

to Cologne. The car was full. Two German ladies got in, and as there was no room, had to stand. No one stirred. The two Canadian officers then got up and offered the ladies their seats, which they accepted. This, to the tremendous surprise of the Germans, who had never yet seen an officer standing when there were civilians sitting. This situation, however, did not last very long. One of the Canadians, convinced that he and his friend would be darned fools to stand while two Germans were sitting near them, signed to one of them to get up, which sign the German disregarded. The Canadian then tweaked the German's ear severely and held it until he got up and gave up his place. The second Canadian followed suit with the other German. After this had been repeated on a few street cars there was quite a rush by the men to give up their seat to any lady who got in. We had our own little revolutions in the occupied territory.

It has been said that there was a certain amount of unpleasantness during our occupation between Canadians and the Imperial authorities in Cologne. The truth of the matter is that Canadian troops found in their own Provost Marshal in Bonn a strong man to deal with, and it was quite a popular thing to take the electric from Bonn and raise merry Hades in Cologne. Hence the beginning of the trouble, and the reason why for some time, Cologne was put out of bounds to Canadian troops.

My work in Cologne had chiefly to do with controlling the use of telephone and telegraph lines. Of the hundred or so trunk lines, which connected Cologne with other big centres in Germany, only twenty were allowed to remain in use. The rest were cut at the perimeter of the Bridgehead with the exception of a few spare lines. On the lines allowed no private conversation was permitted, except in very special cases, and in no case was the conversation to

exceed three minutes in duration. These regulations were enforced very strictly and faithfully by the German operators, acting under our orders. On each of the trunk lines and occasionally on a local line we had our German-speaking, listening-in personnel working. They reported on anything suspicious intercepted. We had very few cases of transgression of orders and the German officials at the Central Telephone and Telegraph Exchange were most eager to help in every way. There was one instrument in the Central Telephone Exchange, an "amplifier" I think we called it, through which connections between Reval on the Imperial front and German General Headquarters at Spa in Belgium, had regularly taken place during the war, a distance of many hundreds of miles.

The German population had a very wholesome respect for our air-service. In spite of the wonderful air-craft system at Cologne and the intense conical barrages, our air-men got through several times and bombed the town. Some Germans told me that incendiary bombs had been dropped in Cologne and many casualties caused. In the Dom Hotel I got a souvenir in the shape of a card printed in German: "In case of air attacks, lights to be immediately extinguished."

One amusing incident happened in connection with our control of the exchanges. Lieutenant X——, a signal officer, was attached to me as technical adviser. He advised me one morning to take a run down to Bonn with him. I followed his advice and we had a very good time visiting our Canadian friends there. We had driven down by automobile but came back by electric. Before we got into the electric X—— had already begun to exchange very bright-eyed glances with a pretty German girl, who was also going in the direction of Cologne. This little game, at which both were expert, continued until the lady left the car on the outskirts of the city. X—— was charmed,