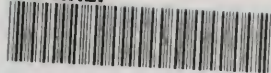


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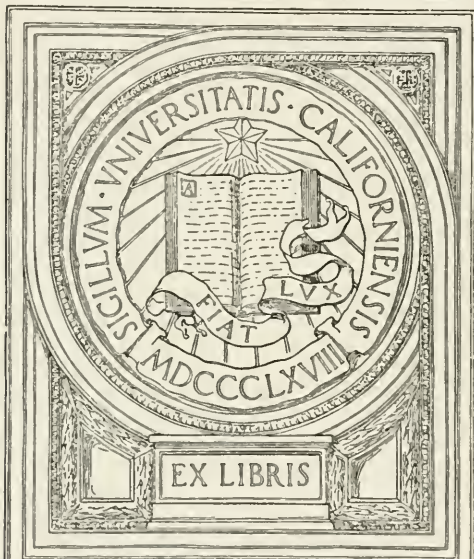
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# TWENTIETH ENGINEERS



## FRANCE 1917-1918-1919

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FORESTRY

## Corrections

The following paragraphs should follow the story of "Forty-Third Engineers":

Co. D of the 43rd, the 49th and flag-end company of the Twentieth, reported to the La Cluse-Bourg District, Ninth Battalion, and were given charge of the Murat operation, in the upper valley of the river Allier, in south central France. Here they operated a McDonough sawmill of 10,000 rated capacity. The region was rich in timber resources, and its importance led to the establishment of a new Forestry district at LePuy, sixty miles to the east, with Fourteenth Battalion Headquarters in control. At the cessation of hostilities several new camps were in progress of development in the neighborhood.

Upon release from the Le Puy District the 49th Co. was sent to join the assembled Forest troops in the Landes, and spent the spring in road repair details around Pontenx and Labouheyre. After the Fourth Battalion left for home, early in May, the 49th took over the job of liquidating the American mills in the Dax district, as well as at Pontenx, Mimizan and the Burnt Area. Sale of the bulk of equipment remaining to French railway interests closed the need for garrison functions, and the scattered details started for the States, leaving only a forlorn rearguard, and warped and silent shanties, to recall to the Landais villagers the boom days of '17-'19.

"The Forty-Second Engineers" (Fourteenth Battalion, Twentieth Engineers) to read "The Forty-Second Engineers."

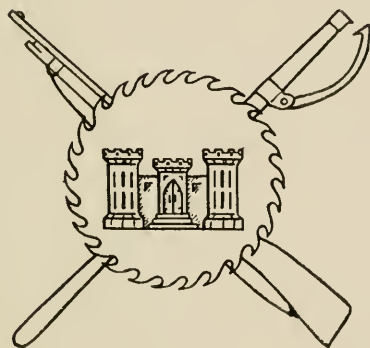
"The Forty-Third Engineers" (Fifteenth Battalion, Twentieth Engineers) to read "The Forty-Third Engineers (Fourteenth Battalion, Twentieth Engineers.)"

Press of  
DIMM & SONS PRINTING CO.  
Henry Bldg., Portland, Oregon





# TWENTIETH ENGINEERS



## FRANCE 1917-1918-1919

TWENTIETH ENGINEERS PUBLISHING ASSN.

743 Greenwood Avenue

Portland, Ore.

UNIVERSITY OF CALIFORNIA

20th

S5

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April 2, 1943



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## **Dedicated**

to our unforgotten comrades, who passed  
from among us in camp, field or the  
breakers of Islay, and whose mem-  
ory is at once our most poignant  
sorrow and our loftiest pride.

## FOREWORD

When America entered the war in 1917, one of the first demands of the Commander-in-Chief was for a regiment of forestry engineers. If an army of the size contemplated was to be put at the front, docks must be built; railroads laid; barracks, warehouses, hospitals, bakeries, refrigerator plants, and power plants provided; and trench timbers, dug-outs, and barb-wire stakes furnished. The basic factor in all these necessities was lumber and the Twentieth Engineers, detailed to this task, more than met their tremendous responsibility.

It meant work; hard, monotonous, and unrelenting, but never did men respond more nobly. From these first days in the Fall of 1917 when I saw men hitched to wagons and pulling like horses because we had none; through those terrible spring days of 1918 when the Germans were driving on toward Paris and these men scattered from the Pyrenees to the Argonne toiled day and night to make possible our defense; down through the armistice until the last man came home, in all my experience across the seas I never saw more faithful and conscientious effort. Brave deeds abounded in France but equal in spirit to any of them was the persistent devotion to his task, so vitally essential but lacking in personal glory, of many a man in this largest regiment in history.

It was my great privilege to serve men of many regiments, but in all my service never did I find an organization of better personnel, or men who responded more quickly to high ideals and unselfish service. The story of these men, their devotion, their sacrifice, and their loyalty will be related as long as the history of American accomplishments in the World War shall be recorded.

HOWARD Y. WILLIAMS.



CAPTAIN HOWARD Y. WILLIAMS  
Regimental Chaplain.

Seattle, Wash.,  
April 14, 1920.

To the Officers and Men of the 20th Engineers (Forestry):

As your former Commanding Officer it gives me great pleasure to have this opportunity to send you a greeting and my appreciation of your services in France in the World War, an account of which is contained in this history of the Regiment.

As patriots and woodsmen you promptly answered the call of your country and by your skill, enthusiasm and unceasing effort you made a record in the American Expeditionary Forces in France of which you may well be proud.

I shall always feel that it was a great honor to have commanded such an organization of American soldiers.

J. A. WOODRUFF,  
*Lt.-Col., Corps of Engineers,*  
*U. S. Army.*





COLONEL J. A. WOODRUFF

To the Editors— History of 20th Engineers:

It is to my mind an excellent effort on your part to endeavor to compile a history of the very important work of the 20th Engineers, which will not only be of value to the public but will, it is hoped, inform all of the men of the regiment of the enormous amount of work carried on by this regiment, of which only those members who were familiar with the work at headquarters could have fully appreciated.

The record accomplished by the 20th Engineers and the auxiliary units attached to it is one of which every member can well be proud. I consider the year in which I was fortunate enough to be a member of the 20th Engineers, as one of the most valuable in my life and it gives me the greatest pleasure to have this opportunity of expressing a word of greeting to the members of the organization.

Sincerely,

EDWIN H. MARKS,

*Major, Corps of Engineers.*  
*(Col. of Engrs. during emergency)*



COLONEL EDWIN H. MARKS

The work of the 20th Engineers in France was one of the best examples of the value of industrial training in furnishing citizen soldiers well qualified for meeting one of the critical emergencies of the great war. General Pershing had been in France but a few weeks before he was impressed with the necessity of a special organization for supplying the American army with the vast quantity of timber needed in its operations at and behind the front. The 20th Engineers was the answer to this problem. It was organized largely from men trained in the forest industries of America. These men brought to the colors not only the patriotism of the citizen but the adaptability, the physical hardiness, and the rough and ready mechanical skill of the American woodsmen. They knew the work which they were called upon to perform; and they put into it not only the woodcraft which they had acquired but a spirit of backing up the fighting doughboys which was unexcelled in the Expeditionary Force.

In an incredibly short time, this regiment established an enormous lumber industry in France. It erected, moved, and reset sawmills at a rate which would take away the breath of the peace-time operator. When equipment was lacking, it improvised the tools needed out of any odds and ends of material available. It broke records of lumber production so fast that we could scarcely keep the count. It attained and held a reputation in the Army for being always on the job and for more than making good in the work expected of it. Its record is reflected in the recommendations made to the War Department by high Engineer officers that when such an organization can be gotten together and thrown overseas in so short a time there is no necessity for including lumber manufacture in the training of the regular Engineers.

Notwithstanding the rapid expansion of the size of the Expeditionary Force beyond all earlier estimates and the corresponding increase in its demands for timber, the Army was kept well supplied with this vital necessity of modern warfare. The 20th Engineers, including of course the old 10th Engineers and the battalions organized originally for road work, delivered the goods; and it should be a source of lasting pride and gratification to every member of this organization who had a part in its splendid achievements.

W. B. GREELEY,  
*Lieut.-Col., 20th Engineers.*



LT.-COL. W. B. GREELEY



COLONEL W. A. MITCHELL

## AMERICAN FORESTRY ASSN.

WASHINGTON, D. C.

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Americans who went across the sea to aid in the fight for world-wide liberty—the boys of our Forest Regiments, whose actual record of achievement in production stands unparalleled—the American Forestry Association proudly and gratefully greets you in this your book.

P. S. Ridsdale.





# Introduction

Our own Elsie Janis said, a year after the Armistice, "The Boys miss the war; it was a Jake old war." In some ways Elsie is right—we do miss the war. Not that we want to do it all over again. But after seven or eight months of very civil life, we began to feel that something was lacking. We felt like the guy who swore off smoking forever, and wanders around aimless, not knowing what's wrong till he drifts by a lad with a pipe in his face and gets that smell of something cooking on the back of the stove, whereupon he knows what's the trouble, and brushes in past the wooden Indian.

We'd been writing to a few of the gang; then we started circular letters around, each in his own old outfit. We figured on a handmade newsletter. But all that didn't suffice. It had to be something to satisfy that feeling we had about the Regiment. We missed the old war and wanted to see, and have, something that will bring it back to us, and that will tell us, and the cockeyed world if it chooses to listen, what a life we led in those days when men crossed seas and proved their manhood where the proving was good.

That is why this volume was produced. It had to be done; somebody had to do it. The Twentieth Engineers was not one of a line of temporary outfits. We were the biggest regiment in the world, we were unique in military annals. We were not recruited hit-or-miss, nor gathered in by the numbers. Every man had to prove that he was qualified for responsible duty when he joined and God knows his proofs were put to the test when we got across. Of all the outfits that made up the A. E. F., probably none had a higher percentage of men fitted for skilled and exacting service, and ready to deliver that service without the traditional discipline that all good military writers tell us is necessary to make a soldier do his duty. We did our duty because that's what we went there for. We knew there would be no medals, and there were none. We were the only outfit without which our war could not have been won, and we knew that too. When the job was over, we were O so glad to get out of it all, but nowadays we've got to admit that, with certain limitations, those were The Days.

To date nothing has appeared to fill the need for a review of the job that we, the enlisted men of the Twentieth, did over there. A number of picture galleries of the executives of the Twentieth have appeared, and numerous articles by various officers narrating their achievements, have been published, but a diligent perusal of these stories leaves a reader with a confused notion that the forces employed in achieving the successes so vividly portrayed were all mechanical. Reminders that the human beings who put the job across were really there, are infrequent, and generally amount to casual mention of the "men," dropped in at the closing paragraph. Men! We'll say they were men! And had the fact that they were men been recognized in a fuller degree, we would gladly have left the publication of our Regimental story to those whose time and opportunity, now as in the days of service, are greater than ours.

It is not with a primary intention of recording our Regimental History that this volume is compiled. History consists of essential facts alone, and to us the workaday facts of our participation in the World War are drab and aching memories of monotonous drudgery. A History of the Twentieth Engineers would be, in the main, a resume of output and shipments, feet B. M. and meter-gauge, Clark 20s and Tower 3-saws, steres and kilos, operation strengths and acquisition factors. To us, the men who lived that History into being, our service was so rich in things to remember, so filled with things we cannot forget, that the actual record of our technical achievements, and the imposing records of our executives, we leave for others to tell. This book is the story of 18,000 men who went over to France and cut lumber because it was needed to win the war. We are endeavoring to tell the story as we told it to our folks when we got home—our comings and goings, our good times and bad times.

We have no axe to grind in this book. The war is over. There is no need of urging reforms, because the Forestry division of the United States Army is gone. Readers may think we devote too much stress and criticism toward our former superiors, the officers. Well, what is more humorous, now that it is over, than a nice new

shiny officer, in full regalia, and without any knowledge worth mentioning of Army or lumber, bossing an outfit of hard-working birds most of whom knew more than he? In those days it wasn't so damned funny. They really got away with a good deal at our expense, and caused us beaucoup grief. Those of our veterans who served under the President's commission, looking back to 1918 from this civilian year of 1920, will probably concede that we're entitled to declare ourselves along this line. How about it, SIR? We'll just make you a proposition: you admit that you could have been a lot more human two years ago, and we'll cut out a lot of the stuff that we were just aching to unload in the fag end of the Book.

Concluding, we'll say a few words to the man for whom we've compiled the book—the unsung, uncited buck of the Twentieth Engineers. You never got your photograph in the magazines, but that didn't impair the quality of your slumber any. You are the guy that put the job over; you unloaded the boat, you built the camp, the road, the mill, the yard and the railroad. You kept the mill roaring, and when they had no more timber to cut you turned around and rebuilt the roads the other guys had smashed. You made many a reputation, earned many a ribbon and citation, but not for yourself. That's fair enough; you didn't go after such things, and you had no place to wear 'em if you'd got 'em. In your ragged, pitchy fatigues you were far from a beauty, but you were sure effective. If another war comes along before we're dependents, we'd like to gang up with you again.

# Acknowledgments

The Editors acknowledge with appreciation the assistance of the many who have co-operated in making the publication of this volume possible. Our policy of reflecting the personal viewpoint of our Regimental experiences necessitated the collection and assembling of various first-hand narratives, and the high degree of interest shown by those to whom we have appealed for contributions has been a source of pride in our Regimental solidarity.

To our staff of volunteer associate editors we are indebted for a large share of our material. These men, veterans all, are scattered through the nation, and every one is as busy as the ex-service man must needs be to survive. The staff, as listed, consists of former enlisted men of the Regiment, who have rendered assistance in many ways, historical, lyrical, or pictorial.

Our one-time Commander, Major Edwin H. Marks, now attached to the staff of the Chief of Engineers, has been of great assistance on a number of parts of the Book, compiling the embarkation list, summary of overseas organization, the casualty list, and other matter. Capt. Paul D. Mackie, of the Fourth and Eighteenth Battalions, contributed the record of the reinforcements still in the States at the Armistice. Capt. Tom Sweeney, 49th Co., and Lieuts. David Glass, 45th Co. and O. W. Lazardorf, 47th Co., provided narratives of their outfits' activities overseas.

Lieut. Col. James A. Woodruff made available to us his exhaustive article upon engineer construction in France, which has been drawn upon freely. A pamphlet issued by the Chief of Engineers furnished data for the brief summary on the Engineers in France. Major Swift Berry furnished the statement of facts about the Burnt Area operation.

Miss E. S. McMillan, War Historical Bureau, National War Work Council, compiled extensive data on the leave areas in France. Mr. Ralph H. Varney, later of the Twentieth Engineers, has provided material concerning the New England Units in Scotland.

The Editors of the Saturday Evening Post, The Independent,

and American Lumbermen have been of substantial help. Free use has been made of several articles in American Forestry and the American Lumberman.

We owe and declare a special debt to Mr. P. S. Ridsdale, Editor of American Forestry, for the use of his roster of the Regiment—the only such record in existence, outside of the archives of the Adjutant General, which will not be available for a long time.

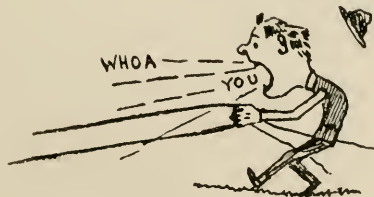
Finally, we report the following published sources of information:

Book 1, Twentieth Engineers; Preliminary Outline by Capt. Arno Kolbe, 1919. Loaned by Major General Lansing H. Beach, Chief of Engineers.

The Canadian Forestry Corps. By C. W. Bird and Lieut. J. B. Davies, C. F. C. 1919. Sent by the Director of Historical Section, D. of M. and D., Ottawa.

History of the Spruce Production Division. Loaned by Capt. David J. Witmer of the Division.

New England Sawmill Units. From the office of Massachusetts Committee on Public Safety, Mr. James J. Storrow, Boston.





# The Engineers in France

The Corps of Engineers was represented in France by the Division of Construction and Forestry, the Division of Military Engineering and Engineer Supplies, and the Division of Light Railways and Roads. On the day the Armistice became effective the Engineers—the largest of all the technical services in the American Expeditionary Forces—numbered 174,000 men, distributed as follows:

With the Armies . . . . .	86,400
Miscellaneous (in training, at schools, shops, etc.) . . . . .	18,500
Construction (in the S. O. S., under the Divi- sion of Construction and Forestry) . . . . .	43,000
Forestry . . . . .	18,500
Supplies . . . . .	7,600
	<hr/>
Total . . . . .	174,000

In addition, there were engaged in construction and road work in the A. E. F., mainly under the supervision of the D. C. and F., about 34,500 troops of other arms of the Service, 34,000 civilians, and 15,000 prisoners of war.

The Engineers operating with the Armies maintained lines of communication, built bridges, fought as Infantry, conducted camouflage, searchlight, flash and sound ranging, water supply, and many other functions.

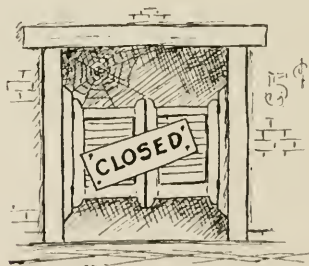
## Behind the Lines . . .

The Division of Engineer Supplies handled a total of 3,255,000 tons of Engineer supplies, occupying 764,000 square feet of covered space and 14,352,000 square feet of open space. Before the Armistice, the repair shops of the Division had completed more than 2,000 orders. Seven cement mills produced 315,000 barrels of cement and manufactured over 100 miles of concrete pipe.

The Division of Light Railways and Roads was operating, when the fighting ended, 2,240 kilometers of light railway, of which 1,740 kilometers had been taken from the Germans. At Abainville 10 shops buildings were constructed; 2,300 cars

erected; and 140 locomotives repaired. The total tonnage handled by the Division, up to February 1, 1919, was 860,000.

The Division of Construction and Forestry was responsible for the major part of the immense construction accomplished in France. In the words of Colonel Ernest Graves, "A comparison, based on the number of men engaged, the amounts of materials consumed, and money spent, and the results accomplished in a given time, would show that the construction of the Panama Canal, that 'greatest feat of man,' is overtopped and dwarfed by the work of the Engineers in France during the great war."





# The Division of Construction and Forestry

The back-bone of the construction forces of the Service of Supplies was formed of 5 regiments of Engineers—Railway Engineers (the 15th, 16th, 17th and 18th) and Forestry Engineers (20th). Other regiments, such as the 11th, 23rd, 25th, 33rd, 55th, 32nd, 106th, 109th, 309th, 311th; 312th, 318th, 319th, and many other regiments and battalions performed valuable service in the S. O. S. But the distinction of being the mainstay regiments has been accorded to these five organizations, both because of their early arrival and long service and because of the fine work they accomplished, under conditions fraught with difficulties, during the first winter of the A. E. F. in France. The 15th Engineers, under the command of Col. Edgar Jadwin, arrived at Vierson on the 28th of July, 1917; the 17th Engineers arrived at St. Nazaire August 17; the 16th arrived at Is-sur-Tille August 26th; the 18th landed at Bordeaux August 20; the 10th (later merged with all forest troops into the 20th) arrived at Nevers October 9, under the command of Col. J. A. Woodruff; and the vanguard of the 20th arrived November 28.

With enormous increase in the strength of the American Expeditionary Forces, these regiments saw the work behind the lines expand to embrace great undertakings, the strength of the personnel involved reaching at times a maximum of 160,000 men. After reorganizations to meet changing conditions of growth, the vast construction work was brought under one head, the Division of Construction and Forestry, which in turn functioned as four sections: Administration, General Construction, Railroads and Docks, and Forestry.

The specific projects of the D. C. and F. were production of lumber, shelter for troops, hospitalization, ports, railroads, storage depots, and roads. A total of about 17,120 barracks were built to accommodate the thousands of arriving Americans; these represented no fewer than 324 lineal miles of barracks, placed end to end. On November 11, 1918, there were 280,000 hospital beds provided, of which 141,000 had been made possible by construction of new hospitals, the remaining 139,000 being in French

## HISTORY OF THE TWENTIETH ENGINEERS

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buildings. This construction totaled 7,700 hospital barracks, or 127 lineal miles of wards. After the first week in July, 1918, there were at all times at least 50,000 beds in excess of requirements.

1,035 miles of standard gauge railroad were completed, most of it in yards at the great depots. At Gievres, where the largest storage depot was established, 143 miles of track were laid. A total of 23,000,000 square feet of covered storage was provided. Remount depots and veterinary hospitals accommodated 67,300 animals. A bakery at Is-sur-Tille was constructed, turning out 800,000 pounds of bread daily; bakeries at Brest and Bordeaux produced 150,000 pounds per day each; and one at St. Nazaire 120,000 pounds.

A total of 15,850 kilometers of roads, or about 9,900 miles, were worked, requiring the distribution of 1,694,000 tons of rock. Large facilities were provided for water supply, sewerage, ship berths, lighterage, electric power and light, refrigeration, oil and gas storage, etc. For these projects very large amounts of lumber were required. The Forestry Section of the D. C. and F. furnished 75 per cent. of the lumber and ties and over 90 per cent. of the fuelwood used by the American Expeditionary Forces, both in the Service of Supplies and in the Zone of the Armies.

# The Twentieth Engineers

## (Forestry)

A short time after the United States declared the existence of a state of war with the Imperial German Government, plans for an adequate force of forest engineers were promulgated and rapidly driven forward. Urged by the Joffre Mission to America by the British Mission by the cabled requests of General Pershing, and by the example of the Canadian Government, the War Department made the rapid formation of forestry troops one of its primary obligations to the American Expeditionary Forces. The cables of the American overseas Commander in Chief forcibly conveyed the information that to send fighting troops before an adequate supply of lumber could be assured was without avail and that lumbermen were needed among the first. The lines of communication depended upon great amounts of timbers and ties; docks, lighterage, storage facilities, shelter, hospitalization, ice-making plants, bakeries, fuel,—and, in fact, all of the construction in the Service of Supplies,—were dependent upon lumber; and the Front Lines required it for dugouts, trench construction, entanglements, compounds for prisoners, bridges, and a great variety of other uses. Even coffin lumber was to be provided by the forest troops. And the already heavy demands upon the shipping facilities of the world, increased by the relentless submarine campaign of the enemy, made it of paramount importance to produce the lumber in France.

The first steps taken to this end provided for the organization of the Tenth Reserve Engineers (Forestry), the first troops ever recruited for lumbering in the history of American military operations. This regiment, consisting of two battalions of three companies each, was authorized as an emergency measure May 17th, 1917, and formally authorized by General Order No. 78 on June 27th. The United States Forest Service assumed the task of recruiting the regiment, many of the Government foresters joining at the call to arms. A period of preparation at American University on the outskirts of Washington, D. C. was marked by the immediate application of woods operations made necessary by clearing camp grounds. Under the command of Col. James A. Woodruff, Corps of Engineers, the Tenth sailed from New York on the "Carpathia" on September 10th. A nine-day wait

occurred at Halifax, N. S., for the formation of a convoy of 13 ships, some of them with American, Canadian, and Australian troops aboard. A zig-zag course was followed on the voyage, and great precautions observed especially at night. Ten destroyers escorted the convoy through the danger zone near the British Isles. Part of the convoy put in at Liverpool; the "Carpathia" and several other vessels went to Glasgow, where the Tenth Engineers, the first Americans to land in Scotland, received a hearty ovation. A few days in a rest camp at Southampton, a trip across the Channel to Le Havre, and a box-car journey across France, brought the regiment to Nevers, where the units separated and proceeded to their widely-scattered stations.

It was realized that the first regiment sent to cut timber in France was only the beginning of the force needed to supply with forest products the contemplated army of America in Europe. General Pershing asked for more troops. In cable No. 27 (July 4th) he requested four additional regiments of lumbermen. Cable No. 72 (July 31st), No. 77 (August 5th), and No. 150 (September 9th) repeated and amplified his requirements. On the 17th of July, the Chief of Engineers submitted to the Adjutant General a schedule containing four forest regiments (5,000 men) and forty labor companies (10,000 men). This schedule was returned to the War College Division for further study and as the result General Order No. 108, August 15th, 1917, was issued, including among other special troops the authorization of one regimental headquarters, 10 battalions of engineers (forestry) of three companies each, and nine service battalions of four companies each. But on August 28th the Chief of Engineers was notified that but 10,000 of the 48,000 special engineer troops authorized by G. O. No. 108 could be organized at once, due to lack of clothing and limited shelter.

August 25th the Chief of Engineers wrote to Mr. W. L. Hall of the Forest Service in regard to assistance in providing officers for the forest troops about to be assembled. It was suggested that provision be made to supply officers for 15 battalions of forestry troops and three service battalions, including a total of 28 Majors, 127 Captains, 215 First Lieutenants, and 155 Second

Lieutenants. These men were to be 25 per cent forestry experts, 25 per cent officers with military training, and 50 percent sawmill and logging men. Committees of prominent men in the lumber trade were formed in many parts of the country to meet applicants for commissions and to decide upon their fitness as officer material. The ranks of the new forest regiment, known as the Twentieth Engineers (Forestry), were filled from the Engineer Enlisted Reserve Corps, by recruiting, by the Forest Service, and from the selected draft.

The actual organization of the Twentieth Engineers was affected September 9th, 1917 at American University. Major Earl S. Atkinson was in command until relieved on the 15th by Col. W. A. Mitchell, who had been stationed in the office of the Chief of the Engineers and actively engaged in the work of organization. The headquarters was established at American University where nearly all of the companies underwent organization, increase to authorized strength, equipment, and military drill. Due to the inability of this new camp to accomodate the rapidly growing regiment, some of the troops were stationed for varying periods at Fort Myer and at Camp Belvoir, Virginia.

For several reasons, principally those of clothing and shelter, it was found impossible to recruit and train the entire regiment at one time. One or two battalions taxed the capacity of American University Camp. On August 28th, the First and Second Battalions were authorized to be formed, with a maximum of 1,200 men; this strength was increased September 28th to 1,600 men. These battalions were formed of surplus men transferred from the Tenth Engineers on September 8th, by order of the Commanding Officer of the Eastern Department. Their training completed, the First and Second Battalions were delayed in their departure for France by the lack of denim coats, trousers and woolen gloves. The difficulties encountered in properly and rapidly equipping the men are indicated by the following quotation from a letter of General E. E. Winslow to General Harry Taylor, Chief of Engineers, A. E. F., dated October 26.

"3. In fact the two first battalions of the Twentieth Engineers (Forestry) are still in this country. After much work

we finally got them a place on the priority list as scheduled to sail October 10th, but when the Ninth came along, Mitchell called the attention of the Chief of Staff to the fact that it was dangerous to send men across the ocean at this period of the year in thin underclothes, khaki overclothes and no overcoats. He was then ordered not to try and take his men across until clothing was available and has been scouring the country for clothes. He has managed to steal some from Camp Meade, at Annapolis Junction, Maryland, has sent his motor trucks over to Baltimore and grabbed some overcoats under manufacture and not yet delivered to the Quartermaster Department, and so on, but even now, over two weeks after the regiment should have been on the high seas, it is not outfitted."

The Third and Fourth Battalions were authorized September 28th, as was the 503rd Engineer Service Battalion. The Third Battalion was stationed at Camp Belvoir and the Fourth, initiated by transfers from the Third, was at the University. These two battalions were beset with clothing difficulties to the extent that recruiting for them was stopped for a time. They were given clothing and equipment priority over all other troops except those ordered overseas in October. December 7th, the War Department directed that the organization of the remaining six battalions be proceeded with, and the Chief of Engineers reported to the Chief of Staff that the Third and Fourth Battalions would be ready to sail about December 12th. December 15th, the Secretary of War reviewed the two battalions, which were sent overseas on January 4th.

Regimental Headquarters was authorized September 28th and organized on the 11th of October, as follows:

Commanding Officer . . . . .	Col. W. A. Mitchell
Regimental Surgeon . . . . .	Maj. W. C. Moore
Regimental Adjutant . . . . .	Capt. H. C. Bowlby
Regimental Engineer Officer . . . . .	Capt. F. M. Bartelme
Regimental Supply Officer . . . . .	Capt. P. E. Hinkley

Col. Mitchell and Capt. Hinkley accompanied the first five battalions to the Port of Embarkation (Hoboken) to direct the intricate work of getting the troops properly on board ship. The

Colonel sailed for France with the Eighth Battalion, leaving the final work in connection with the Ninth and Tenth in charge of Lt. Col. Edwin H. Marks.

Ten percent of the Twentieth Engineers was armed; in other respects the regiment carried the regular equipment. The Chief of Engineers recommended, however, that the troops be fully armed because of the probability that occasions would arise wherein the forest troops would be used solely as combatant units. This recommendation was approved by the Adjutant General, who stated that the steps necessary to that end would be taken when arms were available. The contingency never arose that required such action. General Pershing directed full tentage for the Twentieth, because there would be no chance to billet them or to house them in permanent barracks and this regiment was one of the few to carry tents to France.

The supplies of the Twentieth, consisting of everything needed by noncombatant troops plus the equipment of a complete logging and sawing operation, were vast in variety and amount. It is probable that no other organization required the shipment overseas of such an immense total of bulky material, such as sawmills, boilers, trucks, donkey engines, and railroad supplies. There was much difficulty experienced in getting the equipment shipped abroad. About December 21st, Major George H. Kelly investigated the situation and called the attention of the officer responsible to the fact that there were 1,500 men of the regiment overseas without sawmills, two more battalions were ready to sail, and enough more men assembled to make a fifth battalion. In fact, this very large regiment was one-half completed and no suitable machinery had been shipped abroad.

The following official list sums up the departure of the battalions from the United States:

## HISTORY OF THE TWENTIETH ENGINEERS

Unit	Date of Leaving Camp	Sailing Officers	Strength Men
Hq., Hq. Det., and First Bn. . . . .	Nov. 11th, 1917. . . . .	23	750
Hq., Hq. Det., and Second Bn. . . . .	Nov. 11th, 1917. . . . .	19	762
Hq., Hq. Det., and Third and Fourth Bn. . . . .	Jan. 2nd, 1918. . . . .	44	1956
Hq., Hq. Det., and Fifth Bn. . . . .	Jan. 28th, 1918. . . . .	19	758
Hq., Hq. Det., and Sixth Bn. . . . .	Jan. 22nd, 1918. . . . .	23	770
Hq., Hq. Det., and Seventh Bn. . . . .	Feb. 15th, 1918. . . . .	19	736
Hq., Hq. Det., and Eighth Bn. . . . .	Feb. 25th, 1918. . . . .	22	797
Hq., Hq. Det., and Ninth Bn. . . . .	March 26th, 1918. . . . .	19	752
Hq., Hq. Det., and Tenth Bn. . . . .	May 8th, 1918. . . . .	21	865

The authorized strength of the forest troops was as follows:

	Officers	Men
Tenth Engineers. . . . .	50	1589
Twentieth Engineers. . . . .	231	8038
41st Engineers. . . . .	28	1024
42nd Engineers. . . . .	28	1024
43rd Engineers. . . . .	28	1024
503rd Engineers. . . . .	15	1008
507th Engineers. . . . .	15	1008
517th Engineers. . . . .	15	1008
519th Engineers. . . . .	15	1008
523rd Engineers. . . . .	15	1008
531st Engineers. . . . .	15	1008
533rd Engineers. . . . .	15	1008
	470	19,755

## MOVEMENTS OF FOREST TROOPS TO FRANCE

Organization	Date of Sailing	Transport	Port of Arrival	Date of Arrival
10th Engrs. . . . .	Sept. 10/17	Carpathia . . . . .	Glasgow, Scotland . . . . . Le Havre, France . . . . .	Oct. 2/17 Oct. 7/17
1st and 2nd Bns., 20th . . . . .	Nov. 11/17	Madewaska . . . . .	St. Nazaire . . . . .	Nov. 28/17
3rd and 4th Bns., 20th . . . . .	Jan. 3/18	America . . . . .	Brest . . . . .	Jan. 17/18
5th Bn., 20th . . . . .	Jan. 31/18	Calmares . . . . .	Brest . . . . .	Feb. 15/18
6th Bn., 20th . . . . .	Jan. 24/18	Tuscania . . . . .	Le Havre . . . . .	Mch. 24/18
7th Bn., 20th . . . . .	Feb. 12/18	Pastores . . . . .	St. Nazaire . . . . .	Mch. 4/18
8th and Regtl. Hq., 20th . . . . .	Feb. 27/18	Mt. Vernon . . . . .	Brest . . . . .	Mch. 10/18
9th Bn., 20th . . . . .	Mch. 27/18	Nor. Pacific . . . . .	Brest . . . . .	Apr. 8/18
10th Bn., 20th . . . . .	May 10/18	Pastores . . . . .	Brest . . . . .	May 23/18
41st Engrs. . . . .	Feb. 26/18	Olympic . . . . .	Le Havre . . . . .	Mch. 11/18
42nd Engrs. . . . .	May 10/18	Pres. Lincoln . . . . .	Brest . . . . .	May 23/18
43rd Engrs. . . . .	May 22/18	Leviathan . . . . .	Brest . . . . .	May 30/18
503rd Engr. Serv. Bn. . . . .	Nov. 26/17	Aeolus . . . . .	St. Nazaire . . . . .	Dec. 10/17
507th Engr. Serv. Bn. . . . .	Feb. 18/18	G. Washington . . . . .	Brest . . . . .	Mch. 4/18
517th Engr. Serv. Bn. . . . .	July 10/18	Aeolus . . . . .	Brest . . . . .	July 23/18
519th Engr. Serv. Bn. . . . .	July 15/18	Nor. Pacific . . . . .	Brest . . . . .	July 22/18
523rd Engr. Serv. Bn. . . . .	July 10/18	Martha Washington . . . . .	Brest . . . . .	July 21/18
531st Engr. Serv. Bn. . . . .	June 30/18	Mongolia . . . . .	Brest . . . . .	July 13/18
533rd Engr. Serv. Bn. . . . .	Aug. 26/18	Mt. Vernon . . . . .	Brest . . . . .	Sept. 3/18
547th Engr. Serv. Bn. . . . .	Oct. 27/18	Leviathan . . . . .	Liverpool, England . . . . . Cherbourg, France . . . . .	Nov. 3/18 Nov. 10, 18
548th Engr. Serv. Bn. . . . .	Oct. 27/18	Minnekahda . . . . .	Liverpool, England . . . . . Cherbourg, France . . . . .	Nov. 8/18 Nov. 13/18



The transportation to France of these twenty thousand men was accomplished with but one serious mishap—the torpedoing and sinking of the "Tuscania"—in which tragedy 95 men of the Sixth Battalion lost their lives. Upon arrival overseas each outfit went promptly to the station to which it was assigned and got to work. Companies were split up into detachments in many instances, and in exceptional operations several companies united in a single large project. After the Armistice many of the units were moved from one operation to another to facilitate winding up the overseas logging. The accompanying map of France shows the status of the regiment under war conditions, on Nov. 11, 1918.



## HISTORY OF THE TWENTIETH ENGINEERS

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October 18th, 1918, General Order 47, Headquarters of the Service of Supplies, reorganized the forest forces into one regiment, the Twentieth Engineers, with 14 battalion headquarters, 49 forestry companies, 28 engineer service companies (forestry), and 2 attached engineer service battalions. In addition there were about 10,000 Quartermaster troops under the supervision of the Forestry Section of the Division of Construction and Forestry. The Sixth Battalion was authorized, on June 4th, 1918, to be increased by one company, which extra company was organized by the Commanding General, A. E. F. It finally appeared in the Tenth Battalion, the Commander in Chief, A. E. F., having authority to make changes and transfers in the Twentieth Engineers. A summary of the strength of the regiment follows.

	Officers	Men
14 Battalion Headquarters and 49 Forestry Companies . . . . .	290	11,586
28 Engineer Service Companies (Forestry) . . . . .	61	6,422
Attached Engineer Service Battalions . . . . .	17	1,377
Quartermaster Units under the direction of the Twentieth Engineers . . . . .	146	10,760
	514	30,145

The original Tenth, Twentieth, 41st, 42nd, and 43rd Engineers, the three latter having been designated as Road and Bridge Engineers before their adaptation to lumbering, were merged in the reorganization into the Twentieth Engineers proper, consisting of a regimental headquarters, 14 battalion headquarters, and 49 forestry companies, a total strength of about 12,000. The 503rd, 507th, 517th, 519th, 523rd, 531st, and 533rd Engineers were reorganized into service companies (forestry) without battalion headquarters, and numbering about 6,000 men. It is the forestry companies and the engineer service companies (forestry) that together constitute the 18,000 men of the biggest regiment in the world.

There remained to be organized in the United States 15 battalion headquarters, 96 forestry companies, and 36 engineer service companies (forestry). Of these reinforcements, 500 men were reported ready October 30th, 1918, and 250 more on November 11th. On that date there were about 8,000 troops at Camp Forrest, Georgia, available for use as replacement if needed.

HISTORY OF THE TWENTIETH ENGINEERS

TWENTIETH ENGINEERS ORGANIZATION IN FRANCE  
NOVEMBER 11TH, 1918

Final Designation	Officers	Men	Former Designation
Regtl. Hq. . . . .	11	21	Hq. Tenth and 20th Engrs.
First Bn. Hq. . . . .	4	24	First Bn., 20th.
Second Bn. Hq. . . . .	4	17	Second Bn., 20th.
Third Bn. Hq. . . . .	3	16	Third Bn., 20th.
Fourth Bn. Hq. . . . .	3	20	Fourth Bn., 20th.
Fifth Bn. Hq. . . . .	3	19	Fifth Bn., 20th.
Sixth Bn. Hq. . . . .	3	24	Sixth Bn., 20th.
Seventh Bn. Hq. . . . .	3	18	Seventh Bn., 20th.
Eighth Bn. Hq. . . . .	3	19	Eighth Bn., 20th.
Ninth Bn. Hq. . . . .	4	18	Ninth Bn., 20th.
Tenth Bn. Hq. . . . .	3	22	Tenth Bn., 20th.
11th Bn. Hq. . . . .	4	21	First Bn., 10th Engrs.
12th Bn. Hq. . . . .	4	20	Second Bn., 10th Engrs.
13th Bn. Hq. . . . .	2	18	41st Engrs.
14th Bn. Hq. . . . .	4	20	43rd Engrs.
First Forestry Co. . . . .	5	243	Co. A, First Bn., 20th.
Second Forestry Co. . . . .	4	224	Co. F, Second Bn., 20th.
Third Forestry Co. . . . .	3	242	Co. C, First Bn., 20th.
Fourth Forestry Co. . . . .	5	222	Co. D, Second Bn., 20th.
Fifth Forestry Co. . . . .	5	223	Co. E, Second Bn., 20th.
Sixth Forestry Co. . . . .	5	253	Co. F, Tenth Bn., 20th.
Seventh Forestry Co. . . . .	5	228	Co. A, Third Bn., 20th.
Eighth Forestry Co. . . . .	4	228	Co. B, Third Bn., 20th.
Ninth Forestry Co. . . . .	5	222	Co. C, Third Bn., 20th.
Tenth Forestry Co. . . . .	4	242	Co. E, Eighth Bn., 20th.
11th Forestry Co. . . . .	5	246	Co. E, Fourth Bn., 20th.
12th Forestry Co. . . . .	5	239	Co. F, Fourth Bn., 20th.
13th Forestry Co. . . . .	5	226	Co. A, Fifth Bn., 20th.
14th Forestry Co. . . . .	5	222	Co. B, Fifth Bn., 20th.
15th Forestry Co. . . . .	4	223	Co. C, Fifth Bn., 20th.
16th Forestry Co. . . . .	5	242	Co. D, Sixth Bn., 20th.
17th Forestry Co. . . . .	4	212	Co. E, Sixth Bn., 20th.
18th Forestry Co. . . . .	5	217	Co. F, Sixth Bn., 20th.
19th Forestry Co. . . . .	6	229	Co. A, Seventh Bn., 20th.
20th Forestry Co. . . . .	5	227	Co. B, Seventh Bn., 20th.
21st Forestry Co. . . . .	5	230	Co. C, Seventh Bn., 20th.
22nd Forestry Co. . . . .	6	243	Co. D, Eighth Bn., 20th.
23rd Forestry Co. . . . .	4	249	Co. D, Fourth Bn., 20th.
24th Forestry Co. . . . .	5	237	Co. F, Eighth Bn., 20th.
25th Forestry Co. . . . .	6	246	Co. A, Ninth Bn., 20th.
26th Forestry Co. . . . .	6	233	Co. B, Ninth Bn., 20th.
27th Forestry Co. . . . .	5	229	Co. C, Ninth Bn., 20th.
28th Forestry Co. . . . .	4	240	Co. D, Tenth Bn., 20th.
29th Forestry Co. . . . .	5	241	Co. E, Tenth Bn., 20th.
30th Forestry Co. . . . .	5	228	Co. B, First Bn., 20th.
31st Forestry Co. . . . .	5	133	Co. G, Tenth Bn., 20th.
32nd Forestry Co. . . . .	4	236	Co. A, First Bn., 10th.
33rd Forestry Co. . . . .	5	243	Co. B, First Bn., 10th.
34th Forestry Co. . . . .	5	239	Co. C, First Bn., 10th.
35th Forestry Co. . . . .	4	241	Co. D, Second Bn., 10th.

## HISTORY OF THE TWENTIETH ENGINEERS

Final Designation	Officers	Men	Former Designation
36th Forestry Co.....	3	248	Co. E, Second Bn., 10th.
37th Forestry Co.....	5	237	Co. F, Second Bn., 10th.
38th Forestry Co.....	4	182	Co. A, 41st Engrs.
39th Forestry Co.....	4	239	Co. B, 41st Engrs.
40th Forestry Co.....	5	210	Co. C, 41st Engrs.
41st Forestry Co.....	5	223	Co. D, 41st Engrs.
42nd Forestry Co.....	5	225	Co. A, 42nd Engrs.
43rd Forestry Co.....	5	234	Co. B, 42nd Engrs.
44th Forestry Co.....	5	234	Co. C, 42nd Engrs.
45th Forestry Co.....	3	243	Co. D, 42nd Engrs.
46th Forestry Co.....	4	239	Co. A, 43rd Engrs.
47th Forestry Co.....	5	238	Co. B, 43rd Engrs.
48th Forestry Co.....	5	222	Co. C, 43rd Engrs.
49th Forestry Co.....	6	237	Co. D, 43rd Engrs.

Total 20th. . . . . 290 11,586

### FORESTRY SERVICE COMPANIES

Final Designation	Officers	Men	Former Designation
First Engr. Serv. Co. (For.).....	2	218	Co. A, 503rd Engrs.
Second Engr. Serv. Co. (For.).....	2	211	Co. B, 503rd Engrs.
Third Engr. Serv. Co. (For.).....	..	234	Co. C, 503rd Engrs.
Fourth Engr. Serv. Co. (For.).....	..	219	Co. D, 503rd Engrs.
Fifth Engr. Serv. Co. (For.).....	2	233	Co. A, 507th Engrs.
Sixth Engr. Serv. Co. (For.).....	2	233	Co. B, 507th Engrs.
Seventh Engr. Serv. Co. (For.).....	2	212	Co. C, 507th Engrs.
Eighth Engr. Serv. Co. (For.).....	2	240	Co. D, 507th Engrs.
Ninth Engr. Serv. Co. (For.).....	3	225	Co. A, 517th Engrs.
Tenth Engr. Serv. Co. (For.).....	1	250	Co. B, 517th Engrs.
11th Engr. Serv. Co. (For.).....	3	256	Co. C, 517th Engrs.
12th Engr. Serv. Co. (For.).....	3	212	Co. D, 517th Engrs.
13th Engr Serv. Co. (For.).....	3	244	Co. A, 519th Engrs.
14th Engr. Serv. Co. (For.).....	3	251	Co. B, 519th Engrs.
15th Engr. Serv. Co. (For.).....	3	225	Co. C, 519th Engrs.
16th Engr. Serv. Co. (For.).....	3	226	Co. D, 519th Engrs.
17th Engr. Serv. Co. (For.).....	..	215	Co. A, 523rd Engrs.
18th Engr. Serv. Co. (For.).....	3	226	Co. B, 523rd Engrs.
19th Engr. Serv. Co. (For.).....	3	225	Co. C, 523rd Engrs.
20th Engr. Serv. Co. (For.).....	2	221	Co. D, 523rd Engrs.
21st Engr. Serv. Co. (For.).....	3	235	Co. A, 531st Engrs.
22nd Engr. Serv. Co. (For.).....	2	234	Co. B, 531st Engrs.
23rd Engr. Serv. Co. (For.).....	3	249	Co. C, 531st Engrs.
24th Engr. Serv. Co. (For.).....	2	214	Co. D, 531st Engrs.
25th Engr. Serv. Co. (For.).....	3	235	Co. A, 533rd Engrs.
26th Engr. Serv. Co. (For.).....	2	226	Co. B, 533rd Engrs.
27th Engr. Serv. Co. (For.).....	3	228	Co. C, 533rd Engrs.
28th Engr. Serv. Co. (For.).....	1	225	Co. D, 533rd Engrs.

Total, Forestry Service Co.s . . . 61 6,422

## HISTORY OF THE TWENTIETH ENGINEERS

### ENGINEER SERVICE BATTALIONS ATTACHED TO TWENTIETH ENGINEERS

	Officers	Men
Hq., 547th Engrs. . . . .	2	6
Co. A, 547th Engrs. . . . .	1	171
Co. B, 547th Engrs. . . . .	2	154
Co. C, 547th Engrs. . . . .	1	161
Co. D, 547th Engrs. . . . .	2	134
Total. . . . .	8	626
Hq., 548 Engrs. . . . .	3	7
Co. A, 548th Engrs. . . . .	3	179
Co. B, 548th Engrs. . . . .	1	180
Co. C, 548th Engrs. . . . .	1	199
Co. D, 548th Engrs. . . . .	1	186
Total. . . . .	9	751

Quartermaster Units engaged upon Fuelwood Project in Advance Section, either in conjunction with engineer forestry projects or under technical supervision of forestry organization.

	Officers	Men
309 Labor Battalion—Det. . . . .	1	100
314 Labor Battalion—Hq. and 4 Co.'s. . . . .	12	1,002
320 Labor Battalion—Hq. and 4 Co.'s. . . . .	17	1,114
323 Labor Battalion—Hq. and Co.'s, A, B, and C. . . . .	13	904
324 Labor Battalion—Hq. and 4 Co.'s. . . . .	13	1,142
328 Labor Battalion—Hq. and 4 Co.'s. . . . .	15	954
329 Labor Battalion—Co.'s C and D. . . . .	9	554
331 Labor Battalion—Hq. and 4 Co.'s. . . . .	11	1,092
332 Labor Battalion—Hq. and 4 Co.'s. . . . .	15	1,050
333 Labor Battalion—Co.'s C and D. . . . .	6	564
335 Labor Battalion—Hq. and 4 Co.'s. . . . .	16	930
342 Labor Battalion—Hq. and Co.'s A, B, and C. . . . .	12	803
Pack Trains 301, 305, 306, 307, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328. . . . .	..	210
101st Wagon Co. . . . .	3	144
303rd Wagon Co. (Det.) . . . . .	..	13
304th Wagon Co. . . . .	2	144
Motor Truck Co. No. 2. . . . .	1	40
Total. . . . .	146	10,700

### DELIVERING THE GOODS

The A. E. F. was in its infancy when, on November 26th, 1917, the first board was sawed in France by the forest troops. And on late in August, 1919, when the last of the Twentieth Engineers sailed for home, the A. E. F. had reached a withered old age. In the period of its service the regiment had spread widely throughout the forested regions of France, had got out the

lumber required, closed up its affairs in a businesslike way, and left behind it a unique and clean record.

The first operations were started in the pineries of the Landes, in the valley of the Loire, and in the softwood forests of the Vosges and Jura mountains. Many of the operations were started temporarily with small mills obtained in France, which were overhauled and made to increase their rated capacities several times over. As rapidly as American equipment was received the French affairs were discarded and one of three types of our own mills put into service. The largest unit was a permanent and powerful steam plant rated at 20,000 feet in 10 hours and there were two portable mills used—a portable steam mill of 10,000 feet capacity and a light bolter mill driven by steam or gas tractor and rated at 5,000 feet in 10 hours. Twenty of the large mills were erected in locations where the timber supply permitted eight months or more of work. Practically all the mills were kept going day and night, some two shifts of ten hours and some three eight-hour hitches. Enormous quantities of fuel wood were saved by the use of dutch ovens for burning sawdust.

Standard gauge railroads up to three miles in length were built at two-thirds of the operations for connecting the mill docks with the French lines. Light railway of three-foot, meter, and 60 centimeter gauge were laid in great amounts with steam or gas locomotives, horses, or mules to pull the log trains. In the Vosges a narrow gauge road 4,000 feet long and with an average grade of 35 per cent was handled by a donkey engine. Much of the logging was done with horses and mules with log wagons, spool carts, or high wheels, and motor trucks and tractors were often used.

The current monthly needs of the Army rose to 50,000,000 feet of lumber and timbers, 250,000 railroad ties, 6,500 pieces of piling and cribbing, 1,500,000 poles and entanglement stakes, and over 100,000 cords of fuelwood. With the exception of a small quantity of piling and timbers for the Bassens dock, none of the great supply of forest products came from the United States. Limited quantities were obtained from France, Switzerland, and Norway, and some ties were obtained under contract in Spain

and Portugal, but the great bulk of the material was produced by the forest troops. In spite of car shortages and other transportation difficulties the current shipments were kept up to 70 per cent of production.

Coming after the Canadians had become established in the woods of France, the Americans were obliged to scout and acquire stumpage in more and more inaccessible locations as time went on. In the summer of 1918 it was necessary to push out into the southern Jura region and the Central Plateau of France to obtain the required amounts of standing timber. Nearly all of the country south of the northern provinces was scouted and the work even extended into the Pyrennes and the French Alps to provide for the operations of the 24th; additional forest troops approved by the War Department in September. At the Armistice, 630,000,000 feet of timber and 700,000 cords of fuel wood had been acquired and half as much located and in the process of purchase.

Preparations for the St. Miheil and Argonne Drives kept the regiment at it with even greater intensity, ties and planks and stakes being needed in immense quantities and in a tremendous hurry. Leaves were hardly considered during the tense months of 1918. More pressure and still more was the order of the days. Men got out after supper and hewed ties on their own time; they worked all night repairing railroads and mills; they loaded cars Sundays; and they hit the ball ten hours a day in the driving rain and in the scorching sun, with very often the additional handicap of hunger.

Wagon tongues, wood for artificial limbs, aircraft spruce, tent pins, bunk lumber, were special jobs done by the regiment. At first many of the outfits were under canvas, but as the second winter approached squad houses were made. Machine shops, kitchens, Y. M. C. A. huts, stables and in fact everything down to furniture and picture frames was made at the camps by the men. Even a surf board was ordered for one of the battalion commanders, and it was duly and promptly turned out and delivered.

Detachments of trained woods men were needed with the armies at the Front and these forces were furnished by the regiment.

## HISTORY OF THE TWENTIETH ENGINEERS

Several of the outfits were under fire at different times and two officers were killed by enemy machine gunners as they were looking for mill locations. These operations with the First and Second Armies covered a period of three months in the Argonne and Toul Sectors, during which time the following was produced:

Lumber, ft., B. M.	2,364,246
Standard ties, pieces	34,574
Small ties, pieces	36,826
Misc. round products and piling, pieces	10,925
Fuelwood, steres	23,030

### TOTAL CUT OF FORESTRY SECTION

December 1, 1917 to April 1, 1919

	Lumber, Ft. B. M.	Standard Gauge Ties Pieces	Small Ties Pieces	Misc. Round Products Pieces	Fuel- wood Steres
By Units working for Am. E. F.	212,528,000	3,011,795	953,374	1,883,504	1,194,817
By Units working for French Army	5,065,000	210,124	219,366	127,598	64,049
By Units working for British Army	4,853,000	228,130	64,025	14,102	12,295
	222,446,000	3,450,049	1,237,265	2,025,204	1,271,161

The Units working for the Am. E. F. also cut 39,095 pieces of piling.

### SUMMARY

The greatest number of active operations at any one time was in October, 1918, when there were 107 (one hundred seven) mills of varying capacity operating in 14 districts. The District organization, as of November 11, 1918, together with going operations, are listed below.

BAUGE DISTRICT . . . . . CAPT. KARL VAIL  
Men

Bauge—Maine et Loire . . . . .	150
Bucy St. Liphard—Loiret . . . . .	90
Le Gavre—Loir et Cher . . . . .	159
Le Lude—Sarthe . . . . .	73
Marchenoir—Loir et Cher . . . . .	308
Milly—Seine et Oise . . . . .	47
Rennes—Ille et Vilaine . . . . .	222
St. Denis des Gastines—Mayenne . . . . .	56

CHATEAUX DISTRICT . . . . . CAPT. HENRY A. MAAS  
(Working for the French Army)

	Men
Chateaux—Indre (Hq. only) . . . . .	21
La Poinconnet—Indre . . . . .	235
Mont—Loir et Cher . . . . .	232
Ambrault—Indre . . . . .	235



## HISTORY OF THE TWENTIETH ENGINEERS

BOURGES DISTRICT . . . . .	MAJ. P. E. HINKLEY
	Men
Bourges—Cher (Hq. only) . . . . .	25
Chenonceaux—Indre et Loire . . . . .	274
Couleuvre—Allier . . . . .	323
La Celle Bruere—Cher . . . . .	465
La Ferte St. Aubin—Loiret . . . . .	26
Mur de Sologne—Loire et Cher . . . . .	270
Pruniers—Loir et Cher . . . . .	98
GIEN DISTRICT . . . . .	CAPT. JOHN P. LYNCH
	Men
Gien—Loiret . . . . .	158
Brinon sur Sauldre—Cher . . . . .	506
Donzy—Nievre . . . . .	123
Moulins Engilbert—Nievre . . . . .	79
Subigny Villeroy—Yonne . . . . .	648
Urzy—Nievre . . . . .	98
ECLARON DISTRICT . . . . .	MAJ. F. F. SPENCER
	Men
Eclaron—Haute Marne . . . . .	2,172
Bricon—Haute Marne . . . . .	98
EPINAL DISTRICT . . . . .	MAJ. S. O. JOHNSON
	Men
Epinal—Vosges (Hq. only) . . . . .	21
Bains les Bains—Vosges . . . . .	424
Brouvelieures—Vosges . . . . .	495
Chatenoi—Vosges . . . . .	227
Cornimont—Vosges . . . . .	429
Gerardmer—Vosges . . . . .	295
Gironcourt—Vosges . . . . .	228
La Marche—Vosges . . . . .	367
Vagny—Vosges . . . . .	466
DIJON DISTRICT . . . . .	MAJ. H. W. SANBORN
	Men
Dijon—Cote d'Or (Hq. only) . . . . .	19
Beze—Cote d'Or . . . . .	101
Clamerey—Cote d'Or . . . . .	57
Collonges—Cote d'Or . . . . .	228
Esmoulins—Haute Saone . . . . .	214
Gissey Soussey—Cote d'Or . . . . .	146
Mirebeau—Cote d'Or . . . . .	729
Sauvigny les Gray—Haute Saone . . . . .	635
Selongey—Cote d'Or . . . . .	31
Seyeux—Cote d'Or . . . . .	105
St. Julien—Cote d'Or . . . . .	583
Velet—Haute Saone . . . . .	132
BESANCON DISTRICT . . . . .	MAJ. EVAN W. KELLY
	Men
Besancon—Doubs (Hq. only) . . . . .	24
Arc Sous Montenot—Doubs . . . . .	191
Avoudrey—Doubs . . . . .	165
Baume les Dames—Doubs . . . . .	43
Vaux et Chantegruc—Doubs . . . . .	184

## HISTORY OF THE TWENTIETH ENGINEERS

Étalans—Doubs . . . . .	191
Levier—Doubs . . . . .	399
Maison du Bois—Doubs . . . . .	175
Morteau—Doubs . . . . .	244
Nods—Doubs . . . . .	122
BOURG DISTRICT . . . . .	MAJ. F. R. BARNES Men
Bourg—Ain (Hq. only) . . . . .	22
Brenod—Ain . . . . .	239
Mouthe—Doubs . . . . .	234
LE PUY DISTRICT . . . . .	MAJ. F. M. BARTELME Men
Le Puy—l'haute Loire (Hq. only) . . . . .	24
Murat—Cantal . . . . .	243
LABRIT DISTRICT . . . . .	MAJ. F. S. KELLOGG <i>(Prior to October 1, 1918, worked for British at Castets-Landes)</i> Men
Labrit—Landes . . . . .	447
Captieu—Gironde . . . . .	265
PONTENX DISTRICT . . . . .	MAJ. JOHN LAFON Men
Pontenx-les-Forges—Landes . . . . .	739
Bourricos—Landes . . . . .	228
Sabres—Landes . . . . .	230
Sore—Landes . . . . .	128
MIMIZAN DISTRICT . . . . .	CAPT. S. C. PHIPPS Men
Mimizan-les-Bains—Landes (Hq. only) . . . . .	23
Pendelle—Landes . . . . .	126
Lamanchs—Landes . . . . .	322
Pleyres—Landes . . . . .	306
Bias—Landes . . . . .	228
DAX DISTRICT . . . . .	MAJ. W. D. BROOKINGS Men
Dax—Landes (Hq. only) . . . . .	28
Ardy—Landes . . . . .	248
Arengosse—Landes . . . . .	229
Candale—Landes . . . . .	245
Houcilles—Lot et Garonne . . . . .	122
St. Avit—Landes . . . . .	120

### ORGANIZATION OF 20TH ENGINEERS

(FORESTRY)

BRIG GENERAL EDGAR JADWIN                      COL. J. A. WOODRUFF  
Director of Construction & Forestry    C. O., 20th Engrs. & Dep. Dir. C. & F.

CENTRAL HEADQUARTERS, ENGINEERS (FORESTRY)

(Tours, France)

LIEUT.-COL. W. B. GREELEY  
Chief, Forestry Section

## HISTORY OF THE TWENTIETH ENGINEERS

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<i>Acquisition of Timber</i>	<i>Technical Equipment and Operation Supplies</i>	<i>Product and Shipment</i>
LIEUT.-COL. GREELEY	LIEUT.-COL. KELLY	LIEUT.-COL. JOHNSON
MAJ. WOOLSEY	MAJ. KIEFER	MAJ. GRANGER
CAPT. HALL	CAPT. WORK	CAPT. LAMMERS
	LIEUT. TAYLOR	

<i>Fuelwood Project, Advance Section</i>	
LIEUT.-COL. PECK	CAPT. BRUCE
MAJ. STUART	CAPT. KITTEDGE

### *Military Administration Personnel*

CAPT. G. P. GRAHAM  
Adjutant

### *Welfare*

CHAPLAIN WILLIAMS

SECTION FORESTRY OFFICER      SECTION FORESTRY OFFICER

BASE SECTION NO. 2

LIEUT.-COL. BENEDICT

MAJ. W. L. LALONDE

### DISTRICTS

Pontenx	Mimizan
Dax	Labrit

ADVANCE SECTION

LIEUT.-COL. CHAPMAN

### DISTRICTS

Epinal	Eclaron
Dijon	Besancon

## POST-ARMISTICE DAYS

The regiment reached its maximum production in October, 1918, but when the news came to the camps that the Germans had signed on the dotted line things kept right on as a rule until the next day when a good time was had by all. One earnest C. O. declined to give his permission for the men to give vent to their joy by tying down the mill whistle for a few minutes, because the sounds would reach the woods crews and call them in. As a general thing logging came to a close soon after the Armistice, scattered clumps of timber being levelled off to make a neat job. Shipments from the well filled yards had to continue for months and sawing kept up while the surplus of logs lasted. The old Tenth Engineers were fortunate in getting sailing orders early in January, but there was a discouragingly long gap between their departure and the sailing of the next in line. The C. in C. wanted the French roads fixed, and it fell to the lot of the Twentieth Engineers to do a lot of that. They felt that they were being kept after school for no good reason and that the sight of home and mother's cooking would help out a lot. The Burned Area was saddled on their tired backs in addition to other clean-up work and it was six long months after the Armistice before the exodus began in reality.



# Regimental Headquarters

Although formation of the Twentieth Engineers was authorized August 15, 1917, the first assignment of enlisted men to a Headquarters detachment was Oct. 11, and it was not until a month later that the unit assumed permanent organization. All through the training period in Washington, changes in personnel were frequent, both in officers and men. Early plans for overseas movement called for headquarters to accompany the Tenth Battalion, but it was finally decided to rout the organization across with the Eighth. A small unit, in charge of Lt.-Col. Marks, were left to report the last two Battalions ready, and Headquarters, Colonel Mitchell in command, sailed with the Eighth Battalion, February 27, 1918, aboard the transport "Mt. Vernon." Twelve days later they debarked at Brest and made the customary pilgrimage to Pontanezan.

Three muddy days in rest camp, and ten more at Genicart, and the Detachment reached their permanent station at Tours, the historic city on the Loire, where Headquarters of the Service of Supplies was developing. The voluminous work of co-ordinating the activities of the Regiment necessitated many increases in the strength of the detachment, men and officers being drawn from several of the Battalions. Shortly before the Armistice the long-planned amalgamation of Forestry troops was consummated. By the terms of General Order 47, Hq. S. O. S., October 18, 1918, the 10th, 20th, 41st, 42nd, and 43rd Engineers were consolidated as the 20th, and the Regimental Headquarters increased in strength to 11 officers and 82 men.

The armistice affected headquarters routine but little. It was a foregone conclusion that the unit would stay overseas to the finish, and though several of the Regimental executives managed to draw sailing orders on various terms, the detachment was practically intact when ordered south to assume charge of the fragments of the Forestry forces in the Landes.

Arriving at Pontenx, which had been in turn the base of the 11th, 4th and 10th Battalions, Headquarters picked up the rearguard of the Burnt Area and Dax contingents, and departed for the Bordeaux embarkation area late in June. The augmented

force, totalling about 100 men, filtered through the delouser July 2, and boarded the transport "Santa Eliza" July 5th.

The homeward voyage was not all fair sailing. Defects in the engines had developed on the outward voyage, and when the vessel left the Gironde it was with orders to proceed to Brest and transfer its troops to another ship. Arriving at Brest, the ship shortage led the authorities to order the "Santa Eliza" to make the passage in her crippled condition, and, pausing only to fill all the staterooms assigned to the detachment non-coms with casual officers, and to quarter the non-coms in turn, in troop-space shared with a group of general prisoners, including the execrated "Hard-boiled Smith," the ship started for America, docking at New York, July 20, 1919. The outfit was demoblized at Camp Mills, their final scattering marking the dissolution of the largest, and undoubtedly the best-known regiment of the United States Army.

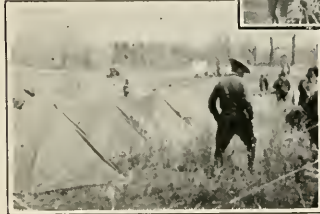




*CALISTHENICS.*



*7TH CO. ON A HIKE.*



*PUP TENTS.*



*MESS LINE.*



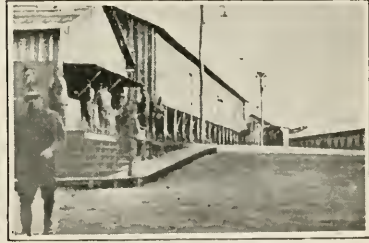
*THE GARAGE.*



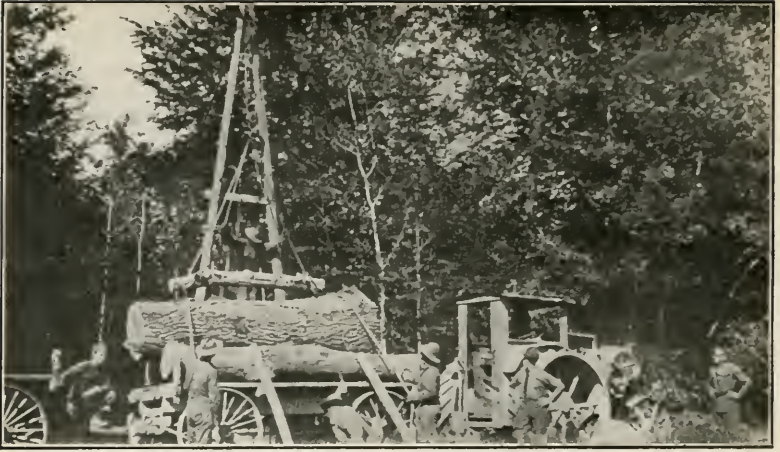
*A COMPANY STREET.*



*REGIMENTAL HDQTRS.*



*THE POST EXCHANGE -  
CAMP AMERICAN UNIVERSITY, WASH. D. C.*



LOADING TRAILERS WITH LOG JAMMER

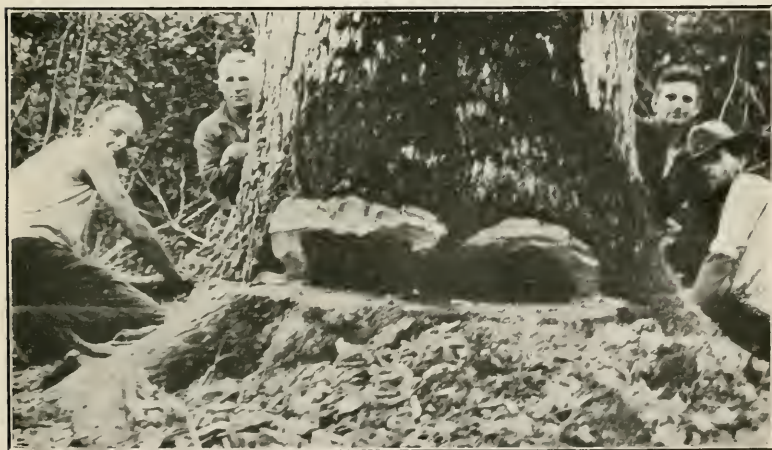


MOVING OVERLAND

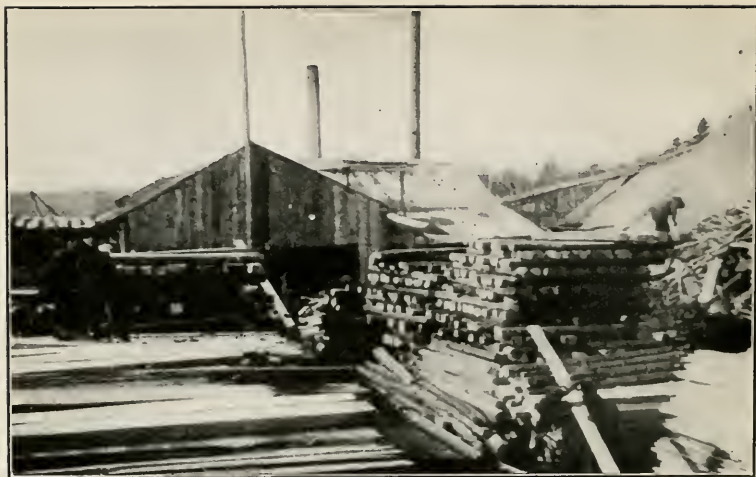




LOADING CARS, MORTUMIER



FELLING LARGE OAK, CIEZ COULOUTURE



MILL AT MORTUMIER



TRACTORS HAULING TRAILERS, ST. JULIEN



THE BASSENS DOCKS, BORDEAUX

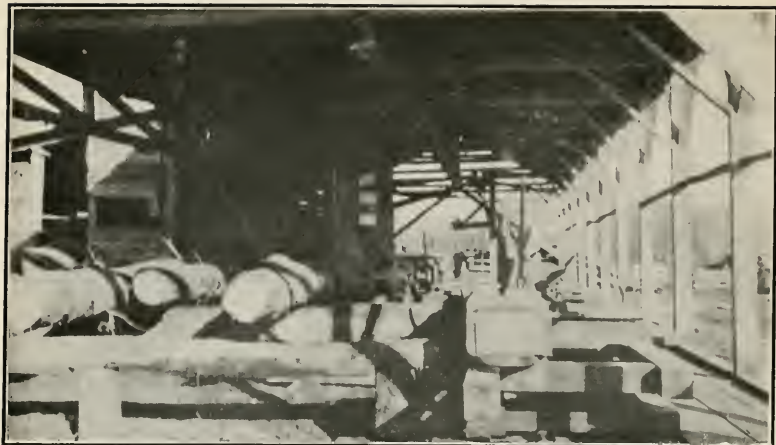
Where some of our forestry products were utilized.

Scene taken as U. S. S. "Zeelandia" started for home with 3rd and 4th Battalions.



LOG LANDING ON LAKE AUREILHAN

Co. B, 10th Engineers. (U. S. Official.)



INTERIOR OF MILL, CIEZ COULOUTURE  
1st Detachment, 10th Engineers.



ST. JULIEN CAMP OF CO E, 10TH ENGINEERS



*THE PARADE GROUND  
AT LA BROQUETTE.*



*PAJAMAS.*



*THE CIRCUS TENT.*



*A TYPICAL RIGHT-OF-WAY  
AT ST. EULALIE.*



*C CO'S.  
GUARD HOUSE.*

*THE 1<sup>ST</sup> BN. 10<sup>TH</sup> ENGRS.*



*BREST  
MUD.*



*'C CO'S.  
BARRACKS  
AT BREST.*

*COALING  
THE  
NEW JERSEY*



*DECK SCENE  
U.S.S.  
NEW JERSEY*



*FINI THE 1<sup>ST</sup> BN. AT  
CAMP STEWART VA.*



*THE AZORES  
1919.*

*HOMEWARD BOUND 1<sup>ST</sup> BN. 10<sup>TH</sup> ENGRS.*

# The Tenth Engineers

The Tenth Engineers (Forestry) was one of the pioneer units in the new war Army of the United States. The formation of this unique body of engineers was commenced in May, 1917, the organization and recruiting being very largely accomplished by the Forest Service, from which also came an important percentage of the personnel. The two battalions were formed by the 1st of August at American University, at which camp they were among the newcomers, and from then until September 8th was spent in military drill and equipping. Sunday, the 9th of September, the regiment marched to Roslyn where it entrained for Jersey City, arriving there the morning of the 10th. Ferried across to the Cunard pier on the New York side of the Hudson and boarding the "Carpathia," the first forest troops left for France on the evening of the same day. On board were the Second Engineers only besides the foresters.

Two days more and the Carpathia reached Halifax, N. S., where the formation of a convoy was in progress. On the 21st the convoy of thirteen ships, some with Australian and Canadian troops aboard, headed for England in three columns. The "Carpathia" enjoyed a voyage unmolested by enemy subs and upon arrival at Glasgow, on the Clyde, the American troops aboard were received by the Scotch with enthusiasm. These were the first Yanks to land in the historic city and the excitement was intense as the soldiers of the new Ally disembarked.

A few days were spent in camp at Southampton, and on the night of October 6th the regiment crossed the Channel on "La Marguerite," arriving in Havre at 5 o'clock in the morning. A short period was spent in a British "rest camp" at Havre and at 10 P. M. a thirty-six hour boxcar ride began which carried the men past the palace of Versailles and set them down in Nevers, almost in the center of France. Two weeks were spent in the mud there while the arrival of motor and sawmill equipment from the "Carpathia" was awaited, during which time the inevitable drill was indulged in extensively. Only a part of the regiment's equipment had arrived on the "Carpathia."

The immediate needs of the vigorous young A. E. F. were such as to require the forest troops to be split into several parts for

service in widely-separated regions of France. Two battalion headquarters were established by the 1st of November, one at Pontenx-les-Forges in the Landes pines and the other in the fir region, at Levier (Doubs). The logging equipment was at that time very incomplete and some of the detachments were reduced to the expedient of hauling logs by manpower. The first mill to begin operations was a small French affair that bit into the first log sawed by American forest troops on November 25th, 1917, at Levier. Two days later the Mortumier operation, near Gien (Loiret) started the first American mill. During the month of December a large part of the work was necessarily confined to the production of round products. Two French and one American mills were under way by the first of the month and before the end of December two American and four French mills were at work. The December production, all to the credit of the Tenth Engineers, was as follows: Lumber, 321,000 F. B. M.; Piling, 205 pieces; Ties, 12,031 pieces; Poles, 20,025 pieces; Logs, 33,864 pieces; Cordwood, 4,164 steres (cubic meters); Fagots, 1,500 steres.

The early distribution of the regiment may be briefly summarized as follows, together with the first stations that each detachment held and the designations given the companies after the reorganization of the forest troops consolidated them all under the Twentieth Engineers. The old designations will be used as a rule.

Regimental Headquarters—Tours, merged with Hq. of Twentieth.

First Bn. Hq.—Pontenx, Eleventh Bn.

Co. A.—Thirty-second Co.— $\frac{1}{2}$  Pontenx District;  $\frac{1}{2}$  Brittany.

Co. B.—Thirty-third Co.—Pontenx District.

Co. C.—Thirty-fourth Co.—Pontenx District.

Second Bn. Hq.—Levier, later Besancon, in the Doubs, Twelfth Bn.

Co. D.—Thirty-fifth Co.—Arc-sous-Montenot (Doubs).

Co. E.—Thirty-sixth Co.— $\frac{1}{2}$  Vaney (Cote d'Or);  $\frac{1}{2}$  at Gien (Loiret).

Co. F.—Thirty-seventh Co.—Levier (Doubs).

One-half of Co. A, known also as the Third Detachment,



Tenth Engineers, and as "The Kelly Outfit," consisted of about 130 men, later reinforced by men from the Third and Fourth Battalions, Twentieth Engineers. The Detachment built a camp at Bellevue, near Pontenx, (known as "Kellyville" in recognition of the energetic commanding officer), where it was joined by the reinforcements of the Twentieth from Blois early in February. The first mill was a small and inefficient piece of machinery, but it sufficed to turn out lumber for the construction of the camp buildings and the new 20-M American mill which was completed in the latter part of March, and started on two 10-hour shifts. At about the time of the completion of the large mill, Lt. Kelly was killed in a motorcycle accident while hastening for spare parts.

The mill averaged from 27,000 feet of inch boards to 45,000 feet of other lumber each shift. The head sawyer (Johnson, from Mississippi) was a buck private until only a few months before the outfit went home. At first teams were used to haul logs into the mill, but a steam engine was soon substituted. A detachment of Co. D, Forty-first Engineers, was added to the strength of the operation in May. With the strength of a full company, the operation kept six or eight crews in the woods and averaged 80 to 100 logs a day each.

In September, the Detachment left for a new station at Sore, a small place near the town of Labouheyre, an important junction on the Midi line from Bordeaux to Madrid, Spain, being relieved at Pontenx by the balance of the Forty-first Co. The Sore operations was carried on until the Detachment joined the rest of the First Battalion on its homeward journey.

Several of the companies of the Regiment were reinforced by transfers from the Twentieth, and were soon up to the new war strength. The Regimental strength, after reinforcement, was 1,485 men and 34 officers.

Company B was assigned to what was perhaps the most unusual operation of any attempted by the forest troops. The 20-M American mill was built on the east shore of Lake Aureilhan, opposite the shooting lodge of "his Gryce," the Duke of Westminster, and five miles west of the village of Pontenx. Part of

the company operated the mill; the rest of the men were stationed in what was known as "the river camp," four miles northwest. A narrow gauge railroad took the logs to the river on which they were driven to the lake. At the mouth of the river booms were built and the logs were rafted across to the mill by means of a 24-foot French motorboat. After 13 months of operation the Armistice came along and on Armistice day essential parts of the mill were thrown into the lake, stopping the works. Shortly after the end of 1918, the outfit left for home with the other Pontenx units of the Regiment, and other troops took over the Aureilhan mill.

Company C built camp and mill at La Broquette, a hamlet one mile east of St. Eulalie ("Ukelele") and three miles west of Pontenx. Three miles of narrow gauge were built to haul production to the main line at Pontenx. The mill, a 20-M American plant, was completed in February. Forty men and a shavetail from Company A of the 42nd Engineers arrived to reinforce the operation early in June.

A few of the red letter days at Pontenx are here given to recall some of the big events. April 16th Captain Guthrie left his command, to the sincere regret of those with whom he had served. May 6th brought Elsie Janis to cheer the homesick ones with the sight and sound of a real live American girl. During April and May drill was enjoyed after working hours, on Sundays, and Saturday afternoons. Decoration Day the First Battalion of the Tenth defeated the Fourth Battalion of the Twentieth in baseball, 2 to 1. June 14th brought new orders for no more weekend passes to Arcacahon, no overnight passes, and blouses were required to be worn when not working.

The appreciation of the men for several blessings, shared alike with all the grateful forest troops, should go on record. Chaplain Williams has a friend in every man of the forest forces. Friendly, fair, and forceful, he was found to be a man who knew what the men needed and how to get it. The Chaplain was in the habit of paying little visits of a few days' duration to each camp, living in camp and "observing all that took place within sight or hearing." He noted cases of mistreatment, of inadequate provision

for the safety and comfort of the men and after he had gone somehow things mysteriously improved. At one time a letter from a mere Corporal to the Senior Chaplain started an investigation of officers' mess finances in one outfit that had most satisfactory results—to the enlisted men. In one instance the negligence of a megacephalic battalion commander was working a hardship on the men in the woods and his personal example was unsatisfactory in the extreme. The Senior Chaplain noted all these things, and shortly after his departure a Colonel with a strange but determined countenance suddenly appeared in the woods camps. In a few days the battalion commander was on his way.

Another boon to the woods-bound lumberjack was the overseas woman. The men were appreciated, especially a certain jazz band and the First Army Quartet. But the *real thing* was the feminine element in the traveling troupes of entertainers and in the canteens of the leave areas. The Mademoiselle Cappelles and the Elsie Janises and the sweet, sisterly Y-girls were 100 proof in the eyes of Pvt. P. V. Stock, Engineer (Forestry).

The Tenth Engineers at and around Pontenx were intimately concerned with the fire that produced the Burned Area. One of the men tells the story of the fire as follows:

We heard that the fire started close to Bourricos and that it was extinguished by A Company. In the mad desire to cut more so-called lumber, all the men were sent back to the mill and no one was left to watch the fire. On September 6th the smoke of the fire could be seen from C Company. In the afternoon it was a wonderful sight—the air was perfectly calm and an immense volume of black smoke after reaching a certain altitude became white and looked like hard ice cream.

Six o'clock, and still no word to go fight the fire. The night shift went to work as usual although the flames could plainly be seen. At 10 P. M. the whole company was taken to Pontenx on the lumber train, thence to Bourricos on the standard-gauge, and thence to the fire on A Company's logging road. By that time the wind had risen and it was impossible to stop the fire. All through the night we fought along the sides and back of the fire.

The Canadian camp was burned but they managed to save the mill. By the next afternoon the fire had burned itself out.

Thus was the Burned Area burned. Some accounts say that the Mayor of the town of Lue was unpopular and that some of the resin-gatherers set fire to his forest from spite; that the natives fought the flames until their wine gave out and then retired in favor of the Canadians and Yanks. Be that as it may, on November 17th forty-eight men of C Company left for a new camp in the "Black Forest" to build railroad, and forty went to Bourricos to work from there. Fifteen more went to the "Black Forest" on December 6th, and on the 21st men brought out tales of prison camp conditions existing there under the regime established by the anathematised construction officer. Some of these post-armistice irritations, such as being marched to work, not allowed to leave camp, absence of any comforts, and lots of mud, were received with surprise and indignation by the members of the pioneer forest regiment.

Company D was stationed at Arc-sous-Montcnot (Doubs), six miles from Levier and F Company, from the beginning until August, 1918, when it moved to Morteau. A 20-M American mill was built; a French meter gauge railway was taken over; and a logging camp made at Le Russey, 6 miles away. Here the company stayed until New Year's Day, 1919, when it left for Brest.

Company E, Second Battalion, was split into two detachments upon leaving Nevers October 23rd, 1917. The company organization with 90 men was assigned to operate at Vanvey (Cote d'Or), 100 miles northeast of Nevers. Logging began at once, and a 10-M mill started sawing December 15th. March 15th, 1918, the outfit was reinforced by Company B, 41st Engineers. By July 1st the Vanvey tract was cleaned up and the detachment moved to St. Julian (Cote d'Or), 50 miles further south and 10 miles north of Dijon, where a 20-M mill was built to operate in hardwood. Cutting stopped November 20th and December was spent in drilling and re-equipping with modern packs, etc. At 5 A. M., January 1st, 1919, the detachment started for Brest, arriving there at noon of the 4th.

The other half-company of "E," known as the First Detach-

ment, Tenth Engineers, left Nevers October 25th, 1917 and took station at Gien (Loiret). Their operation commenced at Mortumier, 5 miles away. A 10-M mill was built and sawing was started at 9 A. M., November 29th, 1917, being the first lumber cut by U. S. troops with American machinery. December 24th, 40 men of Company A, 503rd Engineers were added to the strength and on March 11th, 1918, 40 men of Company B, 507th Engineers (colored) were added. During the March and April offensive the outfit was hair-triggered for service at the front, but it was not called.

During the summer the detachment had its share of forest fire fighting. August 22nd the operation at Mortumier was finished and the outfit moved to Ciez-Colloutre (Nievre) by motor truck, erecting the same mill used on their first "chance." Company C, 321st Labor Battalion (colored) was assigned to the operation for fuel wood production, and in October, 1918, Battery C, 48th Coast Artillery, was also put on fuel wood. The total strength of the operation was over 800 men. December was spent in organizing for return to the States, although the mill continued to run until January 9th, 1919, owing to failure to receive the necessary orders to quit. The detachment pulled out for Brest January 10th, where it rejoined the other half-company January 13th.

Company F went directly from Nevers to Levier (Doubs) and has the distinction of having sawed the first board cut by Americans in France, the 25th of November, on a small French mill. The region was high and cold, being near to the boundary of Switzerland. The company came home with D, E, and the northern detachment of Company A.

The following item, from the Second Battalion Headquarters (Besancon) section of the "Old Tenth Engineers Hoboken Sheet" printed by Chaplain Williams at the Regiment's headquarters in Tours, is of interest; "The 37th Company (formerly F Company) in honor of their big cut, 93,000 in ten hours, gave a banquet, but the headquarters detachment was forced to decline the invitation which, by the way, was not given, in view of the fact that napkins were not available."

The Second Battalion, Tenth Engineers, marched to the

naval basin at Brest on the 28th of January, 1919, and embarked on the cruiser "North Carolina." New York was reached February 9th, debarkation was at Hoboken, and the last "good-bye, good luck, God bless you" said at Camp Mills, February 12th, 1919.

### AFTER THE ARMISTICE

"We received the news yesterday that the Armistice had been signed and of course the French people here went just wild, the same as every other place in France. They burned the Kaiser in effigy in Pontenx and had a big lantern parade. The thing that makes me sore is that they did not allow the mills to shut down and give the men a chance to celebrate. One of our men stole the big nut off the saw mandrel, and we had to shut down until we found it." So reports "*The Hoboken Sheet*."

In general, the experiences of each outfit after the Armistice and on the homeward voyage were quite similar in many respects. The following story of the homegoing of the First Battalion, Tenth Engineers, may be taken as fairly typical of all:

NOVEMBER 11th, 1918—FEBRUARY 7th, 1919.

The justly famous news of the signing of the well-known Armistice reached Pontenx-les-Forges about 2:30 P. M. and La Broquette Camp shortly afterwards. However, it stuck there, having no effect on the operation of the mill; and the woods crews knew nothing of it until they came in to supper. The order went out from District Headquarters that the mills were to run as usual that night. But at C Company someone very thoughtfully removed the nut from the head saw, thus enabling the night shift to celebrate. Pontenx was not able to put on a very large show, but despite the worthy efforts of a large number, it did not go dry. On the proverbial morning after, activities started up as usual although there were quite a few familiar faces missing. At nine o'clock came word from Bordeaux that a holiday was declared for 24 hours. A few hours later arrangements were made for the battalion to go to Mont de Marsan, the capital of the Landes, and most of the officers, the band, and some of the men went to assist in the celebration there. A few adven-

turous spirits made Bordeaux. One of these, in his desire not to cause work for any M. P., left the bosom of his breeches impaled on a fence surrounding the *Gare du Midi*.

For several days work went on as if the war had just begun, but on November 17th began the Battle of the Black Forest. Thanksgiving was observed in quite a creditable manner. The missing members of C Company returned from the Black Forest for dinner. That night came the news that the First Battalion was to be ready to leave December 15th. But work continued as usual. Soon after, the men who had been on detached service came drifting in from all over France, including a member of C Company who had started for the Front several months before but landed on a rock pile in northern France. A little drilling was done at the various camps to prepare for the triumphal parade down Fifth Avenue—or maybe Pennsylvania!

On December 19th came orders to be ready to leave on the 26th, and a few days later the expeditionary force of C Company returned from the Black Forest with many tales of woe. The 4x4x12's came to most of the fellows before Christmas, which was in strong contrast with the experience of a package the year before which was mailed November 1st and arrived in Pontenx May 25th. (No, it didn't have a service stripe!) Christmas was not enjoyed to the fullest extent due to the breathless expectation of everyone, although the Y did its best by presenting each man with a package. In the meantime the battalion was doing clean-up work mornings and drilling evenings.

#### THE HOMEWARD TREK

On December 30th the homegoing began. The trip did not begin as a luxurious and speedy journey. Those members of the battalion (33 1-3%) who had been transferred from the Third and Fourth Battalions had sent all their modern equipment to the front, so now they tied up their blankers with string and stuffed toilet articles into pockets. It was a variegated spectacle—some wore raincoats, some ponchos, some overcoats, some mackinaws, and some blouses. Stains and holes were frequent among the uniforms. The *40 Hommes & Chevaux* were rather congested and some of the companies were not prudent enough to bring

along the straw from their ticks, thus causing them to sit upon a cold, cold floor. In addition to the hard-tack and willie there was issued for three days one can (one pound) of jam to each 35 men and one can of baked beans to each 16 men!

At 10:30 A. M. the train pulled out of Pontenx and no loud cheers were noticable from the few members of the Twentieth scattered about. Bordeaux was reached about dusk, and although the train remained two hours, the enlisted men were not allowed to go to the Red Cross canteen for supper. Of course the officers were in the station dining room. Furthermore, the Red Cross, hearing of the plight of the battalion, was preparing sandwiches to take to the train when the battalion officers interfered, saying the men had plenty to eat.

During the night Rochefort and La Rochelle were passed and the next morning the Province of Vendee presented its rolling hill, stone walls and windmills to those who could get their faces into the car doorways. La Roche-sur-Yon was passed, and about noon the flat-wheeled special arrived at Nantes. The R. T. O. there very kindly served hot coffee. Just before dark, the train stopped to rest in the yards at Random, where a carfull of apples, consigned to the British Army, on a nearby track, proved very refreshing to the jaded appetites of the men.

At nine o'clock, Vannes was reached, and the "Y" welcomed us with real honest-to-goodness coffee with sugar and cream. Cigarettes and candies were also handed out. The lean Georgian secretary and the fat Texan dispensed real southern hospitality. Shortly before midnight Lorient was reached and it was there that 1919 crept up on the travel-worn warriors. About eight the next morning we pulled into beautiful Chateaulin, and with the help of some G. I. cans and scraps of wood, near-coffee was served in the railroad yards. After passing through the steep hills of Brittany the train rolled in about two o'clock to Brest, where the Third and Fourth Battalions had arrived a year before.

Needless to say it was raining. Some Afro-American comrades served lunch and were very generous with the beans. Then began the five-mile hike to the alleged Rest Camp. Arriving at dark, B and C Companies were herded into an enclosure nearly



## HISTORY OF THE TWENTIETH ENGINEERS

a hundred yards square, while Headquarters and A Company shared a similar one nearby. The depth of the mud varied. Most of the tents leaked, but a few had wooden half-floors; and supper, lights, water, sanitary arrangements were non-existent.

The next day some duck boards were secured, also some Sibley stoves and a little coal dust. By mixing fragments of the tent floors with the coal it was possible to keep a smoke going. Later mattresses and extra blankets were doled out, but the food deteriorated, several different kitchens being tried and each new one worse than the last. Half a cup of coffee and one slice of bread was the limit outside of the slum. January 4th the Second Battalion and the other half of A Company arrived and were quartered nearby.

January 6th the Battalion arose at five o'clock and in heavy marching order went through a kitchen and secured breakfast. After leaving their packs at Pontanezen Barracks, the greater part of the Battalion was marched to Brest and taken out to the U. S. S. "New Hampshire" to assist in coaling her. Hopes ran high—there really seemed to be a chance of leaving. The sailors of the battler had never been in France before and they were regaled with many tales, several of them true; but this was only in revenge for what was endured on the trip over. On the ship there was a chance to wash one's hands and to eat real meals; but alas! after supper the detail was set ashore and haltingly worked its way back to camp in the mud, sleet, wind and rain. Eventually the new barracks were reached and the men informed that their packs were somewhere therein and good night and pleasant dreams—no fires and no lights!

In the meanwhile there had been many details, both day and night, one lasting for 15 hours. If a man could produce a cootie he could get a bath; otherwise, nothing doing. New equipment was issued by fragments and the Fighting Tenth received its first issue of tin hats. No gas masks were issued, although there was need of them in the rear of several of the kitchens. January 9th the companies were paraded for five minutes during the funeral of Theodore Roosevelt. The next day brought the final inspection by the camp officers. January 12th, A and B Companies

helped coal the U. S. S. "New Jersey." On the 14th the Battalion hiked to the docks and after the usual ceremonies embarked on the tender "Tudno" and were taken to the "New Jersey."

The quarters were on the gun deck; each compartment supported two layers of hammocks and a layer of springs on the deck. Eating was done in the boudoir, the tables being tucked against the ceiling when not in use. The 480th and 481st Aero Squadrons (Instruction) and an ordinance repair shop that had been attached to the Coast Artillery were aboard, as well as a few casual officers. Capt. Eldregde was in charge of the troops on board.

January 15th the "New Jersey" sailed in company with the U. S. S. "Nebraska" which was also carrying troops. It was early discovered that the Navy believes in eating. Many acquaintances of yore, for instance, pie and coffee cake and butter, were served to those who felt any desire therefor. Nevertheless, the Navy *will* have beans for breakfast, every morning. But what mostly impressed the Engineers was the fact that naval officers have fatigue clothes and actually shovel coal at times.

But the gobs have their troubles! The "black gang" was quite peeved at the Captain because he had not given them more shore leave at Brest; therefore they began to burn up all the coal there was on board. This, added to the fact that an accident to one of the condensers had stopped one engine for a day, necessitated a stop at the Azores for coal. Leaving the "Nebraska," the "New Jersey" turned southward and on January 20th San Miguel was sighted and anchor dropped at Ponta Delgada. San Miguel lived up to all descriptions of tropic isles, the ship being surrounded immediately by bum boats selling pineapples, bananas, oranges, embroidery, and even wicker deck chairs. Many a bucket of fruit was hauled in the port holes.

The next day, after moving inside the breakwater, all hands coaled ship from small barges. All naval and military officers went ashore, but enlisted men were even denied the privilege of hauling cognac aboard for all port holes were closed and the guards doubled.

The following day the "New Jersey" again set forth for home. Due to conditions at Brest, flu had broken out among the soldiers

on board. The sick bay was soon filled and for a while there was no place for the other sick. The occupants of two compartments were then moved into lifeboats and a fighting top, and a temporary hospital was established. James Hyde and Wilson B. Young, both of C Company, died of pneumonia and after landing, George B. Carney, also of C Company, died in the debarkation hospital at Camp Stewart, Newport News, on February 10th.

February 1st land was sighted, and shortly after noon the "New Jersey" passed through Hampton Roads by the battleships which had just returned from service with the British fleet. Their bands turned out with "Hail, Hail, the Gang's All Here" and a rousing welcome was given. In the afternoon the "New Jersey" drew up to a pier at Newport News and the First Battalion was back on American soil after sixteen months' absence. The Red Cross was right on the job, distributing along with their welcoming smiles, chocolate, cookies and cigarettes, and they telegraphed to each emergency address the news of arrival. Led by a tinted stevedore band, the parade went through the city and out to Camp Stewart. Flags were flying; everyone was cheering; chocolate and fruit showered down. Incidentally, an onlooker was heard to remark, "Why, *they* haven't any guns!"

The next few days were spent in getting acclimated to real food, enjoying the luxuries of the Visitors' House, having battalion and company pictures taken, and riding in street cars again. It was discovered that Newport News had but little use for overseas men after the parade from the ship was over. A Major with three silver service stripes gave a couple of the fellows a very severe bawling out for not saluting him when he was encumbered with a lady and coming in from the side!

On February 7th occurred the dissolution of the Battalion. It was split into detachments destined for camps near the enlistment places. Individually, though, some of the men did not apply the red chevron until as late as February 27th—and then

*FINI LA GUERRE ! ! !*

# The First Battalion

Organization of the Twentieth Engineers was initiated by the authorization of the First and Second Battalions August 28th, 1917. Actual recruiting for the regiment was launched at the same time, and the company units began to form, with a nucleus of men left behind by the Tenth Engineers when they started overseas September 9th. The First Battalion occupied the barracks vacated by the corresponding companies of the Tenth on the western street of Camp American University.

Original plans called for a battalion strength of 600 men. This was increased, September 28th, to 800, in line with the revised schedule for line troops adopted by the War Department to bring our military units into groups corresponding to those of our chief allies. Under the new schedule the First Battalion did not reach strength until along in October. Recruits arriving after that were placed in casual companies, attached to the First and Second for rations, and eventually formed into the Third Battalion.

September and October were spent in primary training—close-order drill, interior guard, and physical exercise. It is noteworthy, and characteristic of the entire regiment, that at no time was any attempt made to school recruits in any of the anticipated forestry duties. The high degree of skill brought from civilian life by the men of the Tenth and Twentieth made any instruction along this line entirely unnecessary. With the officers, of course, the problem was acute, and more than one company commander made valiant but unavailing efforts to replace his subordinates with junior officers from whom he could expect practical assistance in mills, woods, yard or railway activities.

The last month in the States was marked by daily expectation of sailing orders. Equipment was slow in arriving, and it was not until the second week of November that the coveted orders were promulgated. Vacancies in the ranks were filled by a draft from the Third Battalion, and finally, November 11th, 1917, our first two battalions left University Camp, in heavy marching order, and entrained for New York.

The next evening they boarded the U. S. S. "Madawaska," which had been the German liner "Konig Wilhelm II." The

vessel was convoyed across by the cruiser "San Diego" and two destroyers. The troops were debarked at historic St. Nazaire, November 28th, and marched to the American Camp, where three weeks were spent in lining out the companies and their equipments for their various stations.

The maritime pine forests of the Landes, on the shore of Biscay in southwestern France, had been selected as an American forestry district; the First Battalion of the Tenth Engineers already were on the ground at Pontenx, in the northern part of the region. It fell to the lot of the First Battalion Headquarters to install a new district organization at Dax, forty miles farther south. Co.s A and C, of the First, and detachments of Co. F of the Second, were assigned to the Dax District. Co. B was detached from the Battalion organization and ordered to central France.

The District headquarters organization was billeted in the city of Dax, which is a picturesque town of Roman origin, and of some 30,000 population. The Spanish border is only 30 miles to the south, and this proximity gives rise to several Spanish characteristics, the most apparent of which is a huge bull-ring, or arena, on the bank of the Adour River at the edge of the city. The spectacles were under a strict ban during the war, and the comptrollers of the arena offered its use to the American troops. Here the District offices, supply depots, shops and barracks were installed. A messhall was built in the center of the stadium, with the other structures grouped outside.

The companies were assigned to lumber projects centering on Dax. Co. A, which under revised designations became the First Co. Twentieth Engineers, had arrived at Dax December 22nd, and immediately commenced construction of a camp at Mees, some five miles southeast of town. They built and operated a mill of rated 20,000 foot capacity, with a large, compact body of pine timber to draw upon. Co. C, the Third Co., were assigned to the locality of Candale, three miles farther out, on a branch line of the Midi Railroad leading into Dax. Here also a 20 M. mill was built, with logging lines of 2 foot decauville track.

The Third Co. lays claim to having stayed on the job in one place longer than any other of all the 49 companies. With the

exception of a cleanup detail of 50 men sent to Mees after the Armistice, no breaks in the 15 months of duty occurred at Candale. The First Co. were less stable, being shifted to Arengosse, twenty-five miles to the northeast. The Mees operation was then taken over by a detachment of the Second Co. (F of the Second).

The First Christmas at Dax was observed was a holiday—destined to be the last holiday for a long long time. Through the courtesy of local impresarios the moving picture palace of Dax was thrown open to the Americans, who were paraded into town, and out again before the insidious power of the buvettes could do their deadly work.

During the summer of 1918 the district strength was augmented by the arrival of the Sixteenth Service Co. (colored) who were assigned to the Arengosse camp. In May a new district was installed at Castets, fifteen miles north, by the Sixth Battalion. The pine forests of the vicinity also harbored several units of the Canadian Forestry Corps, who maintained administrative offices in Dax.

After the Armistice the logging operations were brought to an orderly conclusion, and all preparations made for orderly departure, when the First Battalion meathouse was pulled down by the reversal of policy of Hq., S. O. S. With a fair degree of reluctance the outfits turned their calloused hands to road making, and were deeply immersed in the concoction of waterbound macadam when orders finally came for return to the States.

The complete equipment of the Dax District—camps, mills, rollingstock—was taken over by the headquarters detachment of the Fourth Battalion, March 20th, 1919. The next day First Headquarters, the 1st, 2nd, and 3rd Co.s left for the Bordeaux embarkation area. Here they were joined by the 5th Co. After two weeks at Genicourt they marched to Bassens and boarded the transport "Roanoke," which had served as a minelayer in the North Sea during the war.

The "Roanoke" was not roomy, and an outbreak of the mumps proved hard to check, so that a considerable number of the outfit served a hitch of quarantine after landing. With their exception the last of the Dax contingent were on their way to



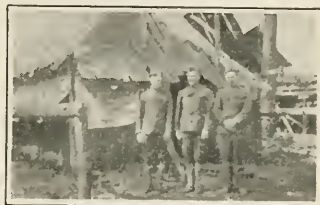
*12<sup>th</sup> CO. MILL. 1<sup>st</sup> PLEYERS.*



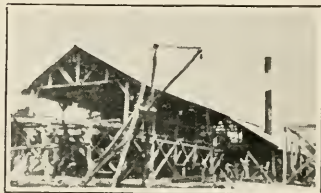
*16<sup>th</sup> CO. LOGGING SCENE.*



*11<sup>th</sup> CO. MILL. MIMIZAN.*



*CAMOUFLAGE ON THE SPANISH FRONT.*



*16<sup>th</sup> CO. MILL. CASTETS.*



*THE MILL AT ECLARON.*



*6<sup>th</sup> BN. HOSPITAL. CASTETS.*

*GENERAL VIEWS  
OF THE  
FORESTRY OPERATIONS.*



THE CAMP OF THE 3RD CO., CANDALE, LANDES



GASOLINE LOGGING AT ECLARON  
(U. S. Official.)





DEBARKATION OF THE 30TH CO., NEWPORT NEWS, MAY 19, 1919



THE HOSPITAL AT DAX



*FIRST TIES  
PRODUCED BY  
THE 9<sup>TH</sup> CO.*



*A 3<sup>RD</sup> B.V.  
LUMBER YARD.*



*ROAD PLANK FOR THE FRONT  
SAUVENET, HAUTE SAONE.*



*3<sup>RD</sup> B.V. HDQTRS. DAY, MANS, 1917.*



*MILL AT SAUVENET-LE-GRAY.*



*9<sup>TH</sup> CO. OPERATIONS.*

*SNAPSHOTS.*



10<sup>th</sup> CO  
JULY 4<sup>th</sup> 1918

"ALL  
AHEAD"



A VIEW OF THE STEEL  
"CRUCIBLES" WORKS



5<sup>th</sup> & 4<sup>th</sup> BATTALIONS



THE SOLDIERS' 49<sup>th</sup> CO. BARRACKS

A 9<sup>th</sup> CO. JOGGING TRAIN

SWAMP SHOTS



HARNESS  
HARNESS.

N.T.C.  
MINIZAN.



LAMARCHE MILL UNDER CONSTRUCTION.



CAMP SCENE-LAMARCHE.



4<sup>TH</sup> BN. OPERATIONS  
4<sup>TH</sup> BATTALION.



*THE BOOZE WRECK  
MIMIZAN LANDES.*



*SAILING ON THE CHESAPEAKE  
BAY 3<sup>RD</sup> & 4<sup>TH</sup> BNS.*

*THE 3<sup>RD</sup> CO.  
EVENING FOR  
HOME.*



*THE 6<sup>TH</sup> BN.  
ON THE DEERLEIGH.*



*THE 6<sup>TH</sup> CO  
AT HOBOKEN.*



*THE 11<sup>TH</sup> CO. AT CANDLER.  
THE LAST DRILL.*

*HOME JAMES!*

home cantonments by the first of May. The landing was at Hoboken, April 18th, 1919.

Co. B of the First Battalion left the rest camp at St. Nazaire ahead of the Dax contingent, and spent two days on a slow train through Vendee, arriving at their permanent station, Mur-de-Sologne, a village twelve miles from Gievres, in the Department of Loir-et-Cher. Gievres was later destined to be one of the largest supply depots of the A. E. F., but at this time the budding camp held less than 1000 men. To this camp Co. B was required to furnish a small detail to handle forestry supplies. The detail was temporary, but a stray wisp of red tape reached out and snared the detachment, and it was fifteen months ere they were restored to their command.

The company erected a mill of 10,000 capacity, operating double shift, and furnishing a good part of the structural timbers required in the Gievres development. Four months after their arrival, forestry activities in the vicinity were increased by the arrival of the Tenth Battalion and the creation of the Bourges District, in which Co. B was incorporated. This change led to the unit being designated the 30th Co.

In several respects the 30th Co. enjoyed advantages denied most of the forestry troops. Leave privileges were granted in accordance with A. E. F. regulations; a company band was formed and maintained; dances, to which the local belles were invited, gave the outfit a sensation of being among friends.

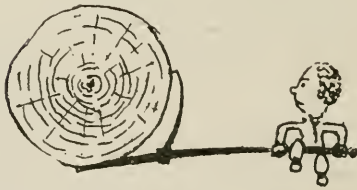
Twice during the month of December, 1918, the unit was ordered to prepare for embarkation. The second time, cars were already spotted for entraining, when orders were reversed, and the company assigned to road construction near Tours. A month was spent at this thankless pursuit, when one more task was dealt out. The outfit was ordered to Lamanchs, in the Mimizan District of the Landes, where they arrived the first of March, built a camp, and, upon the departure of the 11th Co. for Dax a few days later, took over the big mill and resumed sawing of standard ties into inch lumber. Six weeks later the company was finally released from duty and struck for Bordeaux.

The First Battalion was perhaps the most cosmopolitan of all

## HISTORY OF THE TWENTIETH ENGINEERS

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our units. Every state and territory was represented, and in well balanced proportions. Its strength was recruited by a vigorous campaign nation-wide in extent, and no very large increments were drawn from any one section of the country.





# The Second Battalion

The recruiting and training period of the history of our Second Battalion was at no time distinct from that of the First. The two units were drilled, equipped and organized together at the home camp, American University. Early in the fall one striking attribute of the Second came into universal notice in Forestry circles—the predominant western makeup of the Battalion. Partly by chance, partly doubtless by careful divisions of recruit arrivals, the Second filled up largely with Pacific Coast officers and men, and, doubtless through a cautious propaganda, came to be known through the Regiment as the "Native Son" Battalion.

Training days, and the crossing to France, are covered in the story of the First Battalion. One incident on the voyage is worth remarking. Heavy weather was encountered south of Land's End, and during the night the breakers succeeded in battering in a hatchcover and inundating several troop spaces. As one F Co. veteran narrates: "There was no panic among the men, but the confusion among the messkits, shoes, clothing and equipment was terrible. Every time the vessel rolled, a roaring tidal wave raced across the decks, carrying everything before it, and bringing up with a bang against the side. All hands spent the next day in salvaging operations."

Arrived at St. Nazaire, the Battalion was employed for two weeks on a pretentious water-supply project. The duty was welcomed, if for no further reason than, in the grading operations, occasion roots and sticks were unearthed; these were smuggled into camp and utilized to eke out the scanty supply of fuel.

After two weeks, the unit received orders for travel to its various assigned stations. Headquarters, and Co.s D and E, with a detachment of Co. F, were ordered to the Vosges region in north-eastern France; the remainder of Co. F were detailed to join the First Battalion at Dax, in the southwest. Headquarters was established at the city of Epinal, capital of the Department of Vosges, and here was built up the organization that handled all the Forestry activities in the Advance Zone. The Epinal District embraced all that part of the advance area fronting on Lorriane, and the St. Mihiel and Argonne regions.

With the arrival of further increments of the Twentieth, the Epinal Districts assumed large importance. Units of the Fifth, Ninth, Tenth Battalions, and of the 41st, 42nd and 43rd Engineers, and detachments from other Forestry outfits, were incorporated. The activities of the western or Chatenois sub-district are reviewed in the story of the Fifth Battalion. North and east of Epinal the operations were of more permanent nature, cutting being continued in definite localities until the Armistice. At that time there were 3000 troops, of the Twentieth and auxiliaries, in the Epinal area.

Co. D (the 4th Co.) left St. Nazaire on the long journey to Lorraine, and landed three days later at their permanent camp, Granges, seven miles from the front lines in the Luneville sector. Here they built a mill and established logging camp, working under the added zest of proximity to the enemy. The outfit was more than once under fire, and hardly a man in the Company but took an occasional A. W. O. L. excursion into the lines.

After the Armistice the 4th Co. began to hit the bumps. The unit stood high in the priority list, by reason of their early arrival, and after turning over their camp to a detachment of the 46th Co., pulled for St. Nazaire, in company with Second Battalion Headquarters. Here, while waiting for sailing orders, they fell into the working habit, and installed nine miles of pipeline for the benefit of combat troops and German prisoners, who spent their days watching the two-stripers at work.

Even this was not enough. Late in February the outfit were loaded onto cars and shipped to Aureilhan, in the Pontenx District, Landes. The mill at Aureilhan, originally the station of Co. B of the Tenth Engineers, was operation by a detachment of the 11th Co., who cheerfully surrendered possession and returned to Lamanchs. It didn't take long for the 4th to get back to lumbering, though the unit's morale was undergoing an acid test.

In the midst of the tedious process of cutting standard ties into inch lumber, the 20,000 mill caught fire, late one night, and strenuous efforts failed to save it. Of the camp, only the barracks and warehouse were saved.

After two months of Aureilhan, genuine sailing orders finally

materialized. The outfit left Aureilhan May 4th, and sailed from Bassens three days later.

Co. E, the 5th Co., were the pioneers in what was destined to be the largest Forestry camp in France, excepting the Burnt Area. They located at the town of Eclaron, seven miles from St. Dizier, in Haute Marne. January 24th, 1918, they were joined by the 8th Co. (B of the Third Battalion), and jointly operated a double mill, with a rated capacity of 40,000 board feet per shift. As was universal in the Twentieth, the rated capacity soon looked ready for sick call.

The Eclaron timber consisted chiefly of hardwoods, oak and beech. A large stand was available, and the operation strength was increased in March by the arrival of the 40th Co., and a little later by several Service Companies. Logging was carried on both by trucks and railways, and extensive fuel production added to the camp activities.

Early in April a new Forestry district was created at Eclaron, with the Headquarters organization of the 41st Engineers, later incorporated as the Thirteenth Battalion Hq., in charge.

The monotony of labor was varied at times by startling incidents. During the summer of 1918 the enemy lines were not too far away to keep Jerry from giving the neighborhood an occasional once-over, and on several occasions bombing raids gave the night shifts room for reflection. One sky visitor succeeded in messing up the baseball diamond in camp, but no serious damage ever occurred, thanks chiefly to effective camouflage.

After the Armistice the 5th Co. held the envied position of being the senior outfit in the district, and was groomed for speedy embarkation. However, it was not until February 23rd, 1919, that they started on the first leg of the journey, when they entrained for Dax, in the far southwest, and joined the First Battalion for the return to the States. They spent three weeks at Dax, two at Bordeaux, and sailed aboard the transport "Roanoke." After a wearying voyage, marked by a severe outbreak of the mumps, they landed at Hoboken, April 18th, 1919.

Co. F was divided at St. Nazaire, one detachment remaining with the Battalion organization for the Advance Zone duty, the

## HISTORY OF THE TWENTIETH ENGINEERS

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other repairing to Dax with the First Battalion. The southern detachments were assigned to a pine operation at the hamlet of Houcilles, in the Department of Lot-et-Garonne. A small French portable sawmill was first operated, while construction of a American 10 M mill was started. The early days on the job were marked by considerable discomfort from lack of shelter and hitches in the ration supply.

Cutting continued at Houcilles until the front of February, 1919. The detachment was then moved to Dax, where it was merged with the units there for re-equipment and drill, and for the long trail back to Hoboken.



# The Third Battalion

The nucleus of our Third Battalion began to form from early in October, 1917, as a casual Company attached to Regimental Headquarters. The Battalion organization was authorized October 13, and for the ensuing month recruits were arriving daily. Long before the unit reached its authorized strength it became apparent that the First and Second Battalions could not embark as early as scheduled, owing to lack of equipment, and the congested condition of Camp American University made necessary the finding of other training quarters for the new unit.

On October 28, the Battalion, now half up to war strength, emigrated to Belvoir, a quiet little R. O. T. C. camp on the Virginia side of the Potomac twenty miles below Washington. A month of drill, larded with camp-building details, followed. November 19 the Third Battalion was split in twain, 165 men and 8 officers returning to Washington as a skeleton Fourth Battalion. For the next few days recruits swarmed in, and by Thanksgiving Day the Third was at strength.

Two weeks later the outfit, having outgrown the Belvoir environment, moved to Fort Myer, Va., six miles south of Washington, where training and equipping were completed. This chapter in the history of the outfit can well be told in one word: Quarantine. If it wasn't one thing it was another. Mumps, measles and scarlet fever took their course. But one memorable event stands out in this period; the review of the Third and Fourth Battalions by the Secretary of War, December 15. The column, led by the Fourth Band, paraded Pennsylvania Avenue, retracing part of the route of the huge procession of the Union Armies in 1865, and were reviewed from the portico of the War Department Building.

The training period of the Battalion ended abruptly with the coming of 1918. Midnight of January 2 saw the column under way, on a nine-mile hike through the snow, under full pack and silence orders. The troop-train was parked at the most distant trackage available, and was entirely unheated; but it was there on schedule. Jersey City was reached at 3 the next afternoon, and the Third, here joined by the Fourth Battalion, were lightered upstream to Hoboken. By 10 P. M. the last of the companies

stumbled up the gangplank of U. S. S. "America," a converted Hamburg-American liner of 21,000 tons.

The next afternoon the transport started down the harbor, with all troops strictly below decks as a precautionary measure. "Join the Navy and see the World—from a porthole," but even the portholes were out of bounds for the enlisted men, who had to forego the inspiration of waving farewell to the Goddess of Liberty under the repeated urge of Call to Quarters.

The convoy, assembled during the night off Sandy Hook, consisted of the transports "America" and "Mercury," and the cruiser "Seattle." Apart from the one big thrill of going Over, and the tedious round of Abandon Ship drill, several events of the voyage are memorable. In mid-ocean the "Seattle" rescued the crew of a waterlogged and dismasted lumber schooner. The afternoon of the 14th the wireless gave word of submarine activity ahead, and the convoy, turning on a fixed pivot, executed a strategic flanking movement.

Early on the morning of the 17th of January, 1918, came the big thrill. Lookouts sighted a torpedo wake heading for the "America," but the deadly missile missed the stern of the ship, by the narrow margin of twenty feet. The submarine was never sighted.

Three hours later land was sighted, and at noon the ship dropped anchor in the roadstead at Brest. Three days later the Battalion was lightered ashore, and marched through Brest to Pontenzen Barracks, recently taken over from the French.

After five days of rest, consisting of close-order drill, route-marches, fatigue and, for the last four days, food, the Battalion entrained for their permanent stations, the three companies and headquarters separating for the duration, as they left the Brest station.

Company A, later the Seventh Co., accompanied Battalion Headquarters to historic Dijon. Here they were split into three detachments. Company headquarters were sent to Mirebeau, the First Det. to Vitteaux, and the Second to Montbard, all in the Dept. of Cote d'Or.

The Nirebeau unit started operations with a French portable

mill, replacing with a 10-M American mill in March. The First Det. took over the operation August 18, and Headquarters Det. was moved to the village of Velet, on the Saone River. Logging commenced with the customary speed, but the mill was still uncompleted when the Armistice stopped the program. Logging and fuel production continued till the end of March, 1919, the abortive homecoming orders of January 15 making no break in the routine of production and shipment.

The First Detachment drew a difficult operation in oak and spruce at Saffres, near Vitteaux. A French Portable mill was run day and night until the finish in August. The Saffres job ranked low in production owing to scanty stands and unskilled direction; but the celerity with which the outfit cleaned up the Mirebeau operation proved that the fault was not in the personnel. The next task was at Beze, where logging was in full swing till after the Armistice.

The Second Detachment was of brief duration. Three months of logging, with primitive equipment, and the Montbard camp was turned over to colored service troops, the Seventh Co. men being divided between the Vitteaux and Mirebeau operations.

The company was reunited at Velet and on March 30 joined the Ninth Co. at Gray, for the trip to the Dax embarkation area.

Company B entrained at Brest, noon, January 25, 1918, and sped eastward to the Haute Marne region, where they joined Co. E of the Second Battalion on the St. Dizier operation. A consolidated mill was built with two saw-rigs, each of 20,000 feet rated capacity. The timber available was more extensive than at most of our developments, and the force was augmented by the addition of several service detachments.

The camp was only some twenty-five miles from the front, during the summer of 1918, and more than once the mill came under hostile air-raids. One night a well-intentioned enemy bomb tore up the baseball diamond a few rods from camp, but at no time were casualties incurred. The proximity of the front led to one of the most frequent infractions of regulations among Forestry troops in the advance zone—A. W. O. L. excursions to the front. One member of the Eighth Co. managed to attach

himself to the Second Division, and clung to his adopted organization until put out of action on the Vesle front.

Several small detachments from St. Dizier were sent to join the 15th and 38th Co.s in the First Army area in October, equipped with portable bolter mills for emergency cutting in newly-won territory. They rejoined the outfit early in December.

About the first of April, 1919, the 8th Co. was ordered to the embarkation area formed for Forestry troops at Dax, in the Landes. They arrived at Mees, the former home of the 1st Co., but were soon moved to Arengosse, twenty-five miles to the north, where preliminaries for embarkation were completed. May 8th they boarded cars for Bordeaux, and were added to the train bearing the rest of the Third, and two companies of the Fourth Battalion, to Bordeaux.

Co. C drew a hardwood operation at Sauvigney les Gray, in the upper valley of the Saone, and under the Dijon administration. The timber available was scattering, and the long hauls to the mill led to the adoption of narrowgauge logging railways. A standard gauge spur was run to the millsite, and the products, chiefly ties and dimension, loaded direct for the area of active operations.

Post-Armistice activities included heavy fuel production. In March the camp work was completed. On the 30th the Seventh Co. joined the Ninth at Sauvigney, and after a farewell parade through the town the units entrained for Dax, where they were billeted in the old First Battalion camps.

The morning of May 9th, the Seventh and Ninth Co.s, with Third Battalion Headquarters and the Third Detachment, entrained, in company with the Fourth Battalion Headquarters, the Third Battalion Headquarters and the Third Medical Detachment, entrained, in company with the Fourth Battalion Headquarters, the Eleventh, and Twenty-third Co.s. The Eighth Co. was picked up on the way, as was the Twelfth, and the contingent pulled into Bordeaux at 11 P. M. Although a station two miles from the embarkation camp was available, the Battalions were detrained at Gare St. Jean, the principal depot of Bordeaux, and marched under full equipment and overcoats, to Genicourt.



The next day the outfits passed through the mill, which has been recognized as much more thorough and wearing than the like institutions at Brest, and St. Nazaire. That evening orders issued for the embarkation of the Fourth Battalion, and the Eighth and Ninth Co.s of the Third. They hiked to Bassens the morning of the 11th, walked the gangplank at noon, and sailed at 2 P. M. aboard the converted Holland-American liner, "Zeelandia."

The crossing was smooth—to a sailor—but to the veterans of seventeens months of wholesale Army rations the general loss of appetite was astonishing. The transport docked at Newport News, Va., May 23rd, and the last detachments were on their way to home camps a week later.

Third Battalion Headquarters and the Seventh Co. were held at Genicourt three days longer. May 14th they sailed, in company with the Sixth Battalion, on the Santa Paula; they landed at New York May 28th. and were disbanded at Camp Merritt.





OAK LOGGING AT ECLARON  
(U. S. Official.)

# The Fourth Battalion

(11th, 12th, and 23rd Companies)

The 4th Battalion was authorized on September 28, 1917, by a communication from the Chief of Staff to the Chief of Engineers. The nucleus for the companies was drawn from the personnel of the 3rd Battalion which was trained at Camp Belvoir, now Camp Humphries, Virginia. The first recruits for companies D, E, and F of the 4th, consisted of about 75 men each from companies A, B, and C of the 3rd Battalion, plus about 100 men who had recently arrived at Washington and had never reached their destination in the 3rd. The contingent from Belvoir arrived at American University, November 20th, and organization, equipping, and drilling were started immediately. Owing to scarcity of clothing, recruiting had temporarily stopped for the 3rd and 4th Battalions, which were given clothing priority over all other American troops except those listed to sail overseas in October. Supply conditions rapidly improved and the companies of the 4th reached strength by November 27. By about the end of the month the companies were each 90 men over strength, orders having come for each company to bring to France 83 men to reinforce the 10th Engineers and to bring them up to the newly-authorized war strength of 250.

Hikes, drills, fatigue duty, measles, mumps, grippe, changes of living quarters, extremely cold weather, and persistent rumors of departure marked the days of waiting for sailing orders, but a number of items of equipment were delayed and Christmas came with no definite news. Finally the barrack bags were checked out, visitors were forbidden entrance to camp, and the battalion marched out of the University grounds at 12:30 A. M. on the morning of January 3, accompanied by a snowstorm.

January 4 the "America," carrying, among other troops, 1,956 men and 44 officers of the 3rd and 4th Battalions, started down the river bound for France. For the greater part of the trip, the transport "Mercury" and the cruiser "Seattle" accompanied the "America," which enjoyed one torpedo scare before the destroyers arrived and protected her passage into Brest, which was reached January 17, after 13 days on the Atlantic Front. The 4th Battalion disembarked January 20th, and

passed a short period of quarantine in the old Napoleonic barracks of Pontanezen.

Very soon after landing, D Company entrained for Marchenoir (Loir-et-Cher), under the command of Lieut. Conklin. The separation was pathetic, in that D yielded its talent in the battalion band to E, in exchange for more utilitarian personnel. The Headquarters Detachment, with companies E and F, took station in the Landes, south of Bordeaux, on the pine-clad sand dunes bordering the Bay of Biscay. Headquarters was established at Mimizan-les-Bains in a building bearing the suggestive legend "Sans Souci" above the door. E Company went into camp at once at Lamanchs, a mere loading point for turpentine and lumber 3 miles north of the beach resort and Company F found a similar location at Pleyres, 3 miles further north.

Both companies erected 20-M mills, following a few months with small French machines, and some very good cuts were made, although no regimental records are credited to the district. At the time of greatest demand for ties, many of the men hewed on their own time after supper. The hand-made "haywire harness" of E Company became famous throughout the regiment and the same outfit had the doubtful distinction of taking the only prisoner captured in the district, a poor native who was caught boot-legging in camp after taps. The influenza was very severe in the region and one of the men, Corporal Charles J. Cumiskey, was recommended for a Distinguished Service Medal as a posthumous reward for his services in serving the sick men in the epidemic which claimed him as a victim after he had exhausted his strength in saving the lives of others. Baseball was played with neighboring outfits and on three occasions the district sent athletic teams to Bordeaux, where Sergeant Sisson took the honors of the Base Section in two events.

About half of Company E of the 8th Battalion joined the district and the first of June a detachment of Co. D, 42nd Engineers, was distributed among the companies. July 30, the Mimizan District reached its maximum strength by the addition of Co. C, 519th Engineers (colored), which built camp at Bias,

several miles southeast of Mimizan-les-Bains, and erected a mill of its own.

July 4th the district joined with the Pontenz companies of the old Tenth in a big celebration at "The Bains," with boxing and wrestling as the main attractions. From time to time short leaves were allowed the men to go to Arcachon, a beach resort near Bordeaux, and a few who were afflicted with rheumatism or the epidemic "French Itch" had the privilege of the mud baths at Dax. For the most part, seven-day leaves were enjoyed in the Pyrenees area, although some of the men were sent to Mont Dore and the area in Brittany, and a very few to Aix les Bains.

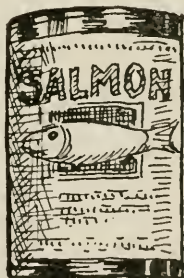
Meanwhile Company D came under the command of Lieut. (later Capt.) Richardson. This company established a record with a 10-M mill in hardwood, of 55,539 feet in 20 hours. It held to its job at Marchenoir steadily for 14 months, the greatest break in the monotony of operations occurring when 89 men were in hospital at one time, suffering from what was finally diagnosed as malnutrition.

Upon winding up affairs at Macheoir, the company rejoined the rest of the battalion in the Landes. They arrived in the camp of the 11th Company (E) at Candale, located 6 miles from Dax, on April 15, 1919, where close order drill and a general military resuscitation, necessary to pass the vigilant eye of the Inspector General, was had in preparation for home going.

After the Armistice, the companies in the Mimizan District, inspired by the report, (credited to the erstwhile commander of the battalion, Lt.-Col. Kelly) that they would sail for home January 15th, hastened clean-up work, but just as they were reporting "ready" orders came for the 12th Company (F) to join the vanguard of the Burned Area Brigade. The company tore down its mill at Pleyres, rebuilt it in the Burn, and waited there until the final jump-off for Bassens and Home, May 8th. The 11th Company took over the 10th, 11th, and 12th Company operations as a quiet sector, and a little later extended its front to include the 33rd Company mill on Lake Aureilhan. Later the 11th was relieved by companies of the 1st and 2nd Battalions, and on April 2nd it entrained with the Headquarters Detachment for the old

1st Battalion camp near Dax, where the men sawed 1st Battalion ties until the first of May.

Battalion Headquarters and the 11th and 23rd Companies left for Bordeaux May 8th; picked up the 12th Company on the way; and the 4th Battalion, reunited after 16 months, sailed for home on the U. S. S. "Zeelandia" on May 11th, exactly half a year after the Armistice. Debarkation was at Newport News, Virginia, May 23rd, and final dissolution took place at Camp Alexandria.



# The Fifth Battalion

The nucleus of the Fifth Battalion began to form at Camp Belvoir, Virginia, as soon as the Third and Fourth were brought to strength. The three companies, A, B, and C, were organized December 5th, 1917, and Headquarters Detachment was formed a week later. At this period, recruiting for the Twentieth was in full swing all over the country, and completion of the organization to strength found all sections, and nearly every state, represented, the Northwest and Pacific Coast furnishing the largest quotas.

Six weeks of training, equipping, and heavy fatigue duties, found the Battalion ready for overseas service. Plans for the construction of a huge Engineer cantonment had been completed in November, and it fell to the lot of the outfit to make the preliminary clearing, and build a plank road from Belvoir to the new camp, later designated as Camp Humphreys. The work was put through during the worst of that exceptionally bad winter, most of the time under zero weather.

The unit was reported ready for departure January 10th, and orders came for its embarkation, in company with our Sixth Battalion. Four days later a case of meningitis appeared, and the ensuing quarantine cancelled the program, thus saving the outfit from sharing the fate of the Sixth, in the "Tuscania" disaster.

January 25th, 1918, the Fifth marched to Mount Vernon, and entrained for Washington, where they occupied the barracks vacated by the Sixth, while final preparations were completed. At 4 P. M., January 29th, the Battalion hit the long, long trail, the first stretch being a march to the trooptrain at Roslyn, in a driving blizzard.

At six the next morning the outfit detrained at Jersey City, cramped and numb from the all-night ride in unheated cars. By noon the companies had all gone up the gangplank of U. S. S. "Calamares," a 6,000 ton converted freighter. The Battalion, as checked on the pier, consisted of 758 men and 19 officers.

At 7 P. M., January 31st, the "Calamares" nosed out of harbor and joined a convoy consisting of a U. S. armored cruiser and the transports "Oealis" and "Wilhelmina." The voyage was stormy, but otherwise uneventful, except for a submarine alarm early the last morning of the trip. No action resulted, and the actual attack

of an enemy is to this day debatable. At 9:30 the transport anchored in the roadstead of Brest.

Sunday, February 17th, the Battalion debarked, and marched through the principal street of Brest to Pontenezan Barracks. After two days of acclimatization, the inevitable happened; the organization was broken up, and the companies started for their posts of duty.

Headquarters of the Battalion had been designated to assume direction of a new district in the valley of the Loire, 100 miles south of Paris. Administration offices were installed in the important town of Gien, and Co.s A and B, later named the 13th and 14th Co.s, were assigned to operate in the district.

The 13th Co. were sent to the village of Brinon-sur-Sauldre, Cher, where they erected an American sawmill of 10,000 foot capacity. The operation assumed large proportions within a few weeks, and a service company of colored troops were assigned to assist in lumber and fuel handling. At the time of the Armistice the camp had a strength of 506 officers and men. The 13th was represented for a time by a detachment at Mauny, northeast of Brinon, where round timbers were produced, but the operation was temporary.

Co. B, later the 14th Co., left Pontenezan Barracks alone for their post of duty at Subligny-Villeroy, in the Department of Yonne. Here they erected an American mill, and commenced logging in the Foret de Bruneau. The timber was chiefly oak. Within a month the activities of the unit were widened, two detachments of 40 men each proceeding to new operations at Urzy and Moulins-Engibert, Nièvre. Mills were built at both camps, and the personnel of the three operations increased by the arrival of Co. C, 43rd Engineers, and by detachments from the 6th, 12th, and 24th Service Co.s of the Twentieth, Co. C of the 548th Engineers, and Battery A of the 48th Regiment of Coast Artillery.

A further development of the territory led to the opening of a piling and tie camp at Mauny, Yonne, manned by detachments of the 14th and 13th Co.s, and a later detail from the 48th Co.

Production at all the operations was uninterrupted until after the Armistice, when the imminent departure of our senior Bat-



talions, the former Tenth Engineers, caused the assignment of the 14th Co. to take over the duties of the 36th Co. In January, 1919, the Urzy detachment moved to the nearby camp at Donzy, and a few weeks later the remainder of the outfit took over the mill at Mortumier, near district headquarters at Gien.

Homecoming preparations took form in April, when the Company was assembled at Subligney, whence they left May 10th for the Nantes billeting area and spent a week with the reunited Fifth Battalion. The 15th Co. drew the lucky number, embarking May 18th, the rest of the Battalion, consisting of Headquarters and the 13th and 14th, being held till June 12th, when they boarded the transport "Princess Matoika." The voyage gave the veterans a glimpse of southern skies; the outfit was landed at Charleston, South Carolina, June 23rd, and broken into home detachments at Camp Jackson. The Company organizations were sent to Camp Lewis, on account of the predominant number of westerners, and there the final muster-out occurred early in July.

Co. C, later designated as the 15th Co., was separated from the Battalion at Brest, and ordered to the Epinal District, under the Second Battalion organization. February 23rd, 1918, they arrived at their station—the town of Chatenois, nine miles east of Neufchateau, Vosges. Here the company relieved a detachment of the Second Battalion, logging and operating a French mill of dubious ancestry.

Early in April the 15th Co. was re-inforced by the 38th, originally Co. A of the 41st Engineers. The combined force rapidly extended their activities; a detachment of 125 men took over a French mill at Hortes, in Haute Marne; a tie camp, with a force of 40, was started at Merrey; and a more pretentious operation was commenced at Lamarche, manned by 125 of the Chatenois outfit and a Company of colored service troops.

In June the unit was further deployed; their first American mill, of 10,000 ft. capacity, was built at Gironcourt, and a tie camp established at Bazoilles, a hospital center near Neufchateau. The Hortes and Merrey forces were assigned to Gironcourt upon the completion of their cuts, and a vigorous start was launched when

orders came through detaching the 15th Co. from Epinal District.

Plans for the great American offensive at St. Mihiel were rapidly crystallizing, and to further the supply of needed timbers the outfit was attached to the First Army—the first actual detail of Twentieth Engineers to combat forces.

The Company left August 28th, 1918, for their new base at Toul. Their duties from now till the Armistice was to consist of many small and temporary operations, located with respect to the strategic situation, and following the victorious sweep of our First and Second Armies. The duties of the detachment brought several of the camps under intermittent enemy fire. Both at Menil-la-Tour and Marbache, bombardments occurred repeatedly. The latter camp was the recipient of about forty German shells in one afternoon, several of which exploded in the yard. Three French soldiers were killed by an exploding bomb, just in front of the mill, but the Twentieth escaped without casualties.

The Ippecourt detachment suffered the only action deaths of the unit, when Captain McPherson, 38th Co., and Lieut. Fair, Medical Corps, were killed by enemy machine gun fire, while locating a new millsite near Varennes, October 5th.

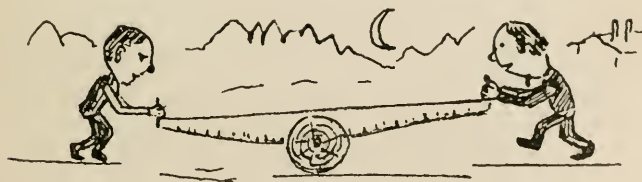
Other temporary operations in the Army Zone, during the St. Mihiel and Argonne drives, were located at Liverdun, Scirie de Haye, Benoitte Veaux, Domgermain, Commercy, Les Islattes, Croix de Pierre, Puvenelle, and Souilly. The constant advance of the fighting line called for unflagging energy in pushing forward the forestry forces. Several of the camps were thrust into ground newly taken from the enemy, and augmented strength for the timber-handling forces was drawn from the Epinal district. Quartermaster detachments were drawn upon, and broad plans for further penetration of the new ground were under way, when the Armistice called a halt.

November 18th, orders issued for a cleanup of the jobs still operating, and the work was completed three weeks later. The scattered units of the 15th Co. reassembled at the home camp of Chatenois, December 16th, and took up the mundane duty of getting out fuel for the combat troops at ease in the neighboring billets.

Early in January, in accord with established, but later discredited, plans, the Co. was released from duty. On the 12th they entrained for the coast, and three days later reached the billeting area at Boussay, 30 miles south east of Nantes. Two days later they were suddenly shifted to Nantes, where the news was broken that our Regimental priority had been sunk without trace, and several months of A. E. F. duty were still ahead.

From January 18th until May 1st the company toiled on the highways along the Loire, centering in the town of Ancenis, 25 miles above Nantes. Completion of the job was followed by two weeks of drill, and May 13th the unit returned to Nantes and rejoined the Fifth Battalion for the homeward journey.

The Battalion was scheduled for sailing as a unit, but the unexpected development of space in the hold of the transport "Henry R. Mallory" gave the 15th Co. its opportunity, and after a hurried purification ceremony, the unit embarked at 8 P. M., May 17th, 1919. The vessel sailed before sunrise the next morning, and after a wild and stormy trip, docked at Brooklyn May 28th. Two days later the Company officially disappeared from the Army lists, and its members scattered to the four corners of America, after a year and a half of perhaps the most varied military service that ever came to a unit of the American Army. At the front, in the lines of communication, down on the Loire—lumbering, road-building on two continents, in contact with all the service branches, the 15th Co. had its share.





TRACTOR HAULING LOADED LOG WAGONS

# The Sixth Battalion

The Sixth Battalion was ordered organized December 7th, 1917. The formation began at Ft. Meyer, Va., about December 15th, 1917. Some two hundred recruits composed the Sixth at this time. Some were hospital cases left over from other battalions, some were trained men left purposely to whip the new outfit into shape and others were raw recruits from all parts of the country. On December 27th the skeleton Battalion moved to Camp American University, Washington, D. C. On January 1st, 1918, with the arrival of several hundreds of men from the Northwest and the Great Lakes region, the Sixth reached war strength. From that time on the days were filled with indescribable hurry and bustle attendant upon preparations for sailing. On January 22nd came final orders for moving. At 9:30 P. M. under full pack the Sixth Battalion moved out of Camp American University on a hike of five and a half miles through the snow to Ft. Meyer, where we entrained at midnight for New York, reaching that port about noon the following day.

On January 23, 1918, late in the afternoon the 6th Bn. 20th Engrs. together with several Aerial Squadrons and a few miscellaneous troops, 2,300 men in all, went on board the Anchor Line troopship "Tuscania." The following morning we shipped anchor and steamed for Halifax to join the rest of the convoy and reached that port on the morning of the 26th. We dropped anchor in the roadstead directly off shore from the beached "Belgian Relief" and that part of the town devastated by the great fire of 1916. On Sunday, the 27th of January, we left the harbor in company with three other troopships and eight freighters, all led by the American Cruiser "Seattle." The Tuscania was the second troopship in the convoy formation, the Baltic preceding her.

On February 4th, twelve days out, while west of Ireland we were met by eight British destroyers whose presence did much to ease the minds of those who feared a brush with the Germans. On the afternoon of the fifth we had rounded the north of Ireland and were proceeding southward. On either side we could dimly discern the cliffs of Scotland and those of the rocky Irish coast from which we judged we were in mid-channel and about thirty

miles from land. Dusk came early and at five thirty the night was quite dark. Shortly before six—most accounts say thirteen minutes to six—the thirteenth day out of New York, the first troopship carrying American soldiers was torpedoed.

The earliest knowledge we had of the proximity of a German submarine was a decided shock which rocked the big ship from end to end. Simultaneously all lights went out and a deafening crash echoed and re-echoed through the ship. There was no question we had been hit, and so, life belts on, we rushed for our stations. Our boat drills had been perfunctory ones at the best, merely locating the lifeboats assigned and taking our places quickly, but in an orderly manner. Before the crash had died away every man was on his way to his post. The corridors, passage ways and stairways were a seething mass of olive drab streaming for the decks. The rush was devoid of all hysterical excitement. Each man was excitedly cautioning his neighbor to "take it easy," "don't rush," "don't crowd; she isn't sinking"; yet he was using his elbows, feet and hands in regular mess-line tactics to further a speedy arrival at his lifeboat. From the lowest deck—the troops occupied five—to the first cabins, a steady stream of men—and profanity—issued. In ten minutes practically every able-bodied man was at his post. Then we began to take stock and find out what had really occurred. The torpedo had struck us squarely amidships on the starboard side. A great hole was torn in the hull and all the superstructure directly above was reduced to a mass of wreckage. Several sets of davits with their lifeboats were utterly demolished, thus diminishing the chances of getting away safely. From the minute of the explosion the ship began listing to starboard. It became exceedingly difficult to walk on deck, and more than one of the boys on losing his grip on the port rail would find himself sprawled against some of the deck machinery, a keg of rope or even the rail on the lower side.

These ten or fifteen minutes elapsing from the moment we were struck were filled with action. With all indications of a speedy sinking staring us in the face, we worked feverishly to lower the lifeboats and cut away the rafts. Pitch darkness made our work more difficult. Here and there a pocket flashlight came into play.

Later the auxiliary lights were turned on and we could better see what there was to do. The work of lowering the lifeboats proved discouraging. Not only had we lost several, due to the terrific effects of the explosion, which had thrown a sheet of flame and debris two hundred feet into the air, but we discovered the boat tackle in many cases to be fouled or rotted and unfit for use. Some of the first boats we attempted to lower were capsized in midair, spilling their occupants into the icy water. The high seas running and the darkness made the rescue of these men almost impossible. Occasionally we got a boat away in good shape with nothing more serious than sprung planks or missing rain plugs. These difficulties were overcome by bailing with service hats which served the purpose very well. On the port side the launchings were accompanied with another handicap. The *Tuscania* had acquired such a list that we found it necessary to slide the lifeboats down the rivet-studded sloping side of the ship with the aid of oars as levers. In all some thirty lifeboats were launched, and perhaps twelve of these were successful.

After acquiring a heavy list, the *Tuscania* seemed to sink no lower in the water. Of those on board, though, the haste to go somewhere else abated not a bit. With the lifeboats gone together with the rafts, the situation looked none too encouraging. The boys showed few signs of nervousness. Standing there, lining the rail, waiting for the next development, some six hundred of them smoked or talked quietly, discussing their plight. The remarkable part of it all was that they took everything in a matter-of-fact way with a sort of "well, what's next?" attitude. Occasionally a few would sing some little song, indicative of their feelings, such as "Where Do We Go From Here, Boys?" or "To Hell With the Kaiser." The absence of any panic, or effort and time in prayer was notable. A casual observer might, had he acquired a few snatches of the conversation, have thought the latter practice was being indulged in. A closer observer would have revealed a collection of wonderful expressions from vocabularies replete with all the known cuss-words in existence. The objects of the remarks were chiefly the U-boats, the Kaiser, the Germans and the authorities criminally neglectful of the safety of the troops.

With all the lifeboats gone, a general wonder as to the next move was voiced. Suddenly on the starboard, out of the darkness, a tiny destroyer came sidling up to the troopship. With a display of seamanship nothing short of marvelous she approached near enough for the men to be transferred to her deck. Sometimes almost hidden by the roll of the big ship, the destroyer clung to us. Ropes were let over the side and several hundred of the boys went over. When the destroyer was loaded to the limit she steamed away, leaving a few boys dangling to the sixty-foot ropes. It was here that one of our cooks, a two-hundred-pound specimen, surprised us all and no less himself, by climbing all the way up to the deck again. When asked to demonstrate his feat a few days later in our Irish camp, he was unable to climb the height of the rafters in our barracks.

Shortly after the departure of the destroyer-load of troops another one sidled up to us and completed the work of rescue. She, too, was crowded to the limit, but she stayed till every known person on board had been transferred. No sooner had she pulled away when some of the longitudinal bulkheads gave way, admitting the water to the port holds. Slowly the *Tuscania* resumed an even keel. Very low in the water and considerably so in the bow, she floated for another hour. At about ten o'clock, four hours after being struck, she took her final plunge. With a muffled explosion as the water reached her boilers, she gently slid, bow first, under the surface.

During all this time the lifeboats and rafts were drifting helplessly about. It was impossible to make any headway with the oars, as most of the boats were full of water, and there was such a heavy sea that any such effort was useless. In and out among these boats the destroyers raced, looking for traces of the submarine and dropping depth bombs where there were any suspicious indications. Each time one of the "ash cans" exploded the boats would shiver and shake with the concussion. Those men who were in the water were knocked breathless with each explosion, and in a few cases were rendered unconscious.

The noise of the depth bombs, the bursting of the distress and illuminating rockets, together with the reports from the destroy-



er's deck guns, created the impression that a naval battle was in progress. Most of the boys, and they had some excuse for their belief, were sure we were being shelled by the Germans. However, later information convinced us that the submarine had left the vicinity immediately following its successful attack on our convoy.

While the work of abandoning ship was in progress our rescuers were added to by a number of trawlers and smaller fishing boats which helped in gathering in the survivors. These vessels together with the destroyers combed the vicinity picking up men in lifeboats and rafts. Each bit of wreckage was closely scanned on the possibility of there being someone clinging to it. In this way the majority of the living were rescued. A few swimming alone and helpless were left. Darkness and the wide area over which the rafts and boats were scattered made it impossible to find them all. Three lifeboats, each more than filled with its complement of men, were overlooked. Among the first away from the big ship, they had drifted quite a distance before the rescue work had fairly commenced. With no guidance and at the mercy of the wind and waves they drifted aimlessly for several hours and then were dashed upon the cliffs of the Isle of Islay, Scotland. Out of more than sixty men in one of these boats there were but eight saved. It was here that the greater part of our loss was sustained.

A combined search for the submarine and survivors was kept up until early morning by the torpedo boat destroyer and trawlers. When it seemed as though further search was useless they entered various ports of the north of Ireland. The men were landed chiefly at Londonderry, Larne and Buncrana. A few were scattered at various other places in along the coast and also in Scotland. In a week's time we had located our different groups of saved and again resumed some sort of organization. At this time we left for Winchester, England, where we were stationed five weeks. This time was used in getting us supplies of equipment and clothes, of which we had none to spare. Many of the men were dressed in British sailors uniforms, British soldiers uniforms and even civilian clothes. Finally we were made

presentable enough and were permitted to sail for France and take our place so long waiting for us.

Leaving Southampton March 23rd we proceeded a la cattleship to La Havre, France, staying one day. Next we entrained for Angers, the Engineer replacement headquarters. The following three weeks were spent in accumulating equipment and otherwise reorganizing our outfit. Due to the loss of all our records this work took up much time but was finally completed. During these weeks, too, we spent long hours in mastering the intricacies of trench digging, pontoon bridge building, and other war-like occupations. Rumor—with some basis of fact—had it that we were to be placed in the Pioneer Engineers and sent to the assistance of the forces defending Paris on the occasion of the memorable drive of the spring of 1918. However, Headquarters decided that we could better serve by staying with our original plans, so on April 12th we started for the maritime pine districts of the Landes.

On the 13th we arrived at Castets which proved to be the scene of our operations till a month before the Armistice. Here our Battalion was attached to the British Forestry Service. We started operations with three mills. "D" or the 16th Co., operated a 20,000 ft. capacity Canadian mill and "E" and "F" or the 17th and 18th Cos., each operated a 10,000 Clarke mill. The 16th and 17th Cos. mills were right in the outskirts of the town and the 18th Cos. mill about five kilometers outside.

Those months spent on the Spanish Front were replete with the usual events of Army—or Twentieth Engineers—life. Occasionally some Major General would drop around and give us the "so this is Paris" but for the most part we were left alone in our isolation. It was here that the outfit received the nickname of "The Fighting Sixth"—this because of the constant lack of harmony and cooperation evidenced by our commissioned heads. Despite this handicap, the men under the able generalship of Major F. S. Kellog, were able to assist materially in putting a spoke in Wilhelm's wheel. The Sixth was composed of the best men of the country—any of the outfit will admit it—and the spirit of the enlisted personnel was truly remarkable. Their experience on the "Tuscania" had drawn them together such as no other

influence could have done, and that spirit of unity and cooperation was dominant till the last day in France—dominant even in those unforgettable days of the post Armistice injustice imposed on us in the Burnt Area, when nothing short of a miracle would induce the boys to put their whole heart in the work.

When the cut was almost completed in October, the Sixth turned over all mill equipment to the British who continued the work with the aid of several hundred German prisoners of war. The Battalion moved to a new locality some fifty kilometers north, the 18th Co. to Captieux, and the 16th and 17th Cos. to Labrit near by. Here we operated three small mills of 10,000 ft. capacity and one bolter mill. In about a month the work at Labrit was halted by the Armistice, and after another month of cleaning up the whole Battalion concentrated at Captieux in the Burnt Area.

The Armistice had been signed a month but still the work went on—ten hour shifts. Not only did the work go on, but the weeks and months, with little prospects for moving. It was during these days that there were so many fantastic rumors abroad regarding our sailing. One of the most widely known was that the Twentieth Regiment was to build its own transport to return in. The next hearing had it that sawmill machinery was to be utilized for power. A following version related how the Fourth Battalion at Mimizan on the Coast had the keel laid and some of the ribs in place and that bookings for passage were being made. And so it went. Finally, though, we received orders to proceed to Bordeaux and the embarkation camp at Genicourt. We arrived at that receiving camp the 11th of May and embarked on the "Santa Paula" on the 14th, following which we promptly observed that quaint custom of depositing our emergency rations in the Gironde River, a rite grown almost sacred with the departing from the Bassens dock.

After a seemingly unnecessarily roundabout voyage our little steamer sighted the "Old Country." May the 28th, 1919, was the welcome day—the day that so many of us were to see Liberty's face for the last time, for as one lumberjack remarked "She'll have to turn around if she ever sees me again."

## HISTORY OF THE TWENTIETH ENGINEERS

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That same day—the 28th—we proceeded to Camp Merritt, when the last sad adieus were made and the Battalion broken up into detachments bound for far corners of the country—but not so far but what the comradship of the service, the comradship of "The Fighting Sixth" will always exist as one of pleasant remembrances of Over There.



# The Seventh Battalion

The 7th Bn., 20th Engineers, was organized at Camp American University, D. C., January 15, 1918, consisting of three companies (A, B and C) of 250 men each; Headquarters Detachment of 24 men; and Medical Detachment of 16 men. The personnel came from all sections of the country, the battalion at one time having men from 47 states as well as Alaska and Hawaii territories. The states of California, Pennsylvania, and Montana were in the majority in about equal numbers; there was also a heavy representation from the other northwest states, from the Carolinas and Tennessee, and from the southwest. As soon as A and B Companies were organized they were sent to Belvoir on the Potomac, now Camp Humphries, Va., where they suffered discomforts equal to anything they later endured in France. In the meantime C Company was filled up. About February 1st, Maj. C. E. Clark of Wilmington, N. C., was placed in command; A and B Companies moved back from Belvoir, and the time was spent in drill and preparation for overseas service.

On the afternoon of February 15th the battalion marched through the streets of Georgetown, crossed Aqueduct Bridge just below Ft. Myer, and entrained at Rosslyn, Va. The unit at that time had 20 officers and 777 men. The following morning the outfit detrained at Jersey City, were transported by ferry to Hoboken, and marched on board the "Pastores," formerly a "banana boat" in the Central American trade, but destined to make more trips to France with troops than any other vessel. In addition to the 7th Battalion we took over two companies of replacements for the 1st and 2nd Engineers.

The transport dropped down the bay on the 16th, and on the 17th began the voyage across the Atlantic in company with seven other transports convoyed by the cruiser "Huntingdon." The crossing was made by the southern route and fine weather was enjoyed during the entire voyage, which was without incident with the exception of a submarine scare on March 1st. We were always of the opinion that we accounted for a U-boat but this was never confirmed.

On the morning of March 4th, the convoy entered the port of St. Nazaire, the unit debarking and marching in the rain to Camp

No. 1, where we soon formed an acquaintance with vin rouge and "Woodbines." The former acquaintance ripened into a warm and lasting friendship. After a few days we received orders to the effect that the outfit was detailed for duty with the French Army, and on March 12th made the journey by rail to the stations we were to occupy for eleven long months. At Tours, B Company left us, going to Blois, Loire et Cher, where they made camp in the center of the Foret de Russy, a few miles south of the city. This was to be the scene of their labors until late in the summer, when they moved camp to the village of Mont, on the railway southeast of Blois.

Headquarters with A and C Companies proceeded to Chateauroux, Indre, where the two former units detrained, C Company going on to the village of Ardentes, 13 kilometers southeast. A Company marched to the tiny village of LePoinconnet, 5 kilos south of Chateauroux on the northern edge of the Foret de Chateauroux. Company C established camp just west of Ardentes on the eastern edge of the same tract—a fine forest of oak and beech easily accessible by roads maintained by the French forest service. Headquarters Det. remained in Chateauroux, a city of some size; after being quartered a few days at the French Artillery Caserne, headquarters was established in a vacant wing of the Hotel Ste. Catherine, and was maintained there until about June 1st, when it was moved to the sawmill camp south of the railroad yards. At this time we were the only American troops in this vicinity with the exception of Base Hospital No. 9, on the eastern outskirts of the city.

Logging operations were started almost at once, and by the end of May the sawmills were in operation—that of Co. A at Chateauroux, Co. B at Mont, Loire et Cher, and Co. C at Ardentes. Each company had two 5M ft. bolter mills, and during most of the time up to the armistice these were run day and night. A keen rivalry developed between the shifts at each mill, and between the three companies, some extraordinary cuts were made. One company hung up a record of 64,000 board feet of lumber and ties on a 5M mill with 48 inch circular saw, in  $10\frac{1}{4}$  hours.

*THE WEST TRAIN-  
LOAD OF TIES FROM  
MIMIZAN  
TO THE FRONT.*



*CALLING GERTIE  
CAPTURED FROM  
THE GERMANS IN 1914  
AND TRANSFERRED TO  
D. C. F. 505 AEF*

*OFFICERS QUARTERS  
11<sup>TH</sup> & 43<sup>TH</sup> COS.*



*COMPANY STREET  
SHOWING THE TENTS  
FURLED DURING  
THE "FLU"  
EPIDEMIC.*



10TH ENGINEERS MILL AND YARD AT MORTUMIER

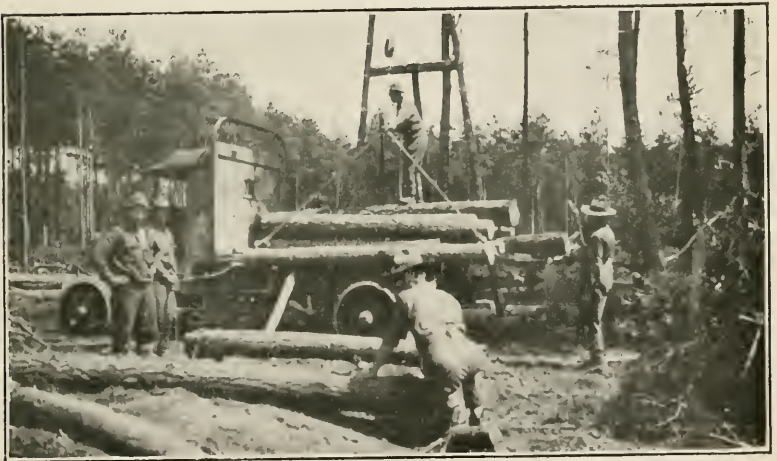


VIEW OF THE MILL AT CHEZ COULGOUTURT





THE 6TH BATTALION MILLS AT CASTETS, LANDES  
The 17th Co. mill in the foreground and 16th Co. mill in the background.



LOADING MOTOR TRUCK WITH JAMMER



BARBERSHOP AT TONGAREVA - TONGAREVA IS.



41ST INF. MILITARY ARTS ON GIERTUNG ISLAND.



NEXT!



AFRICAN BILLIARDS.



MUSIC WITH DRUMS.



"TEN-NONE!"



CHICKEN-PARIS!



STREET SCENE - TAHITI.



MOHIAN BEACH, JULY 4<sup>th</sup> '16.



CLUB ON THE "BERG" AREA!

# OFF DUTY.

## HISTORY OF THE TWENTIETH ENGINEERS

While the mills were kept going at full capacity, the output going to the French Army at the front, numerous other tasks were assigned to the battalion, from handling steel rails at Montierchaume after the 11th Engrs. left for the front, to setting caterpillar tractors and tanks at Gievres, (and the army never found a job at which the 20th Engrs. did not make good.)

On August 1st, Maj. Clark was sent back to the United States and Capt. H. A. Maas of Company A was placed in command of the battalion, the work going on with uninterrupted vigor. After the armistice the night shifts were discontinued and the strain somewhat relieved. Early in January orders were received to be ready to sail about February 15th, and the battalion was released from duty with the French Army February 1st. The powers that were, however, decreed that the outfit should remain in France to help rebuild and repair roads worn out by American Army transport, and after a few days of "grouching" the men fell to their new and unfamiliar task with the same energy and spirit which had distinguished their former efforts. A and C Companies remained at their stations; B Company was moved by truck from Mont to Vendome, Loire et Cher, on the main road from Tours to Paris, and Bn. Hq. was established in a chateau opposite the ancient church at Vendome February 12, 1919, just eleven months after their arrival at Chateauroux. Capt. Maas was appointed district officer in charge of engineer work in that vicinity. In addition to B Company a company of the 816th Pioneer Infantry was placed at his disposal.

At this time the 6th Cavalry moved into the Caserne Rochambeau at Vendome, and we were given the task of remodeling this old French cavalry post for them. The old mangers and stalls were torn out and replaced, a complete water and electric lighting system was installed, kitchens, mess-halls and bath-houses built, roads resurfaced, in short it was made a model post capable of quartering 2000 men and their mounts.

Late in April we were notified to be ready to move by May 1st, and on May 5th entrained for the first leg of the journey home. The battalion was reunited at Tours—the first time in fourteen months that they had been together, and proceeded to

## HISTORY OF THE TWENTIETH ENGINEERS

Nantes. Detraining there the battalion marched to the billeting area of St. Sebastian on the outskirts of the city. Here ten pleasant days were spent—looeys and sergeants drilling their platoons, company clerks feverishly preparing reports and rosters, the rank and file making the most of the beautiful weather—playing baseball (it might be well to mention that B Company's team never suffered a defeat in France) and swimming in the river. It was here that little Gemes Economou was drowned on the eve of going home after fifteen weary months in France.

On the morning of May 16th the outfit moved by train to St. Nazaire, going through the cootie mill that afternoon. The next afternoon we marched to the docks and embarked on the "Kroonland," dropping down the bay soon afterward. The voyage was without incident; on the morning of the 29th the shores of the U. S. A. appeared over the horizon, and before noon we had passed the Statue of Liberty and debarked at Hoboken. The battalion went by ferry to Jersey City and by train to Tenafly, whence we marched to Camp Merritt, which seemed a paradise in contrast to overseas conditions. That night came another session with the cootie mill; the following day began the dispersion of the unit into casual companies bound for discharge camps in various sections of the country, amid much exchanging of addresses and many heartfelt farewells. As we had more men from California than any other state, the battalion itself was sent to the Presidio at San Francisco, where it was mustered out June 15, 1919. Thus ended the military career of the unit, but the memories of its service in France, and the friendships made among its members will never be forgotten.



# The Eighth Battalion

Organization of the Eighth Battalion was commenced about January 20th, 1918, replacing in training-quarters the Sixth, who left Washington January 22nd for their ill-starred voyage on the "Tuscania." Recruiting brought the Eighth to strength within a few weeks, but recurrent outbreaks of mumps, measles and scarlet fever made constant replacements necessary, most of them being drawn from the Tenth Battalion, which was then serving as a Depot organization. Just before leaving American University Camp about 60 replacements were drawn from the Tenth, so that the Eighth was but loosely organized when it started for France.

The Battalion left Washington February 25th, 1918, with 22 officers and 797 men, and boarded U. S. S. "Mount Vernon," formerly the German liner "Kronprinzessin Cecilie" the next day. February 27th they sailed for France, arriving after an uneventful voyage at Brest, March 10th. The following day they disembarked and marched to Pontanezan Barracks, which had previously housed our Third, Fourth and Fifth Battalions.

After four days of rest and drill the outfit was split into its component parts. Battalion headquarters and Co. D were sent to their assigned districts in the Loire Valley; Co. E to the Landes, far to the south, and F to the Swiss border. Unlike most of the Forestry units, the companies were never re-united, and the Battalion, as a military organization, ceased to exist, except on paper.

Co. D, later renamed the 22nd Co., left Brest with the Headquarters Detachment, and proceeded to their assigned station, La Mallardais, near the town of Le Gavre, in the lower valley of the Loire. For four days the outfit assimilated the climate, billeting in pup-tents on an oozy field. With the arrival of engineering equipment, construction was started on a mill of 10,000 capacity, and logging commenced with horses and tractors. Headquarters was removed to Bauge, in which a new district organization was established, including the operations at Le Gavre, Rennes, Marchenoir, and several smaller camps.

May 3rd a force of 100 men of the 22nd Co. were detached for duty with Co. A of the Tenth Engineers; 50 were sent to Chambord,

Loir-et-Cher, and the rest to Lambel-Camors, Morbihan. The Le Gavre camp was retained, and the mill operated, until after the Armistice, the only important changes in the Co. personnel being the dispatch of 60 mechanics to the Epinal District, where they became a part of the Forestry unit attached to the First Army, operating in the St. Mihiel and Argonne areas.

Sawing was completed at Le Gavre December 22nd, 1918; four weeks later the 22nd Co. moved to the camp of the 23rd Co. (D of the Fourth Battalion), at Marchenoir, where homecoming preparations were commenced. As with every other Forestry outfit, these plans were spurlos versenkt, and the 22nd were ordered to Blois for road work.

February 8th the unit commenced work on five hundred kilometers of highway, with a set of stone crushers and 500 German prisoners as the principal equipment. After completing 300 miles of metalled road, half the Co. were ordered to Paris to complete the construction of the "Pershing Stadium," which had been started by French civilian labor. The civilian force had struck for better terms, and the job was completed by American troops, most of whom, under the priority plans of the Secretary of War, were overdue at Hoboken.

The 22nd was reunited early in June, and sent to LeMans, whence they proceeded to St. Nazaire June 13th. Two days later they sailed for home on the transport "Texan," and arrived at Newport News June 29th, 1919. There the outfit was dissolved.

To take over part of the burden placed upon the earlier Forestry troops in the Landes, Co. E was ordered south from Brest. A three day trip down the Biscay coast, through Brittany, Vendee, and Gascony, brought them to Labouheyre, a railroad center in the heart of the pine woods. The unit was here divided, half the Company going eastward to Mont-de-Marsan, the remainder, with the company organization, joining their lot with the Fourth Battalion in the coastal dune region.

The latter detachment made camp in March in the center of one of the largest unpeopled tracts in France, on the once-a-week railway, 8 miles north of district headquarters at Mimizan-les-Bains, and but two miles from the shores of Biscay. The ubiquitous

French forester who patrolled the region assigned the name Pendell to the new settlement, though where he got the name is one of the unsolved mysteries of the War.

The detachment erected an American mill of 10,000 rated capacity, and logged a difficult area of maritime pine. The operation called for extensive narrow-gauge railway development, the yielding character of the unprotected sands making long skidding, trucking or wheeling impracticable.

In common with the other units of the Mimizan district, Co. E, now the 10th Co., struggled through a memorable summer. The intense heat of the Midi, aggravated by insufficient food, and punctuated with a disastrous visit of the flu in August, was a severe test of morale. The advent of fall weather was no where more eagerly welcomed, if only for the restoration of the long-forbidden privilege of smoking on the job.

The other detachment of the 10th Co. was assigned an operation near the Department capital, Mont-de-Marsan, within the Dax (First Battalion) control. They also worked in maritime pine timber, but of a less gnarled and windswept nature, and on firmer ground than the quartz sand dunes of the Mimizan neighborhood.

After the Armistice the company wound up their affairs and moved mills and barracks bags to the Pontenx Burnt Area, where, in January, 1919, they became units in the great cleanup campaign undertaken on the hypothesis that "Lafayette, we are still here." Four weary, muddy months brought the big job to completion, and the 10th Co., now attached to the Tenth Battalion organization, prepared for a change of scene.

After undergoing the usual ordeals, the outfit boarded the transport, "K. I. Luchenbach," in company with most of their fellows of the Burnt Area, May 16th. The crossing was made at freighter's speed; Hoboken finally received her due June 1st. The unit was ferried to Alpine Landing, on the Hudson, and hiked to Camp Mills, where the war was officially found to be over.

Co. F, having left Brest in the accept 40-Hommes fashion March 11th, traveled eastward and upward for three days and nights, finally reaching the border Department of Doubs, in the

Alsation Alps. The Co. detrained at the village of Etalons, from which, four days later, half the unit detached themselves and pushed on to the hamlet of Maison du Bois, where they made permanent camp. This detachment held the distinction of being the nearest American unit to neutral soil, the camp being less than two miles from the Swiss boundary.

The locality was highly attractive, abounding in natural beauty of flowers and trees, at an elevation of 3000 feet. Both halves of the company held their original stations through the summer and winter of 1918, conducting their mill and woods operations until orders came to prepare for home and mother.

The first westward move was made April 28th, when the Maison detachment returned to Etalons. The reunited Company drilled and waited until May 21st, when they crowded into trucks, ambulances and jitneys and started for America overland. Passing through A. E. F. Headquarters at Chaumont, they brought up at Rimincourt, pushing on to Le Mans four days later.

June 1st the outfit rotemarched to Laigne for a week of final preparations. On the 10th the last stage of French journeyings was covered, and five days later the Company sailed from St. Nazaire aboard U. S. S. "Tiger." Sixteen months to a day since leaving the shores of America the 24th Co. landed at New York. July 1st saw the final dissolution of the organization.





# The Ninth Battalion

The Ninth was the latest of the original Battalions of the Twentieth to form, its primary organization occurring in February, 1918. Both the Seventh and Eighth departed from Camp American University during the latter part of February, leaving the Ninth and Tenth, and the three auxiliary Road and Bridge Battalions, to divide the recruits, then arriving steadily in large contingents from all parts of the nation. The Ninth reached authorized strength early in March, and was rapidly equipped and trained. Earlier difficulties in obtaining troop and engineering supplies had been largely overcome, and the Battalion reported ready with a minimum delay. After the customary inspection the outfit entrained for "An Atlantic Port," March 27th, and sailed two days later aboard the crack transport "Northern Pacific." Despite the increased submarine activity, the voyage was unmarred, and the convoy reached Brest April 8th.

Upon arrival the Ninth Battalion was scheduled for duty in the Jura Mountain region of eastern France, and proceeded to report for assignments to the Besancon Forestry District, under the administration of the Second Battalion, Tenth Engineers. Upon the advent of the Ninth, a new district was created, with headquarters at La Cluse, later removed to Bourg, the capital of the Department of Ain, in the valley of the Saone. The region abounded in dense stands of softwoods, chiefly fir, and its exploitation marked the widening of American Forestry activities toward the largest territory in France as yet untapped.

Like nearly all the Battalions, the Ninth was due for its share of separations. Co. A, later the 25th Co., was detached from the organization and sent to the Epinal District, where they became one of the many units of the extensive force operating within range of enemy raids in the Nancy sector.

Companies B and C, later styled the 26th and 27th, remained with the Bourg District, constructing and operating mills at Mouthe, in the Doubs, and Murat, Cantal, and developing camps at Oyonnax, and Brenod, Ain. The mill at Mouthe was of 20,000 capacity, and during its run piled up some enviable records. The Murat mill was rated 10,000.

In June the district was reinforced by the addition of the

49th Co. (D of the 43 Engineers) who took over the operation at Muray, the 26th concentrating at Brenod. Murat was so far distant from Bourg—upwards of 150 miles—that administration presented increasing difficulties, and the situation was met by creating another new district, with the headquarters organization of the Fourteenth Battalion (43rd Engineers), in control. The new offices were established at Le Puy.

After the Armistice all of the companies of the Ninth were included in the list destined for Burnt Area service. Headquarters was not included in the orders, their organization being transferred to Besancon, replacing the Tenth Engineers, Twelfth Battalion, who started for home by right of seniority. The operations of the Bourg district were included in the Besancon field, and Ninth Headquarters undertook to close out a total of fourteen camps—nine of Besancon and five of Bourg.

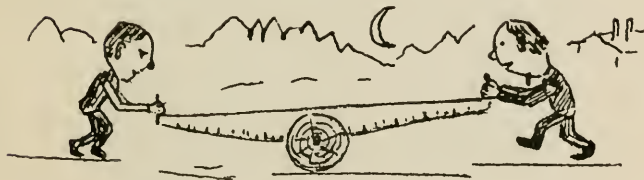
January 15th, the 26th and 27th started on the long trail to the Landes. The change of scene was complete. From the snow-clad foothills of the Jura Alps to the swampy sedges of Gascony, a three day journey through mountains, upland and valley—and at the end, a dismal prospect of weary months, toiling in bottomless mud. The 25th rejoined their comrades on the job, and for nearly four months, while the bright minds of the world wrangled problems of reconstruction, the Burnt Area crew settled one specific problem beyond danger of resurrection.

The job finally reached conclusion early in May, and the units started homeward, sailing from Bassens for Hoboken and Camp Merritt and Home, aboard the "K. I. Luckenbach," May 16th, 1919.

Co. D of the 43rd, the 49th and fag-end company of the Twentieth, reported to the La Cluse-Bourg District, Ninth Battalion, and were given charge of the Murat operation, in the upper valley of the river Allier, in south central France. Here they operated a McDonough sawmill of 10,000 rated capacity. The region was rich in timber resources, and its importance led to the establishment of a new Forestry district at LePuy, sixty miles to the east, with Fourteenth Battalion Headquarters in

control. At the cessation of hostilities several new camps were in progress of development in the neighborhood.

Upon release from the Le Puy District the 49th Co. was sent to join the assembled Forest troops in the Landes, and spent the spring in road repair details around Pontenx and Labouheyre. After the Fourth Battalion left for home, early in May, the 49th took over the job of liquidating the American mills in the Dax district, as well as at Pontenx, Mimizan and the Burnt Area. Sale of the bulk of equipment remaining to French railway interests closed the need for garrison functions, and the scattered details started for the States, leaving only a forlorn rearguard, and warped and silent shanties, to recall to the Landais villagers the boom days of '17-'19.





TYPICAL MUDDY ROAD, CIEZ COULTURE

# The Tenth Battalion

The Tenth and final Battalion of the Twentieth Engineers was formed in December, 1917, to function as a Depot unit for the earlier Battalions. For three months it served as a halfway station, between the recruit barracks, Walter Reed Hospital, and the outfits destined for immediate embarkation. During this period its personnel changed constantly, and it was not until the Ninth left for France, March 26th, 1918, that the Tenth was seriously organized as an overseas Forestry unit.

Six weeks of drill, equipping and waiting, in about equal parts, and the rearguard left Camp American University May 8th, sailing from Hoboken two days later aboard the "Pastores," which had already conveyed the Seventh Battalion across. On this voyage she joined a large convoy of 13 transports. The impetus given troop movements by the German drive was manifest in every phase of the trip. No subs were encountered, though the convoy came in for a thrill when an unwary whale poked his periscope over the surface, and became an immediate and total loss.

The convoy anchored in Brest harbor May 23rd, and the Tenth Battalion were lightered ashore the next day. The customary but entirely misnamed rest camp at Pontenezan sheltered them for a week, while plans were completed for their movement to permanent stations. As with most of the Forestry units, the outfit was split up, Co. F being ordered to the Epinal district, under Second Battalion Headquarters, while the remainder of the Tenth were assigned a new district, with Bourges, in the center of France as headquarters.

Like the Third and Fourth, the Tenth Battalion went overseas with considerable extra strength. The attached men were designated as casuals, and were to be employed as replacements in earlier Battalions. While at Brest the extra men, 96 in all, were assembled and attached to Co. D, with whom they remained until July. Their further adventures were varied; from one outfit to another they drifted, always with that dazed atmosphere that clings to a confirmed casual. The entire group were transferred to the Sixth Battalion in July; the majority of them were almost immediately sent out on detached service, nearly all the

Forestry camps in the Landes region receiving a quota. About forty were finally transferred into the 11th and 12th Co.s, north of Mimizan, on the Coast, but retained their traditional luck by being held on detached duty with neighboring operations until after the Armistice. Of all the veterans of the Twentieth, the orphan 96 must surely be accorded the Fourragere de S. O. L. avec palme. Always going, coming, or there; and there meant the worst details, the slimmest chances for leave, the leakiest tents; no chance for stripes, castles or wheels; no mail from home for months on end.

May 29th, 1918, Tenth Battalion Headquarters and Co.s D and E left Brest for the Dept. of Cher. The headquarters detachment took up quarters in the ancient city of Bourges, with the companies deployed for duty in neighboring oak forests.

Co. D, soon to be renamed the 28th Co., arrived at their permanent station May 30th, 1918, at the village of La Celle Bruere, Cher. The first night was spent in a military manner—pup-tents in the foreground. Camp construction and logging occupied the first two weeks. June 14th the first carload of mill machinery arrived, and by dint of day and nightly exertion the first board from the 20M capacity American mill was sawn June 29th.

From the first the operation presented difficult problems. In July the unit was required to rebuild the ancient bridge spanning the Cher, the required timbers being brought over a thirteen mile haul. At all stages of logging activities, the French regulation requiring trees to be felled even with the ground worked trouble, the oak stand running unusually heavy to swelled butts.

As Fall set in, the injudicious location of the mill site and camp became apparent. The locality was low and undrained, and at one time camp and mill were flooded.

In August a detachment of 29 men were detailed to operate a French sawmill at La Ferte St. Aubin, Loiret, with a force of 220 civilians. The trials and temptations of this unit were legion. The only available interpreter in the outfit was the cook, and his leisure moments were in more frequent demand than supply.

The strength of the La Celle operation was increased, early in

August, by the arrival of the 13th Service Co. After the Armistice the demand for fuelwood in the northern camps necessitated further increase in the force, and Co.s B and C of the 347th Labor Battalion arrived December 21st.

Apart from cessation of timber felling, the Armistice made no change in the program for the 28th Co. It was not until March that working hours were reduced from ten to eight. The mill was shut down late in January. From that time until the first of May fuel production occupied all hands. The final duties at La Celle Bruere included the repair of about 40 miles of highway.

Memorial Day, 1919—exactly a year from the Company's arrival—the outfit entrained for Le Mans, where for ten days the formalities designed for fitting soldiers for ocean trips occupied the time. The next move was to Brest, whence the 28th and 29th Co.s embarked June 23rd aboard the battleship "New Jersey." The voyage, unmarked by speed or incident, ended at Newport News the 4th of July. Two days later final inspection was held in the torrid Virginia sun, and the 28th and 29th Co.s, 20th Engineers, stepped out of the Army lists into history.

The 29th Co. had been assigned an operation at Chenonceaux, some twenty miles east of Tours. A separate woods camp was established in the Foret de Amboise, several miles from the mill. Logging and sawing were carried on steadily till late in January, after which fuel production continued until the ubiquitous road work fell due. The outfit drew as its quota a radial group of highways east of Tours, and labored until the first of June, when departure was ordered. They left Chenonceaux June 3rd, and joined the 28th for the homeward trip.

Company F left Brest June 1st, 1918, under orders attaching them to Second Battalion Headquarters at Epinal, in the Vosges. A three day trip in third-class cars brought them to their permanent station, the village of Cornimont, in the valley of the Moselotte, about twelve miles south of Granges, where Co. D of the Second Battalion was operating.

The first day in the new camp had its thrills. A bevy of enemy planes hove into view, and were greeted with a fusillade of A. A. fire from batteries surprisingly nearby.

While construction of F Co.'s new 20-M mill was under way at La Bresse, nine miles above Cornimont, half the outfit were detailed to Granges, where they assisted the 4th Co. until August 2nd. The mill of the 6th Co., as F was later designated, was completed June 29th. A night shift was commenced two weeks later.

Reminders of the proximity of the enemy lines—eight miles—were frequent. Almost daily visits of German planes, and constant clamor of artillery, were supplemented by the passing of combat troops to and from the lines. This sector was held by the French most of the time, though several American divisions, the Sight-seeing 6th, the 35th, and 88th, were present for short periods.

Late in August the unit was reinforced by a company of the 517th Service Battalion. September 1st a small detachment was sent to operate with the First Army Forestry Force near Verdun, where they served until after the Armistice.

The mill operated until December 24th. Ten days later the mill and woods force returned to Cornimont, where the yard and shipping detail had been stationed. A week of cleanup details, and the outfit bade farewell to the Vosges and entrained for their second hitch of Forestry in the Burnt Area of the Landes, whither their old Battalion Headquarters had already reported, accompanied by Co. G (31st Co.). From this time on the 6th Co. remained with their original organization, leaving the Burnt Area for the neighboring camp at Lake Aureilhan May 9th, and for Bordeaux the 13th.

Company G of the Tenth Battalion, the 31st Co. as finally known, was of unique origin and composition. As the records of the Chief of Engineers express it, the Sixth Battalion was authorized to be increased by one company, June 4th, 1918, and this company was transferred, upon organization, to the Tenth. As a matter of fact, the company was an outgrowth of the New England Forestry unit, a civilian group operating in Scotland, whose activities are narrated elsewhere in this volume. Upon completion of their tasks in Britain, the members of the unit were given the option of returning to the States or enlisting direct in



## HISTORY OF THE TWENTIETH ENGINEERS



THE MILL AT LA BRESSE, IN THE VOSGES, JULY 8, 1918  
This operation was frequently under enemy fire.  
(U. S. Official.)

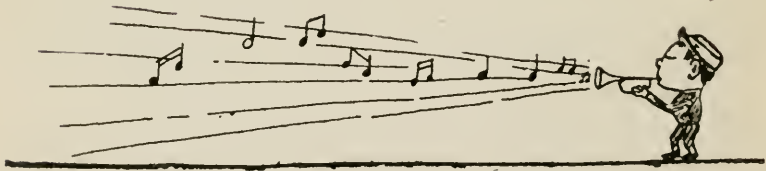
the A. E. F. Of the number who elected to enlist, sufficient chose the Twentieth Engineers to form a Forestry Co.; four men were commissioned in the Regiment, and 87 were enlisted.

The new unit was sent to Winchester, in southern England, for training and equipment. Here they spent two months; started for France August 23rd, 1918, via Southampton and Cherbourg, and reached the Bourges (Tenth Battalion) District August 27th. For three weeks the unit was attached for duty to the 28th Co., at La Celle Bruere. As soon as equipment arrived, they were assigned a lumbering operation at Coulevre, Dept. of Allier, and there they served until after the Armistice.

The exploitation of the Pontenx Burnt Area, in the Landes, was of particular moment to the Tenth Battalion. Headquarters, located up to this time at Bourges, and the 6th and 31st Companies, drew season tickets to the attraction. In fact, Tenth Battalion\* Headquarters was made the controlling organization

of the combined Districts of Pontenx and Mimizan, with Major P. E. Hinkley in command of a force consisting at its maximum of seventeen companies.

The bulk of the Burnt Area force, including Tenth Headquarters, the 6th and 31st Companies, left the Landes May 13th for Bordeaux, and embarked May 17th aboard the transport, "K. I. Luckenbach." They landed at Pier 8, Hoboken, June 1st, 1919, ferried to a landing on the Hudson, and hiked the intervening eight miles, fullpack, to Camp Merritt, whence the last stages of musterout were put in action.





S.S. "TUSCANIA"



THE GRAVES AT KINNABUS, Oa.



CEREMONY AT KILNAUGHTON



KILNAUGHTON BAY  
(Soldiers' graves in center of photo.)



THE GRAVES AT PORT CHARLOTTE



NINTH BATTALION LOGGERS



25TH Co. CAMP IN THE VOSGES

# The Forty-First Engineers

(Thirteenth Battalion, Twentieth Engineers)

Plans for the formation of an auxiliary battalion of the Twentieth Engineers were perfected in December, 1917, and organization was commenced at Camp American University, D. C., early in January. As planned, the duties of the new unit were principally the building of roads and bridges necessary for production and delivery of forest products. Recruits arriving at Washington were assigned, and executives appointed, with this scheme in view.

The unit was organized as a separate Regiment of Engineers, with four companies, and an authorized strength of 28 officers and 1024 men. Its training period was brief, and interspersed with construction duty at the new Camp Humphreys, Va., 20 miles south of Washington. The windup of this period came Sunday, February 24th, 1918, when the outfit formed and started down Massachusetts Avenue for the waiting troop-train. Despite the usual military secrecy of the movement, a brigade of Washington damsels happened around, with a display of sentiment that would have justified the assumption that Hearst had put out a Special Edition on the event.

At 8 the morning of the 26th, the Regiment sailed from New York Harbor aboard the giant transport "Olympic." The third day out a convoy of three American chasers attached themselves. The trip proved exciting. On two occasions submarines were encountered. The first, March 1st, was supposedly sunk. The second, which attacked three days later, in plain view of the troops on deck, was sunk by a depth bomb.

The outfit landed at Liverpool March 5th, and entrained at once for the American restcamp at Winnaldown, Winchester. By unusual luck the men were accorded an opportunity to visit historic points about Winchester—the Cathedral and ancient Saxon ruins.

March 10th the journey was continued. Crossing the channel from Southampton, the 41st arrived at LeHavre, and went into rest camp for the second time. The next day they started into the unknown interior, crammed into the famed "Hommes 40s." After the usual jolts, the usual diet of bullybeef and hardtack,

the usual complaints over whose feet were on your chest the night before, and the usual pointless orders not to get out of the car, Headquarters arrived at the village of Bricon, in the province of Haute Marne, twenty miles from Chaumont G.H.Q.

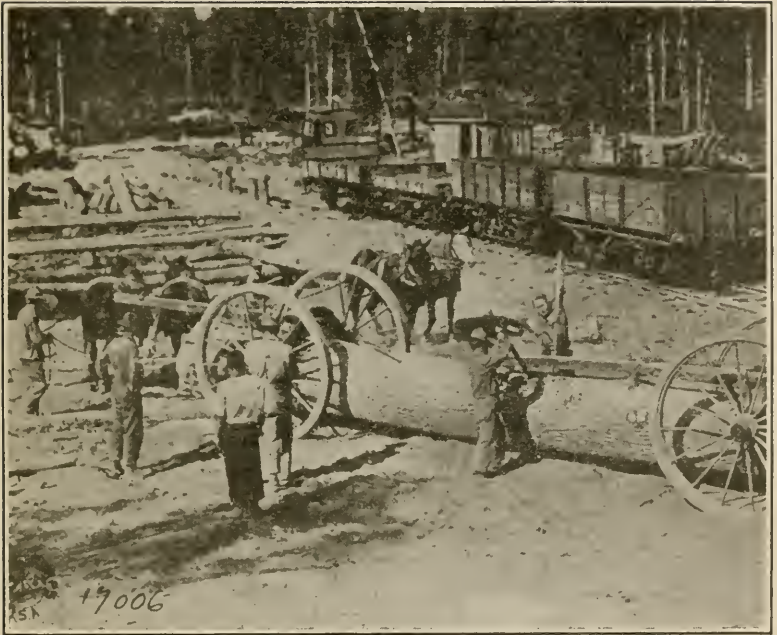
For two weeks the detachment was the center of attraction for the inhabitants of Bricon, as they were the first Americans stationed there. By this time their permanent duties had been mapped out. The operation at Eclaron, Haute Marne, conducted by the 5th and 8th Companies, had assumed sufficient importance to be directed as a separate district, and 41st Headquarters was assigned to the new administration.

In the meantime Co. C, which was later styled the 40th Co. of the Twentieth Engineers, was also sent to Eclaron, and added to the working force of the camp. By this time the original plans for employment of the 41st as a road battalion had fallen through completely, and all its units had merged with older forestry establishments.

Co. A (the 38th Co.) was attached to the Second Battalion, Epinal District, and arrived April 8th at Chatenois, 10 miles east of Neufchâteau, where they were at once added to the force of the 15th Co., logging and operating a French mill. From this time on to the Armistice the adventures of the 38th and 15th Companies were shared in common. 80 men of the 38th were sent to Hortes, 20 miles east of Langres, to assist the 15th detachment operating a camp and native mill. A further mixed detail took over a French mill at Lamarche, Vosges, June 12th, and a smaller force opened a tie camp at Merrey, Haute Marne. Both camps were abandoned in August, and the forces moved to Gironcourt, where an American mill was built, with a capacity of ten thousand board feet.

Sweeping changes occurred August 28th, when the 38th and 15th were relieved from duty in the Central or Chatenois area of the Epinal District and moved to the First Army Area in the Toul sector. From this time on the duties of the outfit were of a mobile nature. All through the region, covered by the First and Second Army operations, small camps were run, in some cases supplemented by portable mills. The 38th were represented at





THE MILL AT FCLARON

This operation was conducted successively by the 5th, 8th and 40th Companies.

most of the 14 camps, including three in the Argonne Forest.

It was during this period that the most tragic incident in the career of the company occurred. Captain Harry E. McPherson, who was in charge of the mill at Ippecourt, near Souilly, undertook a reconnaissance of newly-won ground with a view to moving camp forward as soon as the lines were advanced. Accompanied by Lieut. W. A. Fair, medical officer attached to the unit, and a Sergeant, the Captain traversed a clearing exposed to the enemy lines. A burst of machine gun fire opened, and the Captain fell mortally wounded. Lieut. Fair hurried to his assistance, regardless of the fusillade, and met death at his side. A determined stand by the Germans made the spot a no man's land for several days; when the ground was finally won the bodies had been interred, and their location could not be determined.

For Lieut. Fair's bravery he was awarded a posthumous Distinguished Service Cross—the only such decoration accorded a member of the Twentieth Engineers, and the only decoration awarded for other than executive service.

The memory of Captain McPherson and Lieut. Fair is revered by the veterans of the Company. The Captain had served with the 41st since its inception, and is remembered by those he led as a man of honor and ability.

Upon the cessation of fighting, the 38th was gradually brought together, and resumed company organization at Bains-les-Bains, Vosges, about the middle of December. Here they resumed routine work, and busied themselves at fuel production. Early in April they journeyed to Tours, and served for two months on miscellaneous assignments, including convoy duty. Early in June they moved on to LeMans, accompanied by the 39th (Co. B of the 41st), and sailed from St. Nazaire the 14th, on the transport "Texan," which also carried the 22nd Co., Eighth Battalion. They landed at Newport News the 26th.

The 39th Co. was attached throughout to the Dijon District, under the Third Battalion administration, in the Department of Cote d'Or. Immediately after striking inland from LeHavre, the outfit reported at Vanvey, to assist Co. E of the Tenth Engineers at that operation. Here they labored until the timber

available was exhausted, in July, when the force removed to St. Julian, 8 miles north of Dijon. The mill was rapidly built—a 20,000 capacity McDonough—and logging started on a large scale. The strength of the operation was increased to 600 by the addition of the 47th Co. Shortly after the Armistice the 36th Co., as E of the Tenth was now designated, left for home, and in April the 39th started westward, and rejoined the 38th Co.

Co. D (the 41st Co.), underwent a totally different course. From LeHavre they proceeded direct to the Landes region in the south, arriving at Pontenx March 15th, for duty with the First Battalion, Tenth Engineers. At first the unit was split up. Half the company joined the 33rd Co., assisting at their logging camp on Aureilhan River for a month, then transferring to the mill on the lake. Early in August the detachment was moved eastward to the hamlet of Sore, where they built a new mill.

In the meantime the other detachment had been detailed to reinforce the Bourricose detachment of the Tenth Engineers (32nd Co.) operating a 20,000 mill two miles east of Pontenx. September 14th the Bourricose camp was turned over to the 41st intact, and 32nd relieving the Sore outfit.

Though dangerously handy to the Burnt Area, the 41st drew a blank, and stayed on at their own camp until released from overseas duty in May. They sailed aboard the "K. I. Luckenbach," May 17th, and were mustered out at Camp Merritt early in June.

Headquarters Detachment conducted the Eclaron District until its abandonment, then shifted to St. Dizier, whence they started in May, 1919, for Brest and Home.





LOAD OF LOGS, CIEZ COULOUTURE

# The Forty-Second Engineers

(Fourteenth Battalion, Twentieth Engineers)

Of all the Engineer troops incorporated in the Twentieth Regiment, perhaps the least-heralded and least-known was the second of our three original auxiliary Battalions, the 42nd Engineers. While their sister units, the 41st and 43rd, were retained as Battalions of the Twentieth, and continued as units, though widely scattered, the 42nd was not accorded even this recognition, and the historian must speak of them only in terms of what they were before their regimental colors were retired. The 42nd drilled and trained and went to France as a unit, but their personnel came back as separate and orphaned companies. To their credit be it said that no members of the Forestry Regiment brought back better records or a higher morale.

Organization of the 42nd was commenced early in March, 1918. Like the 41st and 43rd, the unit was primarily intended for road and bridge work in connection with overseas forestry operations. It was with this in view that officers were assigned and noncoms advanced. Even before organization was begun, it was apparent that separate units for such duties were neither necessary nor practical, but the knowledge was not stressed, through some hitch in military channels, and it was not until the Regiment arrived in France that the revised program was made known to its executives.

After a brief but intensive period of preparation, the unit left Camp American University at 5 P. M., May 8th, 1918. At 11 the next morning they boarded the transport "Abraham Lincoln," and sailed the next afternoon in convoy with twelve other carriers and a cruiser. The trip was comparatively uneventful. The Lincoln dropped anchor at Brest May 22nd; next day, at 3 P. M., the 42nd landed on French soil, and marched to the Camp Bougen rest camp. Their first overseas duty was the unloading of the boat, and when the cargo was cleared the anchor was already hoisted home and the screws revolving. The last man ashore was Lieut. Glass, of Co. D. The next man to leave the "Abraham Lincoln" left in a hurry, as an enemy sub sank the big vessel on the homeward trip.

Twenty-four hours after the outfit reached camp, the prevailing

confidence in immediate service at the front received a knock-out blow, when orders arrived for dispersal of the Regiment and attachment of the companies to various units of the Twentieth Engineers for Forestry duty.

The scattering was rapid and thorough. Headquarters, Co. A, and half of Co. D were sent south to the Landes. Companies B and C went to the advance zone in the northeast. The remainder of Co. D also struck for the Vosges for temporary duty.

From this time on, the story of the Forty-second is simply that of its component parts. Headquarters arrived at Pontenx-les-Forges, Landes, June 1st, and was attached for duty to the First Battalion of the Tenth Engineers. Shortly after, the detachment was transferred to Base Section No. 1, and ordered to St. Nazaire, where they severed connections with the Forestry Section.

Co. A, after the reorganization known as the 42nd Co., were assigned a sawmill operation at Sabres, in the Pontenx District. Although never recruited or organized for such work, the outfit took hold with alacrity, and within a month were cutting far more than the rated capacity of their mill. They stayed at Sabres all through the war period, and left the Landes only when the windup of the Burnt Area job released the bulk of remaining Forestry troops. Early in May they joined the homeward-bound troops at Pontenx, and sailed from Bassens aboard the ship "K. I. Luckenbach," May 17th.

The 43rd Co., originally Co. B, likewise were fortunate enough to be held together. Their assigned station was the village of Vagney, in the Vosges mountains, not far behind the "quiet" Lorraine sector. From May, 1918, until the middle of January, 1919, they logged and operated a mill, under direction of the Epinal District.

The Co. turned over the camp to a cleanup detail, and left, January 17th, for Orville, Cote d'Or, where they were employed for four months on road repair, chiefly along the national highway between Dijon and Langres. Upon their release from duty, May 16th, they headed for the coast, and after the inevitable delays, for home.

Co. C (the 44th Co.), was also assigned to the Epinal District.

The northern unit of Co. D, (45th Co.), was first ordered to the northeast, and spent a month cutting fuelwood in the vicinity of Bazoilles-sur-Meuse, six miles from Neufchateau. The detachment was then transferred to the Bauge district in Brittany, and built a sawmill at Rennes, the ancient capital of the dukedom. As soon as the operation was producing, the outfit was ordered back to the Vosges, where various auxiliary duties held them till after the Armistice. They were then added to the Burnt Area expeditionary force, and arrived in Plantenx in February.

In the meantime the southern detachment, which reached the Landes early in June, was attached to the Fourth Battalion for service in the Mimizan District. The half-company was again divided, details joining the 11th Co., at Lamanchs, and the 12th at les Pleyres. A few weeks later, the units were assigned to operate a new 10,000 capacity mill at Bias, south of Mimizan, and a detail of the 45th Co. had actually taken over the camp, when the superior persuasiveness of the commander of the newly-arrived 15th Service Co. reversed the program, and the 45th were condemned to spend the duration as extra gangs in the Fourth Battalion camps.

After the Armistice two of the Mimizan District mills were removed to the Burn, and the southern detachment was detailed to accompany the 12th Co. Early in March the 45th Co. were brought together, but immediately redivided among the three operations. Upon release, May 9th, the outfit was once more united, and left for home in company with the 42nd and four other Twentieth units.

Arriving at Hoboken June 1st, the units were ferried to a landing eight miles from Camp Merritt, and despite the many railway facilities available, were hiked the distance under full equipment and a blazing sun. The last vivid memory of the 42nd vets is that of a Major, leading the march in an auto, and wildly condemning his subordinates for letting their men fill their canteens. It didn't matter, for the finish was in sight.

Upon dispersal, most of the outfit were sent to Camp Dodge for discharge. The northern central states had furnished by far

## HISTORY OF THE TWENTIETH ENGINEERS

the largest quota of the 42nd Engineers, though, like all the other Forestry battalions, all sections of the country were represented.



THE LAST LOAD, ST. JULIEN



# The Forty-Third Engineers

(Fifteenth Battalion, Twentieth Engineers)

The last of the three Road and Bridge Battalions, and of the Forestry troops which served overseas, was the 43rd Regiment of Engineers, organized at Washington, D. C., in February, 1918. As formed, the outfit consisted of Headquarters Detachment and Companies A, B, C, and D. The greater part of the strength was drawn from recruiting centers and cantonments, largely from the middle west, but a considerable number of men were received from Walter Reed General Hospital—men who had been left behind by earlier Forestry contingents. The percentage of convalescents making up Co. A was so large as to earn for that unit the sobriquet, "The Walter Reed Brigade." Camp Dodge was the heaviest contributor to the total strength of the Battalion, which was achieved early in April.

Drill, fatigue, and equipping proceeded apace, and the unit was reported ready for overseas duty by the middle of May. In spite of the tremendous numbers of combat troops waiting for transportation, the demand for Forestry reinforcements brought quick action, and the 43rd started for Hoboken May 21st. They boarded the huge "Leviathan" the next day, and sailed the 23rd. The voyage was uneventful until noon of the 30th, when a nest of submarines attacked the transport. Troops were ordered to quarters, while the gunners gave battle to the enemy. A total of twenty-nine shots were fired and, as the official report laconically described the incident, two subs were sunk and two captured.

The shores of Brittany hove into sight the same afternoon, and the outfit landed the next day. Following the footsteps of thousands of their comrades, they plodded up the cobbled streets of Brest, to the air of the "National Emblem March" played by the volunteer Band. While undergoing the customary period of rest, the companies were employed in camp improvements, sorely needed, as the survivors attest.

Detailed plans for the employment of the 43rd as an addition to the Forestry section were received shortly. June 7th the Headquarters Detachment, and Companies A and B, entrained, in luxurious third class coaches, and started east. Three days later the expedition reached the city of Neufchateau, Vosges.

On account of the proximity of the enemy lines the train was held here until twilight. During the wait occurred what is still remembered by the veterans as the first real thrill of overseas service. It happened thus: The Band undertook to liven the wait with an impromptu concert. Among its audience was the French Colonel in local command, who was so enthused by the martial airs and general display of allied fraternity that he offered to buy for the bunch. Courtesy and inclination combined to force an eager acceptance, but just as the corks were popping a conscientious lieutenant took a hand, placed the band men under arrest and



LOADING LOG WAGON WITH CROSS HAUL

ordered them back to the cars. The genial French commandant was much chagrined, and was only mollified by a round of apologies.

Proceeding under cover of darkness to Dijon, the contingent there broke up, and was never again united. Digressing, it is well to mention that, as finally reorganized in October, 1918, the 43rd Engineers became the Fourteenth Battalion of the Twentieth, Forestry. Companies A, B, C, and D were styled the 46th, 47th, 48th and 49th Companies of the Twentieth.

Co. A moved north from Dijon, arriving at Chatenois, home station of the 15th Co., June 16th. Here the outfit was split into

## HISTORY OF THE TWENTIETH ENGINEERS

several detachments. One fraction accompanied the 15th on their First Army duty in the Argonne. The others were utilized as reinforcements to the many camps of the Twentieth in the Vosges, assisting the 4th, 6th, 25th and 43rd Companies. Routine duties, all heavy and all vitally necessary, filled the autumn and winter.

In January, 1919, the scattered forces were assembled and assigned to salvage the camps vacated by companies moving to the Burnt Area in the Landes. After cleaning up the Granges and Brouvelieures operations, the 46th moved to Eclaron, and made the final steps incidental to turning the establishment over to the French. Late in May the company started for home, and after stops at Neufchateau, LeMans and Burges, they pushed on to the coast, and sailed June 24th on the battleship "Rhode Island." Following southern lines, they landed at Newport News, and were finally dispersed at Camp Stewart.

Co. B, the 47th, arrived at St. Julien, Cote d'Or, June 10th, 1918 and quickly got rid of the notion that Roads and Bridges were to be their meat. Co. E of the Tenth Engineers were conducting lumbering operations on an extensive scale, and the 47th were added to the woods force. For the duration of fighting, and seven months after, the outfit labored at St. Julien, leaving only for the home trip.

June 7th, a year to the day after striking into the interior, the company entrained for embarkation camp. A stay of ten days at LeMans and five at St. Nazaire, and the outfit was on its way to the states aboard the transport "Mercury." They landed at Newport News the 5th of July, and struck the radial trails for home three days later.

As were the 46th and 47th, so was the 48th detailed for duty as service reinforcements. During the summer and fall of 1918 the members served with the 14th Co., Fifth Battalion, in the valley of the Yonne, southeast of Paris. The bulk of their work was at Subligny-Villeroy, in oak timber. A detachment of the 48th assisted in logging piling, and hewing ties, at Mauny.

Late in the fall the Company was detached from duty with the Fifth, and sent to Labrit District, south of Bordeaux, for duty with the Sixth Battalion, which had recently been released from service

## HISTORY OF THE TWENTIETH ENGINEERS

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for the British Army at Castets, further south. The 16th and 17th Companies built and operated a large mill at Captieux, near Labrit, and the 48th was employed in this camp until the windup of operations in May.



ROAD RECONSTRUCTION  
A detail of the Forty-Third Engineers

# The Auxiliaries

No story of the Forestry Engineers in France can be fittingly told without frequent recognition of the worth of the various auxiliary troops who served with the Twentieth Regiment. Reference to the tabular resume of the Forestry organization shows the existence of three distinct groups: the Service Companies, who were, at the last, actually parts of the Twentieth; Engineer Service Battalions, and Quartermaster troops attached for duty to the Forestry organization.

Of the three classes, the Service Companies were incomparably the most important in their value to the Regiment, both by superior training, longer service, greater administrative efficiency, but chiefly because they actually became a part of the Regiment whose devotion to duty, when duty meant only hard, continuous, unrequited toil, was unsurpassed and probably never equalled in the whole grim business of winning the war.

Practically none of our Service Companies were organized with a view to Forestry attainments. The 28 companies were formed as seven distinct Engineer regiments, only the first of which were in France any length of time before being assigned to duty with the Tenth and Twentieth.

The first four Service Companies went over as the 503rd Engineers. They arrived in France shortly after the First and Second Battalions, having sailed November 26th, 1917, aboard the transport "Aeolus" and landed at St. Nazaire December 10th. The outfit was thoroughly scattered; one company was assigned to the Pontenx District, where they took over the operation of trains on several French branch roads, handling the products of the 1st Battalion of the Tenth (the 11th Bn., Twentieth), and the Fourth and Sixth, at Mimizan and Castets. Other detachments of the 503rd served with the Fifth Battalion at and near Gien, and with Co. E, Tenth Engineers, at Ciez-Colloutre, in the same district.

With the exception of the first four companies, all the service units were composed of colored troops, with white officers and sergeants. Most of them had had a thorough military training, and were sent overseas with the expectation of front-line duties.

Considering the abruptness of their transition to Forestry duties, their record is truly remarkable.

The Fifteenth Service Co. were assigned a newly-completed mill of 10,000 capacity, built for the 45th Co. at Bias, in the Mimizan District. On a few days notice the colored men manned and operated the mill, the only outside assistance being a filer and an engineer. The Sixteenth Co. performed a similar stunt at Arengosse. In general, however, the Service Cos. were employed in loading lumber, and in cutting and shipping fuel. Nearly every District employed one or more units.

The Fifth Battalion was assisted by the 6th, 12th and 24th Cos. in the camps near Gien. Several units took part in the Eclaron district, and others around Bourges. The 517th, consisting of Cos. 9, 10, and 11, were a part of the lumbering expedition that accompanied the First Army into the Argonne woods. The 9th Co. made fuel production records at Provencheres, in the upper Marne valley.

The colored service troops were chiefly drawn from Alabama, Texas, and Mississippi, and were a picked force, their comrades of lower physique gravitating to labor units. The morale displayed by them was uniformly high, under circumstances which could not have been foreseen by those responsible for their preliminary training.

The Engineer Service Battalions attached to the Twentieth Engineers were two of a series of units designed to act as labor elements for the Regiment of higher training in special lines, such as the Railway, Highway and Forestry regiments. The 547th and 548th arrived in Cherbourg just as the Armistice was consummated, and were utilized in the great drive to keep the A. E. F. warm during the ensuing winter. Most of their service was in the northern districts and the upper Loire basin.

The Quartermaster troops credited to Forestry consisted of nearly 11,000 men, employed solely on fuelwood production, and almost entirely limited to the Advance Zone, within shipping distance of the troop concentrations in occupied Germany and the original American areas in northeastern France and the Base ports.



*6<sup>TH</sup> CO. AT LA BRESSE  
ON THE LORRAINE FRONT.*



*REST CAMP.  
BREST.*



*THE 30<sup>TH</sup> CO. MILL.*



*BRIDGE TIMBERS.*



*6<sup>TH</sup> COS. CAMP AT LA BRESSE VOSGES.*

*6<sup>TH</sup> CO & 10<sup>TH</sup> BN. SNAPSHOTS.*



*48<sup>TH</sup> CO. MILLS AT CAPTIEUX.*



*46<sup>TH</sup> CO. OFFICIAL BAND  
DOCHING AT NEWPORT  
NEWS.*



*48<sup>TH</sup> CO. WOODS SCENE.*



*46 CO. LOGGING OPERATIONS.*



*46<sup>TH</sup> CO. LEAVING TOURS.*

*46<sup>TH</sup> & 48<sup>TH</sup> CO. SNAPSHOTS.*





*AN ARROW GAUGE R.R.*



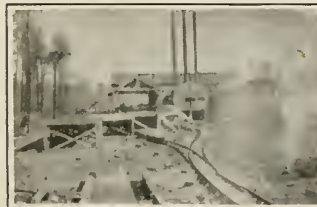
*LOGS ON THE SHIDWAY.*



*TYPICAL CAMPS.*



*BURNT AREA MILLS.*



*THE BURNT AREA.*



*AT LES, SPAIN.*



*ON THE 1914 MARNE FRONT.*



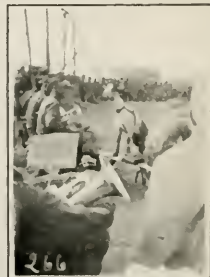
*WITH THE ALLIED TROOPS ENTERING NICHEAUVILLE, ALSACE.*



*AT ECLARON.*

*"BILLY:"*

*THE 46<sup>TH</sup> CO.  
OFFICIAL  
BAND.*



## HISTORY OF THE TWENTIETH ENGINEERS

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Both the latter groups were associated with the Twentieth Engineers only by stress of circumstance, and for limited periods. It is noteworthy that the only strictly combat units—a few companies of Coast Artillery—who took part in the fuel campaign, were returned to the states with a few months of overseas service, while the great bulk of post-armistice forest work, as well as a huge job of road-repairing, was left to the original Forest Engineers and their Service Companies. As a tribute to the confidence with which the Powers that Were held the Twentieth Engineers, the bare fact is far more significant than the reams of praise embodied in the orders keeping us there.

### REINFORCEMENTS

The necessity for very large additions to the forest troops in France became evident early in 1918 when the future requirements of lumber for the American Expeditionary Forces promised to be greater than the original plans for the Twentieth Engineers had contemplated. In June of that year a memorandum was submitted to the War Department calling for 18,000 additional troops for lumber supply and this was increased from time to time until the final program was for the training and shipment overseas of 24,000 men to reinforce the Twentieth Engineers.

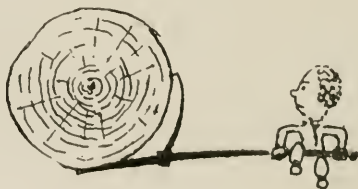
To carry out these plans it was felt that men who had been in this work in France would be better able to anticipate needs and work out a practical organization than would all new men who would of necessity be more or less unformed as to overseas conditions. Major Coert Dubois, Major Colin E. Clark and Capt. Paul D. Mackie were ordered to the United States late in August, together with Battalion Sergeants Major Campbell, Douglas, and Hennessy, Battalion Supply Sergeants Anderson, Samuels, and Wolff, Company Supply Sergeant Peverly and Sergeant Tragesser. The group sailed from Brest on the Leviathan September 12th and landed at Hoboken on the 19th, being given seven day's leave with orders to report at Camp Humphreys, Va., at the end of that time.

After arrival at Humphries, the Sergeants were found so valuable that it was only with great difficulty that Major Clark

and Captain Mackie, stationed at Camp Forerst, Georgia, could get them transferred to the latter station. Major Dubois was stationed in the office of the Chief of Engineers. Orders actually authorizing the work of organization did not arrive until the 25th of October and the first men were received and assigned to the 1st and 2nd Forestry Replacement Companies, October 28th. Six days after these men arrived at Camp Forrest they were formed into companies, equipped, and started overseas. The overflow was made into the 3rd Company.

Immediately after the formation of these companies, the Sixteenth, Seventeenth, and Eighteenth Battalion organizations were formed. Under the Sixteenth Battalion Headquarters were the Fourth, Fifth, and Sixth Forestry Replacement Companies, and the Seventeenth Battalion included the 50th, 51st, and 52nd Companies, Twentieth Engineers.

Had the war continued, at least two of the battalions would have been on the water very shortly, and the expectations were that the entire 24,000 would be in France in the spring of 1919. Early in December orders were received at Camp Forrest to proceed with the demobilization of all troops as rapidly as possible and the new organizations were destroyed as rapidly as they had been formed. Practically all of the men were discharged by New Year's Day and all of them soon after, and Camp Forrest ceased to exist as a separate Engineer Camp by the end of the month.



## The Official Band

The scheme of organization of the Forest Regiments included no provisions for an authorized Band, and perhaps no detail of the makeup of the Twentieth Engineers was more keenly felt by its absence. With characteristic initiative, nearly every Battalion formed a volunteer Band, and some scattered single companies also boasted self-made martial music; but of all these, it fell to the lot of the youngest Band of all, that of the 43rd Engineers, later the 46th Co. Band, to inherit in part the glories that should have accrued to the march leaders of the greatest Regiment in history. Without ratings, chevrons, or release from normal fatigue duties, except on special occasions, nevertheless the 46th volunteer Band came to be known, wherever camps of the Twentieth were found, as the "Official" Band.

Organized by recruits of the 42nd and 43rd Engineers, upon the initiative of Major H. L. Bowlby, the Band formed April 17th, 1918, at Camp American University. At Brest, June 7th, the personnel was transferred to Co. A, the 46th, and accompanied the unit to their station at Chatenois, in the Vosges. Until the Armistice, labor was too scarce for the services of thirty husky men to be spared, and it was only on completion of the allotted ten hours fatigue that the instruments came into action. Special occasions were excepted, and most of the nearby camps of the Twentieth were visited. For a time the Band was detailed for duty at Eclaron, and later at Granges, and the Armistice found them toiling at Vagney. News of the great event called for a celebration; ten minutes after the word arrived, the Band was leading an impromptu inter-allied parade through the village.

From this time on, the Band received recognition in tangible ways. November 15th they were sent into Alsace, and for the first time the strains of the Star Spangled Banner sounded in conquered ground. Thanksgiving week-end the outfit were sent to participate in the celebrations attending the restoration of the Alsatian city of Ribeauville to French rule. An uproarious procession, a concert and a dance, all pivoted upon the talent and endurance of the 46th Band.

In December the "Special Detail" made a flying trip to Strassburg, enjoying the distinction of being the first American

troops to enter the capital of the rewon province. January was spent in a tour of all the Forestry camps in the Vosges—a tour cut short by abrupt orders to accompany Second Battalion Headquarters to the coast. Wild visions of a quick trip home faded after three weeks at St. Nazaire, when the outfit was ordered to the Spanish Border to play at the Luchon leave area. The stay at St. Nazaire was marked by an inspection by General Pershing, before whom the Band performed mightily, with "Rosie O'Grady" on the lyres.

While at Luchon the outfit achieved the unusual distinction of crossing the Spanish border in uniform, and playing a concert at the College of San Jose. Leave area duty came to an end early in March, and the Band returned to St. Nazaire, whence it was ordered back to the Vosges. After six weeks of concerts distributed over the entire American section, from Vaux to the Woevre, and on to the Swiss border, the outfit rejoined the 46th Co. at Eclaron, May 8th, 1919. The long trip home began May 25th, reached its climax, the gangplank of U. S. S. "Rhode Island," June 22nd, and closed at Camp Stewart, Va., July 6th.

During its fifteen months of existence, the band had performed, beside regular Engineer duties, these engagements: 311 Band Concerts, 53 vaudeville shows, 3 minstrel shows, 57 dances; Reveille 72 times, Retreat 10, guard mount 4, and two Battalion parades.



# The New England Sawmill Units in Scotland

Shortly after the United States entered the war, the Massachusetts Committee on Public Safety was advised of Great Britain's need for more trained lumbermen. Plans were soon evolved for furnishing 10 civilian units, with full equipment, and the necessary funds were subscribed by the New England States, the above named committee, and the lumber interests of the Northeast. Each of the six states provided one unit, the other 4 being made possible by private concerns and others interested in this unique gift from New England to Old England.

The Units left Boston June 15, 1917, for New York, where the British transport "Justicia" was boarded. A stop was made at Halifax, and 5,000 Canadians, some of them forest troops, were taken on. July 3 at about 8:00 A. M., the troopship met a German submarine and disaster was avoided only by the quick action of the man at the wheel. Landing was made July 4 at Liverpool from where a special train took the organization to Scotland.

Headquarters was established at Ardgay, Rosshire, about 50 miles north of Iverness. Equipment arrived after a week of waiting, and the first board was sawed July 18. Seven of the mills worked in timber on the estate of Sir Charles Ross, inventor of the Ross rifle, and three mills operated on Andrew Carnegie's Skibo property. Scotch pine, larch, and Norway spruce, in old plantations, made up the bulk of the cutting, some of which was on steep hillsides, requiring the use of wood-shod sleds for the removal of the logs.

Mr. D. P. Brown of the Berlin Mills Company was in charge of the New England Units until they had become established in Scotland, being succeeded as General Manager by Mr. E. C. Hirst, State Forester of New Hampshire. All the men had separate contracts with the British Government. When the contracts expired, on June 15, 1918, many of the men enlisted in the Army and Navy; only about 150 of the total strength of 348 returned to the United States. Eighty-seven of the men enlisted in Scotland and in London for the 20th Engineers, forming part of the 31st Company. For some time it seemed probable that a company

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of the 6th Battalion, 20th Engineers, would be loaned to the British for the continuation of the operations of the New England Units.

The first production of the organization was consigned to France, but later the entire output was taken by the war industries of Britain. About 60,000 ties were shipped, as well as a large amount of 3 and 4-inch dimension material and much pitwood (mine props). The total production during the 9½ months of operation was 19,673,100 F. B. M. of lumber, ties, and pitwood. The Units are credited by the British Government with doing twice the work at half the cost of any organization producing lumber for war service.





# The Canadian Forestry Corps

On the 15th of February, 1916, after about 18 months of war, came the first appeal to Canada from the mother country for troops to undertake lumbering operations overseas. Canada's response was the immediate acceptance of the request and the rapid formation of her first forestry unit, consisting of 1609 officers and men and known as the 224th Canadian Forestry Battalion. April 28th, 400 men of the Battalion, under Lt.-Col. McDougall, arrived in England, following a small advance party of 2 subalterns and 15 men.

Hardly had the 224th arrived when Lord Kitchener asked for 1,000 of them for operations in France, but Lord Selborne, head of the Home Grown Timber Committee was unwilling to comply or to accept German prisoners as a substitute. More men were asked for by cables to Ottawa, some of the reinforcements being for service in France. A request was sent to Canada in May asking for 2,000 more men; on November 6 for 2,000 more; and at the end of that month for further forestry troops to the number of 5,000. At the close of 1916, 11 companies were operating in Great Britain and 3 in France, a total of 3,038 men.

In 1916, the menace of raiding Zeppelins had become a most serious problem, and in September the Home Defense Wing of the Royal Flying Corps asked the aid of the Canadian Forestry Corps in preparing landing fields for airplanes of defense. In the summer of 1917 the Corps was again called to help in aerodome construction, with the result that at times no less than 32 detachments were on the work. A number of companies went from England at the end of 1917 to engage in the building of landing fields in France.

Late in 1917, two officers were sent to report upon the timber possibilities of the Island of Cyprus in the Mediterranean Sea. They were twice torpedoed on the way out but arrived and made a report. Arrangements were also under way for the Corps to operate in Ireland, when hostilities ceased.

During the critical days of the spring of 1918, the Corps was demanded to furnish 500 men for the Infantry and more men volunteered than were asked for. Altogether the Corps sent 1,270 men to the Infantry, and at the time of the German drive

in 1918 the whole Corps volunteered to serve in the front lines. Many troops in the Canadian combatant forces were from time to time selected for lumber work, men over age or with physical disability being chosen to join the Forestry Corps.

### OPERATIONS IN GREAT BRITAIN

The first lumber was produced May 13, 1916, less than 4 months after the British Government asked for lumbermen. This initial cut was made at Windsor Great Park, one of the famous forests of the world. The troops stationed there were frequently visited by the King and Queen. A farm of 55 acres was worked in 1917; and toward the end of the operation, which covered 4,700 acres of the 7,000 composing the forest, the Corps erected for H. M. the King a memorial to the Corps in the form of a log cabin at the side of Windsor Castle. The William the Conqueror Oak, standing beneath the King's window, was cut by the Canadians. This tree was over 38 feet in circumference, and in the absence of a saw of sufficient length a hole was cut into the hollow trunk, enabling one man to pull the saw from the inside.

The Base Depot was at Windsor Great Park where there was also stationed a company for making the portable Armstrong huts used by the Corps. All troops, upon arrival from Canada, were mobilized at this Base where the companies were organized. Each company consisted of 6 officers, 14 Sergeants and 171 of other grades, a total of 191, including 12 attached.

Entertainment for the scattered units was furnished by the local people, by the Y. M. C. A. in its huts, and by the Church Army. In one company in Scotland 27 men found brides during a year.

More than 70 operations were tackled in Great Britain, the country being divided for administration into 6 districts, each in charge of a Colonel. The operations were usually run by one company, with a Major in command. The labor attached was composed of Finns, Portugese, and prisoners of war. Pole tracks, carrying cars with grooved wheels, narrow gauge horse railways, donkey engines, aerial ropeways, log chutes, motor lorries, gravity railways, and small locomotives were used to get out logs under

## HISTORY OF THE TWENTIETH ENGINEERS

the widely varying conditions. All equipment was handled through the Technical Warehouse in London where also was established a large workshop for manufacturing complete the standard Canadian mills.

The grand total production in Great Britain to the end of 1918 was as follows:

Sawn material	Round Material	Slabs and Fuel
F. B. M.	Tons	Tons
257,598,648	84,347	202,918

### OPERATIONS IN FRANCE

Canadian lumbering operations were started in France in September, 1916, in the center of Normandy, and by November, 1917, there were 58 companies producing lumber for the British and French Armies. The final distribution found the Corps' efforts centered in 4 regions: (1) the Armies Area, behind the British lines, (2) the Jura Group, (3) the Central Group, south and west of Paris, and (4) the Bordeaux Group. A clerical office was established at Paris and a technical warehouse at Le Havre. In May, 1917, there was instituted a controlling committee, known as the Comite Interallie de Bois de Guerre, composed of British and French and, later, American representatives.

A large amount of work was done by the Corps in the rear of the British lines. No. 37 company had to abandon its mill because of enemy fire, the important parts of the mill being buried when the Germans were only 2,000 yards away. Some of the mills were engaged in working timber left in the wake of the German retreats, and outfits in the Marne region, near Eclaron, were at times under air raid and shell fire. One detachment of 3 companies, the Noyon Detachment, was sent to work up salvaged timber cut down by the Germans before their retreat in 1917. Heavy artillery fire was experienced and certain officers, N. C. O.'s, and men were decorated with the Croix de Guerre.

The grand total cut in France was:

Sawmill Material	Round Material	Slabs and Fuel
F. B. M.	Tons	Tons
555,942,912	224,282	603,584

At the close of the war there were 60 companies of the Canadian Forestry Corps in France and 41 in Great Britain, a total of some 17,000 men. Attached personnel such as the Canadian Army Service Corps, Medical Corps, and prisoners of war, brought the total to nearly 33,000.

Colonel Woodruff, commander of the 20th Engineers, U. S. A., wrote the following letter of appreciation to the Corps:

"We wish to express our appreciation to the Canadian Forestry Corps for the excellent co-operation and assistance they have given the Americans in the Vosges, at Besacon, in the Landes, and in fact all over France.

"They have secured for us five complete sawmills.

"In addition to the above, the Canadian Forestry Corps have repeatedly loaned equipment to the American Forestry Troops, and have extended invitations to them to join in all their sports and entertainments, and have co-operated in the matter of policing near-by towns, and in every manner assisted to the fullest extent.

"The American Forestry Troops are also indebted to the Canadian Forestry Corps for the use of their machine shops to make repairs to broken parts of American mills, and for promptly furnishing lumber for building barracks on the arrival of the Americans at a time when it was most important that shelter be provided for the troops.

" . . . . I am pleased to thank General McDougall on behalf of the American Expeditionary Forces."



## The Burned Area

A natural consequence of the Armistice was the feeling that sailing orders were sure to come soon to the camps of the Twentieth Engineers, and many were the preparations—innocently hopeful preparations—for an early departure. Barrack bags were overhauled; surplus clothing turned in at the supply window; ring making took on a final spurt; and many a man wrote home to stop sending letters to him in France. Everybody was wondering what the delouser was like; what stuff would be barred from their baggage on the ship; and whether the guys that won the war—the M. P.'S—still infested the home towns. Projects in the woods were hurried to completion, the activity excelling anything on record except the feverish haste before the big offensives. It was noised about that the outfits would go home in the order they had come over, which meant at intervals of about weeks. And in some cases the men were led to believe that a certain date, a few weeks ahead, was to be The Day for them. The old Tenth Engineers were going, it was said, about the first of 1919 and of course the rest would follow very soon. Of course! In response to a telegram from Bordeaux three weeks after the Armistice, one company reported that it would be ready December 18th. It was; but it sailed for home half a year after the Armistice.

The worst was yet to come. The extensive road repair program was launched, with the Regiment included in the plans, and the Burned Area was added to the list of final jobs which were noted in a wet blanket letter distributed gratis among the camps by the Section Forestry Officer. The letter came to be known as "The Knees of the Gods," and we came in time to realize that the exuberant and over-confident Twentieth Engineers of the days just following the Armistice were upon the knees of the military gods and were being mauled with a field shoe. The shoe had hobs in it, and each individual nail could be labelled appropriately with such words as "post-armistice construction," "disappointment," "road rock," "departure of the old Tenth," and "Burned Area." Verily, we were a bitter crowd in those days, but the blame is found in the phrase, *C'est la Guerre*.

In December, 1918, the erstwhile stationary detachments of the Regiment began to move to other operations. Men had to

go to the old Tenth camps, and as the outfits moved into the Big Burn their places often had to be taken by the transfer of other troops. And so the companies milled around, never knowing what the morn would bring forth. The Burned Area operation took definite form and company after company wallowed around there in the rain and mud, with guards to keep the men in the Area. About a million troops up north were drilling and playing ball, and it seemed as though the high authorities of the S. O. S., the men who had the power to start this large new operation after the war was over, could have mustered enough labor from the hundreds of thousands marking time to have cleaned up the Burn in 60 days. But no; the natives had set the fire; hundreds of available forest troops had not been used in fighting it; and it was therefore logical to compel the hard-working Twentieth, a two-chevron organization, to work there six months, was it not? It was not. Not at all logical, and not at all an act of kindness to a regiment that had never failed to do more than was expected of it, but the following historical sketch by Major Swift Berry shows the operation to have been considered as a military necessity and essential to the strategy of finance and liaison that marked the Regiment's withdrawal from France.

### (MAJOR BERRY'S STORY)

During August, 1918, the Forest Section was actively pressing the French for more timber because additional forestry troops were being raised in the United States. The officer in charge of the location, acquisition, and measurement of all stumpage for the Twentieth Engineers in the Dax, Captieux, Pontenx, and Mimizan Districts was called to Headquarters and directed to secure enough additional timber for 12 and possibly 15 more companies in the Landes region.

The area in the communes of Pontenx and Lue and Parentis was burned about September 4 and 5, 1918. Some 30,000 or 40,000 of the trees burned at that time had previously been purchased and paid for by the A. E. F. for the operation at Bourricos, and possibly twice that many on the other side of the fire area had been similarly purchased for the Canadians. On the day after

the fire the French military authorities wired to enquire what portion of the burn the A. E. F. would purchase and they requested that further purchase of green timber be held up until the burn was examined. The fire-killed trees were offered at a price of about 70% of that for green timber. Accordingly the area was examined; a line agreed upon between the Canadians and the A. E. F. giving about 50% to each; and the French authorities were informed that the A. E. F. would take all of its portion of the tract having timber large enough to make ties. The tracts answering this requirement were examined on the ground with representatives of the French Engineers and they were designated on maps. Pressure was brought by the French military authorities to have us purchase the extensive areas of smaller trees for mine props, but we objected and they did not insist. The purchase of the burned area was at the time a good piece of business for the A. E. F. for these reasons: The burned timber was as good for early cutting as the green; we needed a large amount of timber immediately; the price was reasonable; and our good faith in taking the fire-killed timber made the French authorities very willing to continue requisitioning live timber for us.

Consequently, by September 10th or 15th, the French officials had notified the owners of all the tracts selected by us that they could not sell on the open market and that these tracts were requisitioned for the A. E. F. Under the French military law the deal was to all intents closed at that time (two months before the Armistice) and according to agreements between the two Armies the A. E. F. was responsible for the timber from the time it agreed to take the tracts, which was done by letter in the usual manner. There remained only the measurement of the trees and the signing of the formal contracts between the owners and the French officials. The measurements all took place before November 1st and some of the contracts were signed before the Armistice and some after. But the A. E. F. was really in possession of the tracts two months before the Armistice.

On November 11th, the A. E. F. had on its hands in the Landes enough timber to supply the companies operating there, and 17

additional companies, until June, 1919. It was also obligated under contract to clean up the tops and limbs in the Mimizan district, and to do various other cleaning up jobs. Naturally the object was to close up with as little money loss and work-as possible and negotiations were opened with French headquarters to this end. The French decision was that they badly needed timber for reconstruction; that they had not enough labor to cut it with; that, unless cut the coming winter, the burned timber would spoil; and that they would not release the A. E. F. from responsibility for the burned timber. They asked that as long as the U. S. forestry troops were kept in France they be used in working up the Pontenx and Captieux burns. They agreed to pay market prices for the lumber produced and to relieve the A. E. F. of loss on the green timber purchased for it and no longer required and of cleaning up in the Mimizan dunes and elsewhere.

Therefore, in order to reduce work and money obligations elsewhere; to save the economic loss of the burned timber; and to aid the French to some extent in reconstruction; the Headquarters of the S. O. S. agreed with the French to rush mill construction in the burned areas, and to do what work was possible in manufacturing the timber, until it came time for each battalion to sail.

In judging the results of this decision conditions should be considered as they were then. The equipment used was in France and would have been sold to the French anyway at the same price. The cost of the construction incident to the burned area operations was only a fraction of what the loss would have been if we had been forced to sell the fire-killed timber on the open market, and also the green timber, all of which green timber was taken back by the French Government with no loss to the A. E. F. The French were furnished some material for reconstruction, though not as much as had been hoped. And none of the battalions that worked in the burn was delayed in sailing because of that fact. If they had not been there they would have been, of necessity, put at other work and would have taken their turn at embarkation just the same. This is proven by the fact that the first outfit released from the burn had to do a month's work near Brest, although its standing for embarkation was high.



The feeling of headquarters was that by having the men work in the burned areas they could be more comfortably housed; they would be doing the work that they came to France for and that they liked; they would not be scattered all over France on road repair work and other assignments under commanders who had no particular interest in them; and they would be kept together, with the best chance for early embarkation priority. Genuine hard luck was met with in regard to weather conditions. During the winter of 1917-1918 the weather had been such that work could have been done with comfort in the Pontenx-Luc burned area, whereas the winter of 1918-1919 was one of exceptional rain.

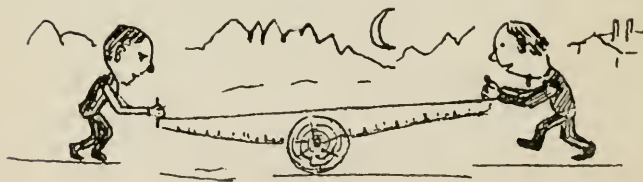
On the whole, the burned area operation cannot reasonably be considered a failure or an imposition. Had the men known the whole facts at the time their feeling would have been different, and had the weather been normal working in the burn until home-going orders came would have been better. The headquarters of the S. O. S. gave the word to start, and inasmuch as those involved were men of high rank and wide experience, with better jobs awaiting most of them in the States, the work was not undertaken to continue anyone in jobs in France. There was no idea of reward from the French involved, but of course there was a very natural tendency to play square with the French, whose cooperation in requisitioning timber for the Americans made it possible for the Twentieth Engineers to hand up an enviable record in supplying the A. E. F. with lumber. Efforts were made to get the original owners to take back the burned timber after the Armistice, but most of them refused to take back the dead timber at any price as they were in no position to cut it before it would spoil in June. Two very considerable areas were, however, taken back by the owners.

Standard gauge railroad two miles in length connected the Burn with the French mail line. In the burned tract the railroad branched three ways, with double loading tracks 1,300 feet long, twin mills and a camp at the end of each branch. As operations came to a close in other parts of France, material that no one needed was sent to the Pontenx Burn and at one time 75 cars of

## HISTORY OF THE TWENTIETH ENGINEERS

engineer material were waiting to be unloaded. The operation considered as a unit has been called the largest lumber plant ever constructed in Europe.

As time went on the activities and administration of the Regiment centered more and more around the Pontenx District. In April seventeen companies, two battalion headquarters, medical detachments and a bakery detachment were included in the district, most of these troops being in the Burn. Nearly every battalion at some time was represented in the Burned Area. Regimental Headquarters passed through Pontenx late in June and about a dozen men were still clinging to duty there in August.





### THE "COOTIE" KILLER

Those of us who left France from Bordeaux will doubtless recognize the "Mill" at Genicart. Remember how we marched into the receiving room and watched the men on duty there confiscate our treasured souvenirs with the remark, "You can't take those through." And all along the line our belongings grew less. Some of us even left our treasured locks and were further required to shave before we were turned out, renovated. Verily, it was a case of "And from him that hath not, even that which he hath shall be taken away." And remember, too, how, after going through the delouser we found, in the "clean" barracks beyond, our pets eagerly waiting for us, waiting but hardly recognizing us in the shrunk and wrinkled O. D. with which we emerged from the "Mill" sans souvineers, sans cooties, and in most cases, sans everything.

*Pontanezen Barracks,  
Base Section No. 5,  
Jan. 10, 1918*

### PRISON REGULATIONS

The following prison regulations will be strictly enforced by the Sergeant of the Guard.

1. Before a prisoner is confined he will be searched and all articles including hat ornaments found in his possession, regardless of what they may be, will be turned in to the Camp Adjutant.

2. Immediately after he has been searched his hair will be clipped as short as possible.

3. No prisoner will be allowed to use tobacco or liquor in any form whatever. The prison sentinel will be held strictly responsible for the enforcement of this regulation.

4. No lamp or light of any description whatever will be allowed in the guardhouse.

5. They will be marched to the athletic field and made to double time around the racecourse four times at 6 A. M. This same procedure will be carried out at 1 P. M. daily.

6. Prisoners will be made to work daily from immediately after breakfast until dinner and from immediately after dinner until supper. This includes Sundays and Holidays. Except that each prisoner will be loaded with 60 lbs. of weight and compelled to march at attention without stop for one hour from 8 A. M. until 9 A. M. and from 1:15 to 2:15 P. M.

7. Prisoners will be made to shave daily. They will be made to have their heads cropped every week.

8. A piece of white cloth ten inches square, bearing a capital letter "P" in black six inches high will be sewed on the back of each prisoners coat upon confinement.

9. The Sergeant of the Guard will be held directly responsible for the strict enforcement of these regulations. He will immediately notify the Officer of the Day if the least difficulty is encountered in carrying out these regulations.

By order of MAJOR HADLEY.

FRANCES D. YEAGER,  
1st Lieut., 161st Inf., A. E. F.,  
Adjutant.

# Don't Forget "Regimental!"

*By One of Them*

A publication covering the work of the Twentieth Engineers would be sadly incomplete without some mention of Regimental Headquarters, the brains of the Regiment—or should I say the goat of the outfit? The goat, I guess. Anyway, we were that, right from American University to France and back.

Of course we always got the cream of everything! Yes we, messed with every outfit in the University Camp at one time or another. Never went to work in the morning 'till seven o'clock, and always quit by two or three A. M. for a few minutes sleep before the next seven o'clock logged around. Didn't stand Reveille. Fire calls? Oh, we went to them but never did anything at them except stand At Ease. In fact, we stood At Ease so completely one morning over by the College of History building that Capt. Hinkley forgot we were there, and I guess he went to bed but must have remembered us, for he came back anyway and marched us back to the barracks.

Well, we finally went across the ocean with the Eighth Battalion on the Mount Vernon, and it was simply a pleasure cruise. We had nothing to do but line up for mess, and that only twice a day; do a little boat drill; stand inspections; do latrine guard and "crow's nest" once in a while; take calisthenics; administer all the the troops on the ship, and run the ship's library. Never will I forget Orlando L. Rowland, heroically standing in the canteen line from morning until it closed, being relieved only for mess. More power to his kind—they make it easy for others!

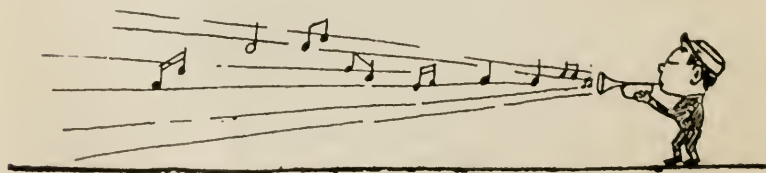
France finally arrived up ahead of us and we were jostled and bumped onto a lighter on which we were taken for a few hours' sight-seeing excursion on the placid waters of Brest harbor. Then followed an enjoyable stroll up to the Pontanezen Barracks and a three-day journey there absorbing the atmosphere of the place. It was so simple, the life there! When we got cold we went out in the refreshing rain and marched double time until we got our feet soaked, when we would sprint back into the nice, friendly barracks and lie down on the cement floor and eulogize the climate of France.

Later, two days and nights in box cars, ten days in the rest

camp at Genicart, and then Tours. What shall I say of the life in Tours? "Tres gai, nous en informerons l'univers!" To begin with, we made enemies of a squad of Army mules by ousting them from some stables where we wanted to live. At first we messed in another stable that was infested with English sparrows, which also were attached there for rations.

We worked every day, of course, but (you know) just what was necessary. The officers all worked (?) too, so we didn't mind. Evenings we would gaily cavort up town, playing various little soldierly pranks. Of course we never did have a wine ship wrecked at our barracks door, but nearly every night one could see wine-bibbers floating in, and altogether it wasn't a bad "guerre"! Then, after the Armistice, we had to wait only six or seven months to go home. And what is six or seven months in the lives of "soldats"?

Seriously, fellows, wasn't it pretty hard down there at Camp Mills and the other camps when the last good-byes were being said and we realized we were breaking up for always. Voices were husky and handclaps were firm, for we sure did hate to see the boys go. It was hard to see old Regimental break up and those forty or more fine fellows, comrades of two years in the Army, scatter to their fifteen or twenty home states, from Maine to Florida and from Alaska to Southern California and all the way between, not forgetting Alpena, Michigan! Some of us will meet casually now and then and when we do—Oh, Boy!



# Paul Bunyan Did His Bit

As those who are familiar with the life of Paul Bunyan are aware, the giant lumberman-pioneer was always a poor man. Despite his herculean labors in the development of the great Northwest, Paul never cared to amass the fortune that could easily have been his. He was ever a recluse, and cared naught for wealth or the luxuries that hoarded thousands bring. Hidden away for centuries following the retreat of the glacial ice from what is now the northern American rocky mountain region, he preferred to do his great development work solely for the satisfaction accomplishment brought, and it is because of this that he wrought without reward during the commercial era of which we are a part. Frequent references to him are to be found in Indian legend, and it is interesting to note here that the Red Man referred to the gigantic hermit as Pahl Boonyum, or "The Solitary Giant." Great was Paul's hold upon the affections of the savage tribes, and yet they feared him, being unable to comprehend one who toiled for others without thought of compensation.

When the country went to war, the brobdignagian lumberman was rarein' to go in his desire to lay his naked hands upon the enemy. The lack of funds made his long journey to the nearest recruiting station and the subsequent purchase of special clothing apparently impossible, but Paul's burning patriotism led him at last reluctantly to decide to sacrifice his beloved blue ox. In thus parting with his only asset and life-long companion, Paul Bunyan did the crowning deed in a long career marked by self-sacrifice. The historic beast of burden was put up at auction and sold for the handsome sum of \$973,000. to the highest bidder, the Quartermaster of the Army.

Little recked the soldiers of the American Expeditionary Forces that the iridescent blue corned willy that fed many a luckless division in France was the ancient beast that from time immemorial had used as a drinking trough that huge basis fashioned by its Master's own hand, Lake Superior. The extreme age of the animal would seem to have made it unfit for human food, but a secret sulfuric acid treatment was evolved in Washington and sufficed to soften the tissues. But the blue color was ineradicable. The ox was blue all through and is the one recorded exception in

history to the proverb that beauty is only skin deep. If any former soldiers who read this brief bovine obituary recall, on gusty nights when the moon looked like an old overseas cap smeared with phosphorus, strange mournful sounds in the darkness about camp, they should know that it was the Ghost of the Blue Ox, weeping over the empty willy cans. The thought that its far flung remains received the oaths of countless thousands only added to the grief of the spectral animal that had made the supreme sacrifice by post-mortem enlistment in the Q. M. C.

Equipped with \$973,000. in silver, the veteran pioneer secured a uniform and journeyed to the recruiting station, to enlist in the outfit nearest his heart, the Twentieth Engineers. There was, however, nothing stirring. Not even a mouse. The examining officer gave one look at the would-be recruit and then everything went blank except his mind, which had always been that way. When the dimmers were turned off and the doctor began to recognize his surroundings, he told Paul that his advanced age and size made enlistment out of the question. But he would like, he said, to take a record of this unusual applicant, and the bitterly disappointed giant gave his consent.

Paul Bunyan's size has always been a subject of dispute and has, as a rule, been greatly exaggerated. A few items from the official record, taken for the Army, should be included here to set aright many inconsistencies in popular reports. Age, about 109,000 years. Height, 14 feet 3 inches. Weight, 2,846 pounds. It will be seen from this that Paul Bunyan, while unquestionably a large man and a man built along the general substantial lines of a grain elevator, is not the mountainous specimen of the genus *Homo* described in common gossip. His great exploits have been possible because of his strength and, in many cases, thousands of years of patient toil.

It had been Paul's intention to help the country in the war by employing his power and skill with the Forest Troops, and his feelings on being turned down because of his size and because of an arbitrary age limit may be imagined. He looked older than he really was, the rugged outdoor life having made its mark upon him. But he had sold his all to go to war, and by the great horn



spoon he had made as a memento from one of the horns of his ox, he was going to war. Purchasing a good two-ton truck, he drove to Hoboken and stowed away in the hold of the America.

Up to the time the America dropped anchor in Brest, Paul had felt the fine elation of all of us when we were actually on our way Over There, but when the troops started to leave the ship the colossal woodsman began to be worried. He wasn't on the muster roll of any outfit, yet his uniform made him ostensibly one of the American E. F. No outfit could draw rations for him, and no outfit could afford to feed such an enormous man from its supplies of food. To be sure he could have been a civilian employee, or a field clerk, but such was not to his liking. For once, Paul Bunyan was stumped. But he needed exercise after lying among the war bags for two weeks, and he slipped over the side and swam ashore.

The night was yet in diapers when the door of a match-box-on-wheels, standing in the yards of the Montparnasse station, opened and out crawled Paul, hungry as a cockroach. Like all of us, he wanted to see Paris and for him there was no time like the present. He had barely finished his meal in a modest cafe when an M. P. touched him on the knee. "Where's your pass, big boy?" Paul of course had no pass, and said so. "What outfit?" Paul said he had no outfit except the clothes he wore. "You may be big but you can't kid me!" And the M. P. brought his club down across the shins of the biggest man that ever drank wine in the cafes of Paris. The blow hurt, but Paul being slow to anger, took the club away and broke it with his fingers, telling his tormentor to be good. But that was not being done in those days in Paris with men A. W. O. Loose, and very soon Paul was escorted to St. Anne's under guard of twenty men. His protests were useless, and the next morning he was put inside the barbed wire at Farm Number Two, charged with improper use of the uniform.

At the Farm he was left alone. Nobody was detailed to beat him up, but he suffered with the pangs of hunger, the scanty rations there being merely enough to make him hungrier. Finally, after two days of this, he stole a case of corned willy to keep from starving. He ran his thumbnail around a can and took off the

top, having his horn spoon ready at hand. One look was enough. Camouflaged as it was with special processing, Paul at once recognized the indelible blue color and although he was starving to the point of hunger he could not bear to eat the flesh of his life-long companion of a thousand centuries.

Paul Bunyan of the U. S. A., was in a desperate frame of mind. As he started toward the gate, somebody yelled, "Look out for the engine; don't stop to look or listen!" Too late! The solitary guard at the gate evaporated, but Paul trapped the rest in the guard-house and reached in, cleaning house by throwing each man over six lines of tents for a goal. Then he went away, a marked man as long as he stayed in France. Ripping the seating arrangements from a pair of Dodges standing by the roadside, he placed a foot in each, tied them on firmly, and skated away to the south.

Wandering about through the countryside and keeping always on the alert, Paul Bunyan came in the course of time to an uninhabited chateau in the midst of an extensive stretch of woodland. He still had some \$968,000. in silver left on him (they had not dared to frisk him at the Farm) and with part of this he purchased the estate outright. Here he lived quietly for some months, receiving the "Stars and Stripes" regularly and thus keeping in touch with the situation at the front. He began to crave action—to do something to put an end to the fearful struggle. The enemy seemed to be pounding the western front to a pulp. Something must be done! But what? How?

Through the length and breadth of France meanwhile the Military Police were hunting for our hero. He was to be arrested on sight. Cold terror oozed along the spine of every M. P. in the A. E. F., for every man of them knew that the secret orders might compel him to tangle with the modern Gulliver. And Paul Bunyan, fugitive from justice, was the sole cause of every M. P. wishing for a transfer to a different branch of the service.

One day Paul descended to the cellar of this dwelling and in the course of an hour returned, singing at the top of his great voice, "I'm Forever Drinking Bubbles." The champagne had given the crafty giant an idea and he at once summoned the

blacksmith of the estate and put him to work. In due time there was fashioned in that secluded spot such a suit of underwear as no laundry had ever mangled. No torture chamber for lingerie could have injured it. A full inch thick it was, of tightly matted baling wire, yet it was flexible and proof against bombardment. Paul named it Minnehaha, because it was the laughing water that had given him the idea. To the suit was added a hood of similar design, and one day Paul disappeared from his magnificent home, never to return.

One day in the autumn of 1918 Major Sorazza Boyle of the Bulgarian Army was sitting in his tent when a squad brought in a prisoner of herculean proportions. The captive's clothing was in rags. Shrapnel and machine gun fire had nearly obliterated his uniform, but Major Boyle was able to recognize it as belonging to the Army of the United States. Through the shreds of outer clothing peeped underwear of unique design. The Major started to question this soldier.

"Well, my man \_\_\_\_\_"

"Give me a drink," the prisoner exploded in a voice that turned the Major's face a delicate Nile green. "Come, hop to it, you Vulgarian \_\_\_\_\_ !"

The trembling officer himself brought a bucket of water, and respectfully requested that the prisoner accompany him to the C. in C. of the Bulgarian Army.

The General questioned the American Goliath at length. Were there any more at home like him? Yes, the men of the country were coming to Europe now that the boys had all they could handle. How many men were coming? Eleven million were ready and waiting for the boat. Were they all the same size as the prisoner? O, no; most of them were bigger. At home he went by the name of Shorty. Did they all have the same under-clothing? Yes, only somewhat heavier for winter wear.

It is hardly necessary to add that on October 1, 1918, the Bulgarians gave up the fight, closely followed by Turkey, Austria-Hungary, and Germany. Were these countries completely whipped? Did military disasters compel them to call it off? No! The secret of the collapse of the Central Empires lies in this single

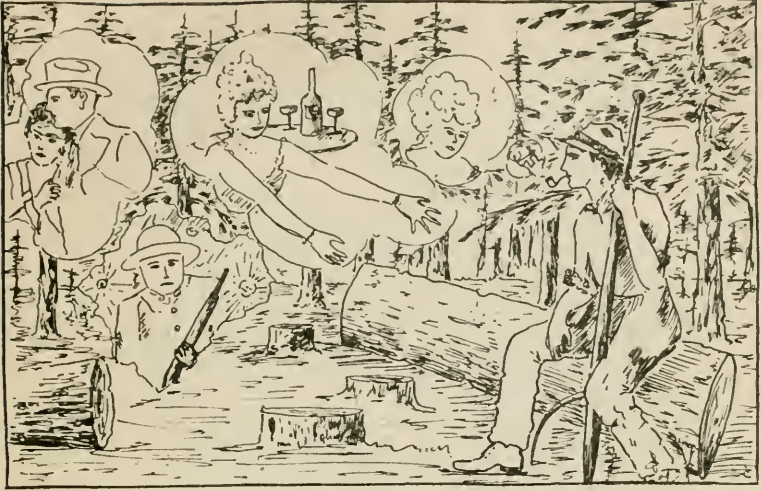
fact: In the early autumn of 1918 a man in the uniform of the United States waded through Germany and voluntarily surrendered to the Bulgarians. The prisoner's height was fourteen feet, three inches.

Public records show that Paul Bunyan was refused enlistment early in the fall of 1917. Nothing further is recorded until, on the passenger list of the George Washington, homeward bound, his name appears in company with those of very great distinction. Reporters for New York papers could get no information from the passengers or crew concerning certain rumors about the man. Their efforts to speak with him personally were foiled by his haste to get back home. He disappeared over the side off the Statue of Liberty. Rumor has it that he has retired to the wilds of the Bitterroots, on the headwaters of Powder River, where he has hoisted Old Glory to the top of the pole, with all the trimmings

### MOTHER GOOSE, FORESTRY

"You are old, Major William," the Adjutant said,  
 "And your Sam Browne is stretching too tight,  
 "Yet you hold down a job at three hundred a month;  
 "Do you think, at your age, it is right?"  
 "In my youth," quoth the Major, "I hit the ball hard;  
 "As a ward boss I bowed to no peer.  
 "For the votes I collected for Senator Blank  
 "I'll sit pretty for many a year."

Returned Soldier: "Mother, when will that cock-eyed dinner be ready?"



THE LAMENT OF THE FORESTRY ENGINEERS

Say!  
You know it's a damn long war?  
We got two service stripes and all that,  
But  
They don't make the grub  
Any better. Mostly it's  
Slum, and beans, and  
Salmon.  
God!  
How I hate that fish.  
We've been down here in the wilderness for  
A whole year,  
Making slabs and sawdust and  
Sometimes boards  
Out of  
Logs.  
We've worked all day and fought  
Fire all night. That's all the  
Fighting we've seen—and we had  
Beaucoup of that.  
But  
What I mean,  
We have cut some lumber—  
Yeah, and we've had  
Generals  
And other ginks  
Come down and give us  
The Once Over,  
The dear General,  
He said

## HISTORY OF THE TWENTIETH ENGINEERS

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Our stables weren't so  
Sanitary  
As he liked. And he wanted to know what  
Slum was. A Colonel said  
We were  
Roses  
Born to blush unseen.  
We don't get no  
Medals  
But we work like hell.  
We've had a lot of brand new lieuts.  
For skippers. We taught  
Them how to saw-mill; and one  
Wept  
Because we didn't bow down before him  
And give thanks  
Because he bought us cabbages and tomatoes  
Out of our own mess fund.  
Say!  
Ain't this man's Army.  
A queer proposition?  
But at that we've had a heap of fun  
And lapped up our share of  
This foolish French booze—  
Lord! But I wish I had one bottle  
Of real American  
Beer.  
Say, guy—  
What would you give to see  
That big old Statue  
There in the bay  
And all them high buildings  
Shining white in the sun?  
And slap your old feet  
Down on that same  
Broadway  
We used to know?  
Gee, guy,  
That would be hard to take.  
Damn the Germans  
Anyway.

PRIVATE RICHARD W. BATTEN,  
Engineers, Forestry.  
*From the "Stars and Stripes."*



KIDDING THE TROOPS

The lumberjacks are assembled in the Y hut and a famous speaker, of whom nobody present has ever heard, is going strong. Of course he has just returned from the Lines. They were all that way, you know.

"You men are doing essential work, splendid work! The Army needs you men down here on this job. You men are more heroes than the men at the Front because you get no glory or excitement, the work is monotonous, and you have continually to curb your longing to get into it Up There. General Pershing said to me only three days ago . . . . ."

KIDDING THE FOLKS AT HOME

"There is always great interest in the athletic contests conducted by the 'Y,' in baseball, track, tennis, etc.," writes Lieut. R. H. Faulkner in "American Forestry," for July, 1918. Tennis? Why not daub on a little golf, some yachting, and a few ostrich races?

"Sam, I guess we'll call it a day now," said his superior officer.

"All right, lieutenant," replied Sam, "but if it's all the same to you, lieutenant, I'd like to work a little longer. I think I can clean up quite a bit yet before it gets too dark to see. I understand that some of this lumber we're cutting is going into one of the Y. M. C. A. buildings over at . . . . and that they want to get it up as quick as they can."

Isn't the above beautiful? It is from "The Why of the Y" in "American Forestry" for October, 1918.

In his terse and gripping eye-witness account of the sinking of the "Tuscania," Irvin S. Cobb declares that the deadly torpedo was aimed at his vessel, the "Baltic," but by a miracle was deflected! Verily, the ways of Providence are devious.

## THOSE ROADS

The order that condemned the hard-worked forest troops to weeks of labor, literally on the rock pile, was hard to take. After the shouting and the tumult died, such an order came like a slap in the face to thousands of us who thought we'd done our bit. If it'll make anybody feel any better, and maybe it will, read Col. Woodruff's explanation of how it all happened.

"The national highways and other French roads along our line of communications and serving the many camps, training centers, and other activities of the A. E. F. were under extremely heavy traffic during the summer and fall of 1918, and comparatively little repair work was undertaken because no labor was available either from French or American sources. The wet weather in the western and southern part of France and the freezing weather in the eastern and northern parts during the month of December put the roads in bad condition and the C. in C. directed that month that extensive repairs be undertaken along the entire lines of communication, not only in justice to the French in repairing their roads damaged by American traffic but also to permit continued use of the roads by the American Army."

*(From the Mil. Eng'r.)*

Feel any better, mates?

## OR A LENGTH OF HAY WIRE

Too bad the old regiment was so scattered about that we couldn't get together and fix up regimental insignia. A little life in Headquarters might easily have given us something besides the undistinctive "S. O. S." label for our manly shoulders. Anybody could rummage through his gear and haul out a better one than that. The pine tree and the axe were taken by other divisions. A picture of Old Mother Hubbard, the old girl with the bare cupboard, would have been good if it wasn't made too much like old dutch cleanser. Somebody once suggested the double cross, but that party must have been dissatisfied with something.



BLUNDERLAND

(Trailing along after Lewis Carroll).

The sun was shining in a wood in far-off Gascony;  
 And this was odd, because it was as cloudy as could be:  
 At least it seemed that way to those who toiled at forestry.  
 The Acquisition Officer was peeved, because the sun  
 Had got no business to eclipse the leaves that he had on—  
 "Why can't he wait 'till I am gone, after the war is done?"  
 "Oh, Captain, take a walk with me," the Major softly said;  
 "What pity that the roads aren't good, so we could ride instead.  
 "It seems a blaze has passed this way; perhaps these trees are dead."  
 The Acquisition Officers were sinking to their knees  
 Down through the mud that lay among two hundred thousand trees.  
 (All burned and black and menacing they rattled in the breeze.)  
 The Captain cast his eye around. Quoth he, "Perhaps the rains  
 "That we have had have liquified and wet these sylvan lanes."  
 And this was judgment rare for him—(he hadn't any brains).  
 "The time has come," the Major said, "To talk a lot of bunk;  
 "Of men and teams and railroad track, and all that kind of junk.  
 "My word! while we've been standing here just see how we have sunk!"  
 "We must make haste!" the Captain cried, "The purchase for to bind:  
 "I read a newspaper today, just after I had dined,  
 "And, Major, I must break the news—the Armistice is signed!"  
 The Captain and the Major then walked forward hand in hand.  
 It made them very sad to see dead trees on all that land.  
 "If they were only cleared away," they said, "It *would* be grand."  
 "If eighteen hundred men or more should work for half a year,  
 "Do you suppose," the Major said, "That they could get it clear?"  
 "I doubt it," said the Captain, "Sir, let's go and get some beer."  
 "My one regret," the Major said, after the tap had run,  
 "Is that I cannot stick around awhile to watch the fun."  
 The Captain only winked his eye: "Let's have another one."

ANENT OUR WAR LITERATURE

Mary Roberts Rinehart, in a recent war novel, portrays a hero-sergeant who wanted a commission and took pains to let his Colonel know it at every opportunity. Mary, did you ever hear what the boys called that kind of a sergeant?

THE FABLE OF THE THREE WISE MEN  
ROLLED INTO ONE

(Imitation, George, Is The Sincerest Flattery)

Once upon a Time, way back in the late Teens, the recruiting office at Fort Soakum, U. S. A., was Swamped by the sudden debut into military life of a Prizewinner. The Bird could scarcely curb his Impatience while the dignified young gentleman at the Ink Pans held his digits for a Silhouette, and when he found that Treatment for anthrax, typhoid, small pox, nostalgia and glanders was in order, he was Wild. Not that he minded the Needles, but the call of the War was Imperative. Having coughed and shown them his sun-cured mill he took the Oath and became one of Us. He took this step, to last for the duration of the Grief, for the reason that each Forestry Battalion was to have two Master Engineers, Senior Grade, and he could hardly see why he couldn't hold down both jobs, to the music of \$168 a month. He figured that mail addressed to Master Engineers John K. Data, 20th Engineers, would look exceptionally impressive and appropriate.

It was found expedient by the Powers that were to retain Recruit Data at the post to try him out at such Positions as Kitchen Polisher, Broom Wielder Between the Bunks, and Custodian of the Latrine. They even put him to Pearl Diving, but it must not be imagined that these jobs kept John from becoming Well known around the Fort. Non, non! Within 3 days he had located all 20th men within the prison walls, called them by their First Names, and talked Timber to them in Scintillant language. He gave them to understand that he was Good, and that the world might as well know it at once because it would find out anyway. Bossing the Woods, the Mill, the Yard, or the Machine Shop were all cake to him. He would see that his new friends were treated right when the lesser Jobs were passed around. His Victims heard with reverence and Awe shucks.

Of course John K. was put in charge of the Gang that went Out one morning bound for the University of Typhoid Knoeks at Washington. Going down on the Train he talked Timber in a loud, experienced Voice, was prominent in the Distribution of the

Liquid Coffee, and in general abused the Head of the Herd vigorously.

At the University he soon became so much of a Leader that even the Major knew about Private Data. A Dependable, all-round man, the Skipper said. Three times a week, when the Experience Records were taken, the tattered remains of his modesty went A. W. O. L., and he delivered a line of Chatter that was a Lulu. Skull work was his long suit, he gave out in these interviews, and in every Case his papers were Sorted Out to One Side for future reference.

On the boat he became Convincing, and all anyone was expected to do was to Sit and Listen. The Inserted Tooth was decided upon, and the Ease with which he had once adjusted a gang of band saws in the Dark became common knowledge, even among the Crew. He did hope they would give him a Shotgun Feed.

After a couple of Paydays they made him a private first class on the strength of his performance subtracted from the strength of his jaw.

There was a quiet Swede in the outfit who never could deliver Words faster than ten a minute. He looked like he had assembled his logging experience in a Hayloft, but after he had shown what he could do with the baling wire and bacon cans furnished as spare parts for the mill, they put him in Charge at \$84 a month.

Moral: Logs are not cut and sawed with a Vocabulary.

### A BALLAD OF ACTION

I'm in the Spruce Division! Hooray! Hooray!  
I'm careful what becomes of me, and what the job will pay.  
I may not get a medal, though the chances are I may—  
Long live the war! Beaucoup encore! at seven bucks a day!

ALPHABET OF THE FORESTRY SECTION

- A for the Army—magnificent pay—  
It giveth and, shortly, it taketh away.
- B is Battalion, where headquarters guys  
Lived on fried hotcakes and thick apple pies.
- C for our Cussedness; we had a plenty—  
Ask any top cutter of Engineers Twenty.
- D for Delouser, and Deep in the guts  
Of a homewardbound ship, smoking tailormade butts.
- E is for Earnest and Eager, the words  
Officers use in describing us birds.
- F for Fatigue call and also for Flu;  
At times they both helped to make soldier boy blue.
- G is for Grub and for Goldfish and Green  
Slime on the beef from the old Argentine.
- H for the Home for old vets, where we'll all  
Swap lies at the end if we don't hit the ball.
- I for Inspection; once out of the way  
An inspection was made of the nearest cafe.
- J is for Jadwin, who roosted at Tours;  
His orders got some goats—perhaps they got yours.
- K is for Kicks; we gave skippers no peace.  
(It's the wheel with the squeak that get's most of the grease)
- L is for Liquor. Could you get a souse  
At the faucet that hung from the chemical cows?
- M is for Mademoiselles and for Medics,  
Sure cure for what ailed you, from heartaches to headaches.
- N is for Nothing to do for days seven  
On leave, and the town seemed a suburb of heaven.
- O is the hole in the mud where we set  
The stake to pitch horseshoes; five francs it's there yet!
- P is for Phoebe and Poker and Pay  
And Piper and Prince on a cold winter's day.
- Q for the Questions we asked of the Frogs.  
That came into camp to see Yankees saw logs.
- R is for Railroading, Rapping the pill,  
And Riding the Rig in the old 20-mill.
- S stands for Skidding and Swamping and such  
And it's something to do if you try it on much.
- T is for Timbers and Tent-floors and Ties  
We made for the Service that rushed the supplies.
- U for the Uniform. Pack it away  
With a sack of Bull Durham to keep moths at bay.
- V the gold chevron. Say! Bet you were hating  
Yourself when you first saw the Girl Who'd Been Waiting!
- W What'll go best for this stanza?  
If you answer the question, won't question the answer.
- X for the Tenth Engineers of just fame;  
When they joined with X-X they put pep in the name.
- Y for the Yankees—intractable men,  
Who'd rather be told Why than What, How, or When.
- Z is the letter that ends lots of work.  
Don't think so? Next war be a company clerk!

SAINT MIHIEL

At the time of this made-in-America drive there was a great hue and cry for ties heard in the camps of the 20th Engineers.

WHO WON THE WAR?

"TIES!" the Colonel thunders,  
And, "TIES!" the Major cries;  
"TIES! TIES!" the Captain echoes,  
"MORE TIES!" the Lieut. replies.  
But when the roar subsided,  
What's this the Top spies?  
A Corporal sits and watches  
A PRIVATE hewing ties!



Corporal: "I hear they have discovered Christopher Columbus' bones."

Dark private: "Why, man, I didn't know they shot craps when he was alive."—*American Legion Weekly*.

HOME TOWN STUFF

Ex-Gob: "So Lootenant Guano was engineering with your outfit?"

Ex-lumberjack: "No, domineering."

MIMI

Oh, Mimi Zan's a sleepy girl from Monday until Sat.,  
And trouble line the war-sad face beneath her red-tile hat.  
When leave days come she wakes, and smiles replace the erstwhile frown:  
For francs come in to Mimi when the lumberjacks hit town!

(11TH COMPANY "Mulligan")

## HISTORY OF THE TWENTIETH ENGINEERS

Major General Rogers, Quartermaster General, reports 114,008,817 pounds of corned Beef and 207,848,550 pounds of goldfish were purchased for the Army during the war. 130,388,162 pounds of beans were bought, but the appetite of the doughboy could not keep pace with the supply, it is said, and millions of pounds were on hand at the signing of the armistice.

Pursuant to the above, a few extracts from the real diary of an imitation Corporal, 20th Engineers, may be significant.

### FEBRUARY 3, 1918

Breakfast: Hash, bacon, hard-tack, coffee (not much of first two).  
Sunday Dinner: Canned willy, hard-tack.  
Supper: Hard-tack hash ("camouflage pudding"), coffee, hard-tack.

### MARCH 10, 1918

Breakfast: Hard-tack mush, thin Karo, bread, coffee.

### JULY 14 (Bastille Day)

Breakfast: Bread, bacon, Karo.  
Dinner: Potatoes, gravy, bread, jelly.

### SEPTEMBER 23

Grub mostly bread, gravy, corn mush. Don't dare eat the bull meat. As usual, a bright future and a rotten present as to grub.

### SEPTEMBER 24

Breakfast: Corn mush with canned milk (16 to 1), bread.  
Dinner: A little bull meat, bread, gravy, coffee.

(Note.—The outfit represented by the above samples of some of its worst actually bought and paid for 25% of all food served in camp, out of the men's pockets.)



BREAKFAST

(With apologies to Tennyson for the grub)  
Moonlight and morning star,  
And one clear call for me—  
How soft and warm th' unlaundered blankets are  
At Reveille!  
Hot oats and swampy smell,  
And after that a spud;  
A hunk of punk, and, steaming to be tell,  
A rug of mud.  
For washing mess-kits the polluted cup  
A java can't be beat  
I lark! In the wash line a wild cry goes up:  
"When do we eat?"

TOUJOURS LE MEME

No matter how wise or how foolish  
The company's cook may be,  
When down at the table we're seated,  
Two things we all plainly can see;  
When we look at the chow,  
There's the bosom of sow,  
And beans — beans — beans.

If quartered in city or country,  
The cook never misses his aim;  
If messing in swamp or on mountain,  
Two things will remain quite the same;  
Though it may cause a row,  
We get bosom of sow,  
And beans — beans — beans.

When tasks for the day are all ended,  
And weary are body and brain,  
Small matter it makes if we're eating  
Indoors, or outside in the rain,  
The cook makes his bow  
With bosom of sow,  
And beans — beans — beans.

Of all that I've learned in the Army,  
This fact I am sure I know well—  
And others are certain to tell you—  
The soldier's worst picture of Hell  
Is thrice daily chow  
With the bosom of sow  
And beans — beans — beans.

CORP. VANCE C. CEISS,

*Twentieth Engineers.*

In "Stars and Stripes," June 21, 1918.

WHO TAKES THE DOG?

The bear was close behind me. Seemingly I was lost. Suddenly I turned, seized the animal by the snout, thrust my arm far down his throat and, grasping his tail, with a sudden jerk I turned him completely inside out, whereupon he naturally ran back the way he had come.—Baron Munchausen.

There we stood, the first human beings to reach the North Pole.—Decook.

"The large size appetite that accumulates in a lumber camp is very satisfactorily treated three times a day with good, substantial, clean and well cooked food."—Capt. R. H. Faulkner, 20th Engrs., "American Forestry," July, 1918

With a bonus for the service men we would be forced to establish the most oppressive system of taxes in the world.—Representative Hull, of Tennessee.

We repeat: Who takes the dog?

THE TENTH ENGINEERS

(11th and 12th Battalions, 20th Engineers)

From hill and woods, from farm and from the college,  
 Responding to the wanderlust of war;  
 And, with their manhood, bringing skill and knowledge,  
 They came, impatient to be sent afar.  
 Eager for unknown dangers, old and young  
 Looked forward with expectant hearts to France;  
 Homes, aspirations far behind were flung:  
 To work or fight—they asked but half a chance.  
 But not for eyes of these the battle's glory;  
 Not theirs the thrill of seeing foe advance;  
 Nor theirs the splendor, old as war's grim story,  
 Of offering one's self to circumstance.  
 But by relentless, sinew-burning toil,  
 Through day, night, sun and snow, on hill and fen  
 They felled the stately trees of France, whose soil  
 Clasps some of them who'll not come back again.  
 And what rewards are theirs for future years?  
 Not cherished battle scars to show to sons  
 Nor knowledge that they calmed the New World's fears—  
 Proclaimed by states as "they who faced the guns."  
 Their memories more soft and gentle are:  
 The Clyde, the Pyrenees, a French girl's face,  
 The soft Azores, and (more than these by far)  
 A duty greatly done for home and race.  
 Ah, what remains of their stupendous task?  
 The hospitals, mills, barracks, sheds for miles,  
 So soon are torn away, as though a mask:  
 Their only monuments—their sawdust piles!

CLARENCE HILL BURRAGE.



SOCIETY NOTE

A large number of former members of the 20th Engineers have taken steps to assure themselves of a flock of dependents in time for the next war.

ONE POINT OF VIEW

The poorest place on earth is Landes.  
I like it.  
It's hot as hell here on the sands.  
I like it.  
I hate to think I'll spend a year  
Down in the Service of the Rear;  
But then, I guess I'm glad I'm here—  
I like it.

(IBID.)

The Top Cutter, bawling out a soldier: "Ole, I can see your finish."

"No, Sorge, I bane Svedish."

AND THEY CALLED US "SAFETY FIRST ! !"

Salonika, October 1st, 1918. Bulgaria signed the surrender terms today. This victory disrupts the military unity of the Central Allies and insures victory in the near future.

New York, October 2nd, 1918. Recruiting offices were crowded today with long waiting lines of anxious volunteers. Most of the recruits are sturdy and eager, and many are joining the Marines ("First to Fight") and the Tank Corps ("Treat 'Em Rough"). This is the greatest rush of recruits since the German drive began last spring.

Remember those hot summer days in '18 when the blow-flies buzzed and wrestled together on the beef hanging in the meat house? We'll say it smelled offal!

IN THAT MAN'S ARMY

There was often a difference in application of the terms "commissioned man" and "officer."

## OUR NEIGHBORS OF TRAINING DAYS

Memories of the days of Squads East, and Platoons Order Arms, March, of American University and Belvoir, bring to mind the names of three of our sister regiments who shared our camps and drillfields, our guard-mounts and canteens, and who went overseas with our blessing and our unspoken wonder as to where and when we'd meet again.

These were the Sixth Engineers (a regular outfit from Texas) who hung out at Washington Barracks, the 30th Engineers (Gas and Flame), and the 40th Engineers (Camouflage), camped at the University. Only our earlier battalions knew them, for the Sixth went overseas in November, in time to make a glorious name for themselves and the Engineer Corps and to rob the Marines of the proud slogan "First to Fight" by helping the British hold the line at Cambrai in December, 1917.

The 30th Engineers marched to the train on their way to France on Christmas Day, 1917, passing out of camp between the honoring and envying files of our 4th Battalion. Little did we who watched them guess that fifty per cent of their service records were destined to come back to Washington endorsed "Killed in Action" or "Died of Wounds."

The 40th Engineers embarked with our 3rd and 4th Battalions on the "America" the 4th of January, 1918. We parted with them at Brest, and their future career was all that their most enthusiastic sculptors and scene painters could have desired. They made mountains out of mole hills and stumps of lath and plaster all the way from Soissons to Verdun, and eventually grew into a definite branch of the service of their own, as did the 30th. Those familiar collar ornaments, the Sign of the Chamelion and the Crossed Retorts, tell the story of the deeds of our neighbors of training days.

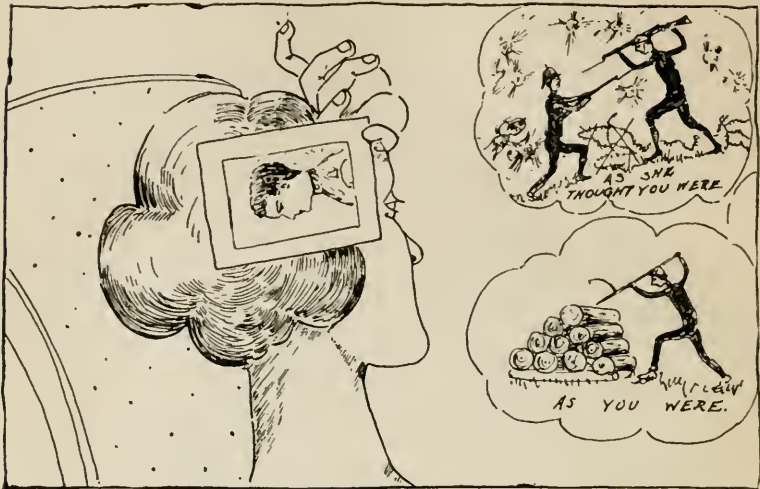




### C'EST CA

I shorely ain't much ov a soldier,  
 Er else they w'uld give me a gun,  
 Instead ov a axe an' a crosscut,  
 Fer fightin' agin th' dern Hun.  
 I'll own that it shore is some safer,  
 -Plumb back from th' hell-scrapin' line;  
 An' yet, jest o'thinkin' o' safety,  
 T' me don't appear very fine.  
 There's never no chanst t' git medals  
 That'll shine mighty bright on yer breast,  
 When once y'u git back t' th' Homeland  
 An' settle down fer a rest.  
 An' even th' bloomin' ole papers  
 Dont' carry no picters ov us;  
 In some ways, we might as well be  
 A thousand o' miles frum th' fuss.  
 An' yit I jest kaint help a-thinkin'  
 O' what in the devil we'd do  
 With nothin' but crosscuts an' axes—  
 If ever them Boches got through.

CORP. VANCE C. CRISS, 20th Engineers.  
 In "Stars and Stripes" July 26, 1928.



IN THE ENGINEERS

If it's work you would be doin'  
 Such as ties in need of hewin'  
 'Til yer back is jes' one ruin,  
     Join th' Engineers.  
 Fell the trees an' get from under,  
 Chute th' logs without a blunder,  
 Work th' whole day jes' like thunder,  
     In th' Engineers.  
 Work like hell a-diggin' ditches,  
 Layin' track or settin' switches,  
 (An' yer pay sure ain't no riches),  
     In th' Engineers.  
 Even when th' rain is pourin'  
 An' you hear the big guns roarin'  
 Jes' go right on with yer chorin',  
     In th' Engineers.  
 If you hear th' motor hummin'  
 On a Boche plane that is comin',  
 Don't stop work fer fear o' bombin',  
     In th' Engineers.  
 Night time comes, an' things that's creepy,  
 In a tent that's sort o' seepy—  
 Ain't no bother, you're so seepy,  
     In th' Engineers.  
 Sometimes, too, you may be driven,  
 When th' best you've got you're givin':  
 Still, th' life is sure worth livin',  
     In th' Engineers.

VANCE C. CRISS, 20th Engineers.  
 In "Stars and Stripes," June 7, 1928.

THANK GOD FOR HARRIS, HE KEPT US OUT OF WAR  
DEPARTMENT FILES!

CHAPTER 1.

Ye managing editor wrote the A. G. in Washington for various little incidentals such as a regimental roster, casualty list, list of decorations awarded, and overseas stations of the units, to be used in the preparation of this book. It was a big order, but he did hope to get some of it. Attention to orders!

"Referring to your letter of March 1, 1920, requesting certain information for use in connection with the preparation of a regimental history of the 20th Engineers, I have the honor to inform you that in view of the labor that would be required and the insufficiency of clerks, it is regretted that it is impracticable to furnish the information requested by you.

Very respectfully,

P. C. HARRIS.

*The Adjutant General.*

PER "G.H.D."

CHAPTER 2.

"IDLE EMPLOYEES CROWD CAPITOL. ADMINISTRATION OFFICIALS ARE ON GRILL DAILY. BYRNES SAYS CLERKS TELL HIM THERE'S NO WORK

Washington, March 27. "If the clerks know when the officer is coming, they could get busy immediately when he comes in sight," Mr. Byrnes pointed out.

Gen. Harris said that this is true, but that the inspections are not made at regular times. He said he himself frequently inspected the force and instancing one building containing 1500 clerks had found 'probably three or four clerks who were not actually engaged and seldom found more than a dozen clerks not actually hard at work.'

Visions of 1500 clerks in one building made us feel that somebody was spoofing, and we called, "Boy, page an old, seedy geezer with a lantern in his hand." But, gentle reader, watch for the next chapter!

CHAPTER 3.

"Washington, February 17, 1920. The War Department took steps today to expedite prosecution of willful draft slackers and clear up this phase of its war records. As a preliminary measure the adjutant general was directed to study the records of 151,354 cases classed as non-willful and 173,911 classed as willful deserters remaining on the books....."

Moral:—Be sure you're right and then get the facts.

RATHER PEDICULAR

The Medic: 'Wot ja know, Sarge! A bird reported lousy to-day an' he's wrote home he's got pediculosis. Gee, some fellus is ign'runt!'

A LIQUOR LICENSE

When the America dropped anchor at Brest, as she had a bad habit of doing, a flock of floating life saving stations clustered around her W. C. T. U. bows. A member of the regiment had coddled a thirst for thirteen (13) days and felt like the ancient mariner who complained of "water, water everywhere, and not a drop to drink." So he made haste to order up—about 50 feet up—a bottle of vang pale, paying for same with a 1916 hunting license issued by the State of California.

"WHERE WEALTH ACCUMULATES . . ."

We get back home and find swarms of cooties under the shirt of the body politic; we find nobody engaged in the pleasant pastime of making rings out of francs and everybody watching the other fellow making a bum out of the dollar; we find enough new millionaires to fill the 20th to full strength; we find the lads that settled back among the cushions during the war have hoarded up the darby; and bearded prophets roosting in their leather chairs and passing out advice to "work, work, work." By the hinges of mother's oven, that's what we've been doing in France! How's chances to play a little while? Oh, not so good, brother! But ain't it sweet to get home? Be it ever so hum-bugged, there's no place like it.

## HISTORY OF THE TWENTIETH ENGINEERS

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We may have felt neglected at times when the Rainbow Division and other units with glorious records and famous insignia on their shoulders stood in the calcium glare rejoicing. Just to be disagreeable, let's look who's here:

The Asphalt Navy.  
The Boulevard Shock Troops of Caumont.  
The Field Clerks at Tours.  
The Spruce Division.  
The Dictagraph Division at Washington.  
The Wish-I-Was-Under-45 Divisions.  
The Payroll Division at the Shipyards.

The Spoils Division, consisting of some 23,000 new swillionaires, was never mobilized. And it must in all fairness be remembered that there were many heavy batteries in the shipyards, supported, of course, by the requisite number of infielders and outfielders. And the Yellow Division.

Sgt. G. I. Can., 20th, was a hum-dinger at that carelessthenix stuff. Over in the drill field near the University he used to say in his determined way, "Arms at the thirst, place!" Of course he'd read his little book wrong and had turned around the letters in the work "thrust." The command, as he gave it, called for equipment of brass and mahogany.

### S. O. S. TO DOUGHBOY

It may not sound like a helluva lot, now that the grind is through,  
To have labored seven days a week, back in the rear for you;  
Barracks and railroads and docks and such are easy to build, no doubt,  
But when you've constructed a million or more, you're glad to be mustered out.  
When your back's been lame for eighteen months, and your feet are soaked  
and sore,  
And the word comes back from the front, "More speed! We're using more  
and more,"  
And the rain's a soppin' up the ground till your knees are down in the mess,  
When deserters make for the danger zone—it's hell in the S. O. S.  
No, we ain't been up in a front line trench, and we haven't one D. S. C.,  
And we don't pretend to a thing, old scout, in the line of bravery;  
Our job had mostly just been to sweat and muddle around in muck;  
But 'twas good for you lads in front of us, that while you fought—we stuck.

RALPH UNDERWOOD,

*In "Stars and Stripes."*

# HISTORY OF THE TWENTIETH ENGINEERS

## THROUGH MILITARY CHANNELS

From: Editors, Book of the 20th Engineers.  
To: Lt. Oolalalonde, 20th Engineers.  
Subject: Burned Area.  
1. Would request short account Burned Area operation, including reasons therefore and results accomplished.  
2. Current comment on operation unfavorable. Hope your report will vindicate same.

THE EDITORS.

1ST IND.

From: Oolalalonde.  
To: Corporal Hasty Funeral, 20th Engineers.  
1. Never heard of it.  
2. Am passing the stag to you, Hasty.

THE LIEUTENANT.

2ND IND.

From: Hasty Funeral.  
To: Commanding Wagoner, Base Hospital 1234567, A. E. F.  
1. Seems like some 20th Engineer has been injured by fire.

HASTY.

3RD IND.

From: Wagoner M. Uell Skinner, Base Hosp. 7654321, A. E. F.  
To: Commanding Saddler, Base Section No. 00.  
1. A. Rea, 20th Engineers, never admitted this Hosp.  
2. Shoot a franc.

SKINNER.

4TH IND.

From: Saddler Benedictine, Base Section 00, Staving Off Starvation.  
To: Commanding Bos'n., Forest Castaways, A. E. F.  
1. Drop in when you get a chance. Have new bunch snappy postcards to show you.  
2. Forwarded.  
3. Forwarded.  
4. Ask Jad, he knows.

BEN.

5TH IND.

From: Bos'n in Command, Forest Castaways.  
To: Capt. Jadwin, Division of Results, S. O. S.  
1. This letter makes me homesick for the war.  
2. Turn back the universe, and give me yesterday.

BOS'N. CMDG.

6TH IND.

From: Capt. Jadwin, S. O. S.  
To: Commanding Matron, Central Records Office, Par B. C. M., Slaves Over Seas, Court of the Four Seasons, By Courier, By Golly, Promenade, (Fore-et-Aft) France.  
1. To hades with yesterday, give me the universe.  
2. To be sunk without trace.

JAD.

7TH IND.

From: The Editors, Book of the 20th Engineers.  
To: 18,000 vets of the Regiment.  
1. Found this by great luck in a box of shredded wheat.

EDITOR.



MUSINGS FROM THE SERVICE OF SURPRISE

(Sam, give us some mournful music and violet lights)  
Maybe I'm wrong, but  
I think I am the only guy  
Of the A. Expeditionary F.  
Who used to cuss the American magazines  
With their fairy tales about the soldiers  
And ads about the Patriotic Six.

*Chorus*

What fools  
These mortals  
Be.

Methinks, I was the only one  
Of the mob shanghaied in France  
Who used to cuss the slackers  
And the songs about Yankee Doodle  
And the grey-beards who howled,  
"Let the boys rebuild France."

*Chorus*

I guess no one but me  
Used to wish he had a monicker  
As long as the Prince of Wales'  
And that he lived in Passamaquaddy  
With leave to whittle his name and address  
All over the war profiteers.

*Chorus*

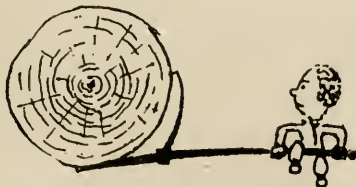
Of course I was the only bird  
That used to wish he was in Paris  
With an indefinite pass  
And tottering under a load of francs  
And able to tell any old ship cap'n,  
"Home, James!"

*Chorus*

AN OVERSEAS AD  
MOUCH'S TONSORIAL EMPORIUM  
(Right near the Infirmary)

One barber—no long waits. Proprietor is graduate barber, having completed a four-year course at the Seattle Barbers' College in eight days. Customers leave our shop with a feeling of great relief! Caricature work a specialty. Try our Socony hair restorer. Shinola applications for dandruff only two-bits. We do no mule clipping.

N. C. MOUCH, Prop.





OFF DUTY AT AIX LES BAINS

## THE GLOATINGS OF A SAM-BROWNE LUMBERJACK

(*Mr. Tennyson, here we go again.*)

### IN THE STATES

Limelight, and shoulder bar!  
Adventure calls to me!  
(But may we sail not where the U-boats are  
When I put out to sea.)

### IN FRANCE

The morning bugle calls me not from sleep;  
Without a pass I roam.  
My salary, in francs, makes quite a heap:  
I live as though at home.  
Moonlight, and village belle,  
After that a dance.  
The privates' mail no spicy tales can tell  
Of *me* in France!

Life over thar wasn't as monogamous for the officers as for the men, as a rule. No? Yes?

Private James Douglas, 20th Engineers, a man who has solved many intricate problems in dietetics, says. "Feed hard-tack to the *mules*; they are naturally short lived."

MEDITATIONS OF MAJOR DORMANT DOME  
(FORESTRY)

How I hate to go home! Gee, I dread leaving France  
With her cony and benny and beer—  
Sure no place for a Dome in the Zone of Advance;  
It is fitting that I should be here,  
    Tra-la!  
Most fitting that I should be here.  
The war could continue and not anger me.  
(How a Cadillac rocks one to sleep!)  
Give all that is in you, boys, work eagerly:  
    In a year you'll go back o'er the deep,  
    Tra-la!  
    In a year you'll go back o'er the deep.  
In the Zone of Advance they are through with their job;  
    There is nothing for them but the past.  
But all over France is my Forestry mob:  
    'Twill be strange if I can't make it last,  
    Tra-la!  
    Very strange if I can't make it last.  
It won't hurt them to wait; they can grub up the stumps,  
    They can fix all the roads and the mills.  
(In a Cadillac Eight you don't notice the bumps,  
    And it is sure is a bear on the hills,  
    Tra-la!  
    A galloping fool on the hills.)  
On a beautiful river a sweet little lass  
    Thinks I am a soldat tres bo.  
Oh, Sergeant, just give her a little more gas;  
    I will spend me the weck-end in Pau,  
    Tra-la!  
    I'll have a big weck-end in Pau.

“Q. B. S.”

These letters came into general use in some of the camps of the reg. to describe a large and flourishing fraternity that came into being. Quiet But Staggering. Members had to have certain qualifications such as being a jolly good fellow. The inner circle of this frat. was known as “The Clutching Hand,” a secret cult of fire-water worshippers whose only public appearance was at the end of certain Sabbaths, when the entire membership sallied forth in close order, publicly announcing a generous offer to fight anyone in camp.

DEFINITIONS

Mill: Sometimes referred to as a sawmill. A quiet place where the company clerk went to read on Sunday afternoons.

Office: Le Bureau; Orderly Room. Noisiest place, except the mill, on the campus. Where the officers used to get warm when they were not in "The Quarters."

Kitchen: About the same as the Mess Hall. Safest place in camp to hide hooch, if you wanted to lose it.

Latrine: The fly nursery. Temple of Latrina, the goddess of time off.

Canteen: Where everything wanted was expected this afternoon, or yesterday. The death-bed of Jack.

Sunday Service: Where a man went when he wanted to be by himself for a little while.

WHEN YANKEE DOODLE LEARNED TO PARLEZ-VOUS  
"MALADE"

Scene 1. The office shack. Time, November 10, 1918. Cast of characters:  
The Top and the Medic.

The Top: "What's the matter with Red this mornin'?"

The Pill Roller: "Don't know; he's got 104."

The Top: "Send him to the kitchen to help peel spuds."

Scene 2. Same. Time, November 12, 1918.

The Top: "Anybody on the sick book this smornin', Iodine?"

The Medic: "Eighteen to-day, Sarge."

The Top: "What's wrong with these soldiers?"

The Medic: "Nine have bad cases of dandruff, eight have large holes in their socks, and one was sneezing fearfully at breakfast."

The Top: "Quarters for the lot is jake."

THOSE TRANSFERS TO THE OLD TENTH

Several of the earlier companies of the 20th were away over authorized strength when they left Hoboken. This condition was for the purpose of bringing up to strength some of the old Tenth outfits, but the men who made out alphabetical rosters, sailing lists, insurance, allotments, etc. at the University and who were accustomed to be interrupted in their patriotic labors by the notes of Reveille, could not appreciate the joke. Neither could the men whose names appeared in the transfer orders, after the shores of France were near. In fact they were all cut up over it—leaving the old gang, and all—but when the old Tenth pulled out for the States early in January, 1919, the thing looked different.

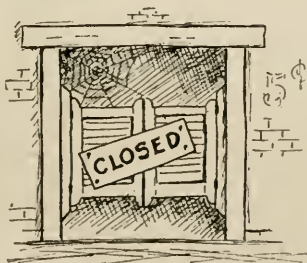
HERE'S MUD IN YOUR EYE, FATHER NEPTUNE!

Down in the Landes, hear dat moncful soun'; all de Yankees are a-singin'—cause Neptune he's jus' stickin' roun'! Our rations are low, but why should we fret? We can fill out gut out long de wet! Oool-oe-leo,—dat's marjoree! Neptune's de C. O. of our Q. M. Sea!

Troops stationed within hike or bike distance of Mimizanles-Bains had things pretty soft now and then. Talk about welfare organizations! The Atlantic Distributing Agency was one of the best for us. The Bay of Biscuits is well named, only it wasn't baking while we were there—shortage of materials. First there was a cargo of oranges beached, then a cask or two of Dago red. October 8th a wine ship was torpedoed and something like 1600 barrels of good, assorted licker, washed ashore. People came all the way from Pontenx to see what was up, and an account of the battle was published in the "Stars and Stripes." Many of the *natives* became intoxicated. Some of the boys buried barrels of it in the sand back of the beach, but the wily French customs officers probed into the situation with long iron rods, with unsatisfactory results to the troops.

By way of helping us celebrate the end of a year in the woods we got a few barrels of Jamaica rum at Neptune's service bar. It was undoubtedly Very Old. Bottled crime, third rail, T. N. T., liquid horseshoes, go only part way in describing it. A man just naturally hollered for a pyrene after a shot thereof.

The old War had its compensations!

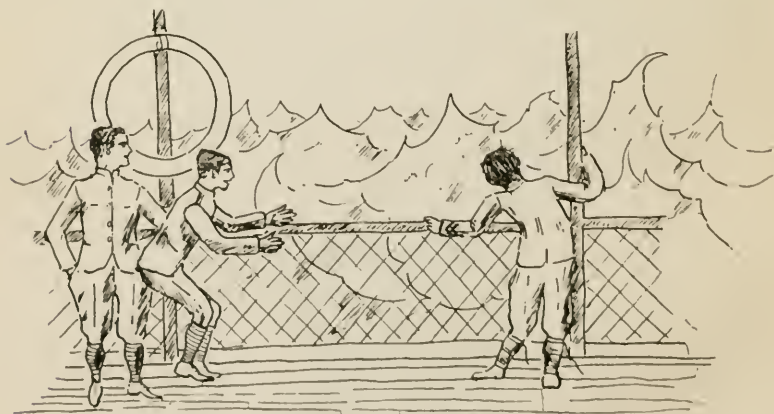


A tabulation of the wildcat press that from time to time lifted its head and screeched in the forests all over France would materially increase the paper shortage. One of the most ambitious was "Jusqu'au Bout" (Until the End) published by the headquarters of the 1st and 3rd Companies, 1st Battalion. It was a w-e-e-k-l-y four-page printed sheet with a heading showing the valiant forest troops worrying away at the job of felling a huge oak, into the butt of which a striking likeness of the kaiser had grown.

"We only have one word  
 Jusqu'au Bout!  
 The axe will be our sword,  
 Jusqu'au Bout!  
 Side by side with France  
 Until deliverance.  
 Jusqu'au Bout!"

A recent silver-stripe volume of Doughboy humor tells of a Yank raid on Jerry's lines at Mons, a Cockney's heroism at Liege, a Buffalo Division coup at Amiens, and a victorious counter-attack by the Marines at Cantigny.

Query: Will the forthcoming new edition narrate a few hair-breadth escapades of the Spruce Division at Tours?



TWO BITS HE COMES. -

## Editorially Speaking

There should be written another history of the Twentieth Engineers. This is an account of what the men did; of our comings and goings, our good times and our bad times. It is the story of 18,000 men who went into the Army to cut lumber in France during the Great War. Another history, telling of what a dozen or two of the men higher up did in the work of producing lumber in France, should include the relation of the technical problems faced and overcome. Organization, transport, food, clothing, machinery, equipment, shelter; liaison with the French authorities, acquisition of stumpage, distribution of troops, utilization of products, transportation difficulties, recruiting of animals, reports and other paper work, transfers, leaves, discipline, morale, promotion of officers, mill construction, liquidization, allocation of production, health, sanitation, and other subjects will and should furnish ample interesting material for another work on the regiment. We cannot claim to have covered the ground and have made no more than a passing mention of most of the above. Gentlemen of Tours, the technical history of the regiment is your oyster. We'll be wanting a copy.

### THE AMERICAN FORESTRY ASSOCIATION

At about the same time that the United States Forest Service was organized the Tenth Engineers, the American Forestry Association started a Welfare Fund for the Forest troops. As the need for increased work in providing comforts for the lumber regiments developed, the fund increased its organization and came to be called the Welfare Fund for Lumbermen and Foresters in War Service. The committee in charge of the work was made up of prominent representatives of the Lumber Industry, the Order of Hoo-Hoo, the U. S. Forest Service, the American Forestry Association, and the Lumber Trade Press. The fund grew to a total of \$19,424.44 and was devoted to the purchase of wool for knitting into sweaters, etc., for the purchase of athletic equipment, phonographs, etc., for assistance to needy families of service men, for loan to soldiers in need of cash, and to find jobs for men after discharge. In the words of the Senior Chaplain, writing from

France, "The Welfare Fund raised for the men of the Twentieth Engineers is unique in the A. E. F. No other organization that I know of has had such splendid backing as the Forestry troops in France."

### THE FOREST SERVICE

In addition to having charge of the recruiting of the Tenth Engineers, and to assisting in the organization of the Twentieth, the U. S. Forest Service of the Department of Agriculture raised a fund of \$4,274.68 for the purchase of two motor ambulances and two kitchen trailers. Six phonographs with records were sent across with the Tenth also. The women of the Forest Service organized, with Mrs. Henry S. Graves as Chairman, for the knitting of woolen garments. Members of the Washington Office prepared a large Christmas box for the regiment, the same being sent November 15th, 1917 and arriving at destination June 25th, 1918, exactly six months late for Christmas. The Forest Service, working with the Potomac Division of the Red Cross, furnished practically every man of the Twentieth, in training at the University, with a sweater and other welcomed knitted apparel. When the Armistice came, the committee had on hand large amounts of knitted things and these were disposed of to other branches of the service and to the Serbian Relief Committee. The ladies of the Forest Service offered to send Christmas boxes to any men who would send them official labels and 283 men were given Christmas cheer in this way.

The several overseas organizations to promote the welfare of the soldiers—the Red Cross, Y. M. C. A., Knights of Columbus, and American Library Association did a great deal to further the comfort and happiness of the Twentieth Engineers. Athletic equipment, reading matter, cigarettes, stationery, games, pianos, and many other things were provided by these organizations in the remote camps of the regiment.



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## In Memoriam

### CASUALTY LIST OF THE TWENTIETH ENGINEERS

Through the courtesy of Major Edwin H. Marks we present the casualty list of the regiment, compiled by him from the records in the Office of the Chief of Engineers. Investigation revealed the fact that the records in the Office of the Chief of Engineers are quite incomplete and not at all uniform, due to misunderstanding of or non-compliance with, regulations for reporting deaths by various company commanders. The lists of the Adjutant General are not made up according to organizations, and to compile a regimental casualty list from the records available in Washington would entail the examination of several hundred thousand individual death reports. Exhaustive correspondence with company commanders, first sergeants and clerks would give a more complete record than that which follows, but such a plan would be impracticable. It is altogether probable that 375 men of the regiment lost their lives in the service of our country. Nearly 150 men were reported by name; 170 were reported but not by name; and it is estimated that about 70 others died in companies that did not report at all.

*"These laid the world away; poured out the red  
Sweet wine of youth; gave up the years to be  
Of work and joy, and that unhop'd serene  
That men call age; and those who would have been  
Their sons, they gave, their immortality."*

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OFFICIAL LIST OF LOSSES OF TWENTIETH ENGINEERS

As Reported by the Chief of Engineers

(Except where noted, deaths occurred in France, from disease or accident.)

1st Battalion Hq.	Edward E. Hartwick.
2nd Battalion Hq.	Arthur Drake.
5th Battalion Hq.	Albert O. Urbach.
6th Battalion Hq.	William F. Bennett, lost on Tuscania. Edwin R. Berkly, lost on Tuscania. Walter F. Brown, lost on Tuscania. Raymond Butler, lost on Tuscania. Arthur W. Collins, lost on Tuscania. Gerald E. Clover, lost on Tuscania.
2nd Co.	Homer W. Ward.
3rd Co.	George Barnett. Harry F. Davis, at sea. Timothy L. White.
16th Co.	Frederick Allen, lost on Tuscania. Stanley Augspurger, lost on Tuscania. Gunder G. Austad, lost on Tuscania. H. C. Bates, lost on Tuscania. Sidney W. Bernitt, lost on Tuscania. Claude Bradley, lost on Tuscania. Verner C. Brandland, lost on Tuscania. Rocco Calabrese, lost on Tuscania. Alva N. Collins, lost on Tuscania. J. B. Crow, lost on Tuscania. Marcus B. Cook, lost on Tuscania. Elmer L. Cowan, lost on Tuscania. Norman C. Crocker, lost on Tuscania. William A. Dintor, lost on Tuscania. Frank Dragota, lost on Tuscania. John Eichhammer, lost on Tuscania. Winston A. Hartsock, lost on Tuscania. E. A. Houston, lost on Tuscania. Wesley W. Hyatt, lost on Tuscania. John A. Laako, lost on Tuscania. Thomas A. Llewelyn, lost on Tuscania. William P. Morin, lost on Tuscania. Roy Muncaster, lost on Tuscania. Riley F. Murray, lost on Tuscania. Joe R. Redfield, lost on Tuscania. John C. Robinson, lost on Tuscania. N. B. Short, lost on Tuscania. James A. Schleiss, lost on Tuscania. William J. Trageser, lost on Tuscania. Thomas S. Wasson, lost on Tuscania. Robert F. Warren, lost on Tuscania.

## HISTORY OF THE TWENTIETH ENGINEERS

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Philip E. Wiegand, lost on Tuscania.  
Clea Bargaerstock, missing on Tuscania.  
Ruben Cohen, missing on Tuscania.  
Alexander J. Dunn, missing on Tuscania.  
Dale M. Fish, missing on Tuscania.  
Matt Latham, missing on Tuscania.  
Lambert M. Mocker, missing on Tuscania.  
Benjamin G. Omsted, missing on Tuscania.  
Ellis M. Smith, missing on Tuscania.  
Fred M. Unger, missing on Tuscania.

17th Co.

J. J. Byrne, lost on Tuscania.  
John Edwards, lost on Tuscania.  
Clyde C. Jenkins, lost on Tuscania.  
John C. Johnson, lost on Tuscania.  
James Logan, lost on Tuscania.  
W. Raines, lost on Tuscania.  
Peter Dethman, lost on Tuscania.

18th Co.

R. A. Agren, lost on Tuscania.  
David C. Banton, lost on Tuscania.  
C. M. H. Beaner, lost on Tuscania.  
G. N. Bjork, lost on Tuscania.  
J. J. Buckley, lost on Tuscania.  
J. W. Cheshire, lost on Tuscania.  
C. H. Davidson, lost on Tuscania.  
William J. Dregs, lost on Tuscania.  
E. H. Duffy, lost on Tuscania.  
Jack R. Gurney, lost on Tuscania.  
T. W. Herman, lost on Tuscania.  
W. R. Johnson, lost on Tuscania.  
G. Lakeman, lost on Tuscania.  
Alfie Lecarl, lost on Tuscania.  
Fred M. Linton, lost on Tuscania.  
W. Matthews, lost on Tuscania.  
H. E. Page, lost on Tuscania.  
Sam H. Penticost, lost on Tuscania.  
J. L. Pree, lost on Tuscania.  
Luther B. Reeder, lost on Tuscania.  
George H. Reinhart, lost on Tuscania.  
L. Roberts, lost on Tuscania.  
T. E. St. Clair, lost on Tuscania.  
Eugene W. Snyder, lost on Tuscania.  
G. E. Swanson, lost on Tuscania.  
Milton Tully, lost on Tuscania.  
T. Tuttle, lost on Tuscania.  
Julius D. Wagoner, lost on Tuscania.  
G. R. West, lost on Tuscania.  
Gustas W. Wilson, lost on Tuscania.  
W. W. Wright, lost on Tuscania.  
G. V. Zimmerman, lost on Tuscania.  
T. E. Lewton, missing on Tuscania.  
James R. Potille, missing on Tuscania.  
Luther W. Oament, missing on Tuscania.  
Alpha L. Rice, missing on Tuscania.  
Charles E. Wayne, missing on Tuscania.

## HISTORY OF THE TWENTIETH ENGINEERS

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22nd Co. . . . .	Charles Burch. John W. Knowles. Harry W. J. Kelly.
24th Co. . . . .	Walter B. Spradlin. Robert W. Jackson. John E. Coote. Joseph Collins.
26th Co. . . . .	Martin Kreuger. Leon Frost. William R. Gorham. Ara Barker. George Billings.
29th Co. . . . .	David B. Asher.
38th Co. . . . .	H. H. MacPherson, killed in action. Sidney J. Anderson. James W. Moore. Joseph P. Ingle. Samuel Barnett Columbus E. Barrow.
39th Co. . . . .	Vincent J. Stenger, England. Julius Hymer.
41st Co. . . . .	A. Johnson, England. Joseph A. Erickson. W. P. Rogers.
42nd Co. . . . .	James E. Fitzsimmons.
1st Service Co. . . . .	Howard S. Oakman. Robert M. Dowling. James R. Lowry.
2nd Service Co. . . . .	Peter C. Smith.
4th Service Co. . . . .	Lawrence C. Fisher. Edward Kazmirski. Louis M. Weed.
5th Service Co. . . . .	Joseph W. Miles.
9th Service Co. . . . .	Cephus Feelings. Jodi Aiken.
13th Service Co. . . . .	Vaden Hobbs.
16th Service Co. . . . .	Ruhen Tucker, U. S. Pete Tomling, U. S. Zedetiah Mitchell, U. S. Isiah Myers.
18th Service Co. . . . .	Alexander Frances, U. S. Sheridan Goudeau.
21st Service Co. . . . .	Will Fitzhugh. Edward O. Bailey.

## HISTORY OF THE TWENTIETH ENGINEERS

Losses reported by the Chief of Engineers by number only.

4th Co. . . . .	Eight.	43rd Co. . . . .	Six.
5th Co. . . . .	Eleven.	44th Co. . . . .	Two, U. S.
6th Co. . . . .	None.		One France.
7th Co. . . . .	Seven.	45th Co. . . . .	None.
8th Co. . . . .	Two.	46th Co. . . . .	None.
9th Co. . . . .	Two, U. S.	47th Co. . . . .	Three.
	One at sea.	48th Co. . . . .	One.
	Three France	49th Co. . . . .	No report.
10th Co. . . . .	Two.	3rd Serv. Co. . . . .	None.
11th Co. . . . .	Fifteen.	6th Serv. Co. . . . .	Four.
12th Co. . . . .	Eleven.	7th Serv. Co. . . . .	Nine.
13th Co. . . . .	None.	8th Serv. Co. . . . .	Two.
14th Co. . . . .	Seven.	10th Serv. Co. . . . .	Two.
15th Co. . . . .	No report	11th Serv. Co. . . . .	None.
19th Co. . . . .	Three.	12th Serv. Co. . . . .	One.
20th Co. . . . .	Four.	14th Serv. Co. . . . .	Two.
21st Co. . . . .	One France	15th Serv. Co. . . . .	Two, U. S.
	Two at sea		One France.
23rd Co. . . . .	Two.	17th Serv. Co. . . . .	No report.
25th Co. . . . .	None.	19th Serv. Co. . . . .	Three.
27th Co. . . . .	No report.	20th Serv. Co. . . . .	None.
28th Co. . . . .	Seven.	22nd Serv. Co. . . . .	None.
30th Co. . . . .	No report.	23rd Serv. Co. . . . .	None.
31st Co. . . . .	No report.	24th Serv. Co. . . . .	None.
32nd Co. . . . .	Three.	25th Serv. Co. . . . .	Four.
33rd Co. . . . .	No report.	26th Serv. Co. . . . .	One.
34th Co. . . . .	No report.	27th Serv. Co. . . . .	None.
35th Co. . . . .	No report.	28th Serv. Co. . . . .	No report.
36th Co. . . . .	No report.	ATTACHED TROOPS	
37th Co. . . . .	No report.	547th Engrs. . . . .	Twenty-three.
40th Co. . . . .	Two.	548th Engrs. . . . .	Five.

### UNOFFICIAL LIST OF LOSSES

In addition to the names of dead reported by the Chief of Engineers, the following men of the Twentieth Engineers are known to have lost their lives. This list is in no wise official, but has been gathered from reliable sources.

6th Co. . . . .	Frederick H. Kreuger.
7th Co. . . . .	Frank Kelly.
	James L. Cobb.
	Alfred J. Colby.
	Marion W. Fitzsimonds.
	Raymond S. Jeffers.
	Clark B. Waterhouse.
8th Co. . . . .	Lester C. Collins.
	John McLemore.
11th Co. . . . .	William Davis, U. S.
	Guy C. Morris, at sea.

# HISTORY OF THE TWENTIETH ENGINEERS

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	Archie A. Randall.
	Allan J. Durward.
	Owen Johnson.
	Charles L. Randall.
	Gilbert J. Larson.
	Elmer R. Adair.
	George A. Benton.
	Ralph L. Hall.
	Charles J. Cumiskey.
	Ralph R. Glidewell.
	Henry J. Nelson.
	Clyde Hemphill.
	Nels G. Swanson.
12th Co. . . . .	William Doughty.
16th Co. . . . .	Edward H. Parker.
	Archie D. Roberts.
19th Co. . . . .	Percy Dodd.
	Horace B. Quivey.
	Max Swink.
	Asa W. Brown, U. S.
20th Co. . . . .	Charles Ray Brown, U. S.
21st Co. . . . .	Gemes Economou.
23rd Co. . . . .	John H. Lambe.
24th Co. . . . .	Edwin R. Huso.
26th Co. . . . .	John S. DeWeese.
28th Co. . . . .	Walter Sobiske.
	James R. Queen.
	Peter G. Byma.
	Orla H. Dasch.
	Irving J. Clement.
30th Co. . . . .	John A. Sonia.
32nd Co. . . . .	James A. Pierce.
34th Co. . . . .	John Kelly.
	James Hyde, at sea.
	Wilson B. Young, at sea.
	George B. Carney.
36th Co. . . . .	James C. Alcott.
	George L. Nutter.
47th Co. . . . .	Capt. Annear, U. S.
	Pvt. Stoker.
13th Bn. Med. Det. . . . .	Wilford A. Fair, killed in action.

## DIED AFTER DISCHARGE

William Icenogle, 10th Engineers.

LaVergne P. Schwartz, 11th Co.

Dale Hubbard, 10th Engineers, (Armistice Day, 1919, Centralia, Wash.)











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