and Palm Beach. Chief Yeoman Terry stayed behind, on board BENSON at the dock, to mimeograph a number of copies of the President's radio address to be delivered this evening, and on instructions from Steve Early these were released to representatives of the press at 5:00 P.M., with the stipulation that the text of the address was not to be published in any newspaper appearing on the streets earlier than 9:30 P.M., E.S.T., March 29th.

POTOMAC cruised between Hillsboro Light and Hollywood, Fla., during the afternoon, and the President and others took advantage of this last opportunity to troll for what fish might be attracted by their lures. The President caught a 3-pound Bull Dolphin, but this was the only fish caught on the last day of the cruise. At a quarter to six POTOMAC stood into Port Everglades and by six o'clock had moored starboard side to Pier No. 1. The Presidential train was made up and ready on the dock alongside, and representatives of the radio broadcasting systems were waiting to set up their equipment on board POTOMAC in preparation for the evening's broadcast.

Lieutenant Commander A. L. Pleasants, Jr., U.S.N., commanding

U.S.S. BENSON, was a dinner guest of the President on board POTOMAC this evening.

By a few minutes before nine this evening, a sizeable group had gathered in the little cabin of the POTOMAC to hear the President deliver his radio address which was being eagerly awaited by those attending the many Jackson Day dinners being given throughout the country. The President's talk which commenced promptly at nine o'clock was a stirring one, and although it was only fifteen minutes in length, he touched on all the problems, both national and international, that had occupied a prominent place in the nation's press during the past weeks.

The President decided to remain on board the POTOMAC during the night and to board the train during the forenoon of the next day.

POTOMAC steamed but 44 miles during the short trip outside the harbor today and the total sea mileage for the trip was 463.

Sunday 30 March

At 1045 this morning the President and those who had been with him throughout the cruise left the POTOMAC and went aboard the waiting train on the dock alongside. The President and the members of his party paused for a group picture at the trainside just before going aboard the train. The train was moving off the dock at eleven o'clock on the trip back to Washington, with two stops scheduled for the morrow when the President was to inspect Camp Jackson, S. C., and Fort Bragg, just outside of Fayetteville, N. C.

Newspapers which came on board the train during the afternoon

brought the first public news of the seizure by the Navy and the Coast Guard of all Italian ships in various ports of the United States, the Canal Zone and Puerto Rico. This was not strictly fresh news for the President as he had authorized the seizures early this morning after having received information to the effect that widespread sabotage of these ships had been detected. For obvious reasons, a number of Danish and German ships were accorded similar treatment later in the day, and it was learned that only four hours after the President's train had left Port Everglades, the German ship ARAUCA, which we had seen so much of during the past ten days, had been taken over by the Coast Guard. Forty members of this vessel's crew were removed to the Coast Guard Base at Fort Lauderdale for safekeeping, pending other arrangements.

Monday 31 March

The train bearing the President and his party entered the limits of Camp Jackson about six o'clock this morning and came to a gentle stop a few minutes later so not to awaken its still sleeping passengers. By eight o'clock there was considerable activity in the near vicinity of the train in preparation for the President's automobile inspection of the camp which commenced shortly after the President detrained at 9:30. The cavalcade of cars which wound through the reservation for the next hour took the President, who had been joined by Governor Maybank of South Carolina, past all this Army establishment's material and personnel units. Frequent stops were made to enable the President to view certain activities at close hand and

to greet the regimental commanders of the camp's two divisions, one of which was the newly developed "Triangle Division," and the other along the lines of the older type "Square Division."

At the press conference which followed upon return to the train the President expressed himself as being highly pleased at the progress in the camp's modernization and expansion, which had been commenced only the preceding September. He also went on to explain to the press the difference between the two divisions undergoing training at this place. The President remarked that the Triangle Division in the new Regular Army was so called because it consisted of three regiments of infantry and one mixed regiment of field artillery, all trains and reconnaissance squadron being motorized and with a total strength of about 14,000 men. When asked to comment on the Square Division he explained that this was an old organization consisting of four infantry regiments organized in two infantry brigades and three field artillery regiments organized in a field artillery brigade, using animal-drawn transportation, and totalling about 20,000 men.

As the President also wished to inspect Fort Bragg this afternoon, and it being some 170 miles to the northward, our train was on its way only a minute or two after the President had gone on board at the termination of the press conference alongside the train.

The Presidential train rolled into downtown Fayetteville, N. C., at 3:35 this afternoon and it could be seen from the train that huge crowds had turned out to greet the President. One of the first to reach the platform after the train had come to a stop was the President's friendly little Scotty, "Falla," unusually anxious to get off

the train and stretch his legs. Standing on the siding were a number of Army officers waiting for the President to make an appearance, and the tall, highly polished boots worn by one of them unfortunately came within Falla's scouting range. Desiring, no doubt, to leave at least a temporary record of his presence in Fayetteville, Falla without warning promptly accorded the gentleman's boots the usual treatment that a telephone pole or a hydrant would have received. All hands agreed that while this was no way for Falla to treat the Army, his mistake could not justly be classed as other than an error in judgment (but not in accuracy), due to the fact that this was Falla's first day ashore after more than a week at sea.

Applause from the crowds that lined the streets greeted the President all along the way which his car took through the main street of the business district, and after reversing the route at the Old Slave Market, his car headed for Fort Bragg, about 7 miles distant from the city. During the automobile trip from downtown Fayetteville to Fort Bragg, a short stop was made to permit the President to view the historic old State House at Fayetteville, and at this time, in response to a telegraphic request received the day before, the President signed the minutes of the court presided over by Judge Clawson L. Williams, presiding in the courts of the 9th Judicial District of North Carolina.

The inspection tour which commenced upon entering the limits of Fort Bragg proved to be very similar to the one which had taken place at Camp Jackson earlier in the day, only larger numbers of troops were seen here and a much longer distance was traversed, Fort Bragg being

considerably larger in size than the reservation at Camp Jackson. While the President's motor trip progressed, his train was being moved from Fayetteville to Fort Bragg, and upon completion of the inspection the cars drew up alongside the train and the President indicated that he would talk to the press. In the remarks which followed, the President stated that he was very well satisfied with the progress being made at Fort Bragg and that he thought it was an interesting fact, worthy of comment, that a number of the battalions were composed of colored engineers and that an antiaircraft regiment was made up of colored personnel. The President mentioned that while each regiment or battalion did not have full equipment, new equipment was coming along in sufficient quantities for training purposes. A short discussion centered around a number of 75 millimeter field guns which the President pointed out, with the announcement that they were soon to leave Fort Bragg for Greece.

After an exceedingly busy day, the President and his party reboarded the train, and at six o'clock this evening were again on their way to Washington.

Tuesday 1 April

After an uneventful overnight trip from Fort Bragg, the President's train arrived at the Union Station in Washington at 8:30 this morning.