

FORESTERS AND WOODSMEN IN WAR WORK

ALLIED leaders in Europe have given cordial welcome to the first contingents of American foresters and woodsmen to arrive in the war zone and take up service in the forests of France. The first arrival was the 10th Engineers (Forest), which went oversea in August. This regiment was followed in November by the first and second battalions of the 20th Engineers (Forest). By French and British war leaders these men are looked upon as a vital contribution on the part of the United States to the allied cause in the great conflict. The requirements of the fighting forces in the way of timbers for trench building and lumber for other forms of construction are such as make these trained workers indispensable to military success.

No figures are available as to the amount of timber which has gone into shoring up trenches and dug-outs, into the building of miles and miles of trench sidewalks and corduroy roads and into artillery and trench screens. Nor is it possible to estimate the quantity used in railroad and bridge construction and in the building of warehouses, barracks, hospitals and other structures. Experts agree that it totals many millions of feet along the hundreds of miles of front. From the statement of a French colonel it is learned that as high as thirty thousand trees have been used in a single day by one French army corps alone. This emphasizes the worth of the American Forest regiments, which will be charged not only with supplying timbers for military use but with producing the material along such lines as will best serve the purpose of perpetuating the French forests.

Along a part of the French front white fir will be the principal timber available for the use of the American regiments. This fir is described as of good quality and fairly good stand, resembling the balsam of the American northwest. It grows in a region of good roads and comparative ease of logging operations. In another section the timber is akin to Norway pine, but with smaller yield per acre. Elsewhere is found short leaf pine, somewhat

like Florida pine in size and yield. Operations in this timber will be conducted in swamps and sand. In some places the American forces will find such hardwoods as beech and oak, of growth smaller and thicker than the hardwood timber of the western Appalachians:

Mid-December found the third and fourth battalions of the 20th Engineers (Forest) completely recruited and organized for service in the war zone. No definite announcement is made as to the time of embarkation for France, but it is understood that in line with the general policy for the formation of the regiment the two new units will soon be at work in the French forests.

Each battalion of the 20th contains three companies of 250 enlisted men, a large proportion of whom are foresters, woodsmen and sawmill workers. When the ranks of the third and fourth battalions had been filled there was a considerable overflow of available men and these are being utilized in the formation of the fifth and sixth. It is probable that two battalions will go forward each month until the full strength of the regiment is completed. This will require ten battalions of the character of those already organized. To increase the efficiency of the trained workers in these battalions the regiment will also have nine service battalions, composed of laborers. The aggregate strength of the regiment will be close to 17,000 officers and men, making it the largest regiment in the world.

Col. W. A. Mitchell, U. S. A., is in command of the

regiment and is in charge of the work of organization at American University campus in the District of Columbia. Colonel Mitchell has had broad experience which qualifies him admirably for the leadership of this force. His work has included road building in the Philippines, mapping at Fort Leavenworth and the designing and construction of dams in the Ohio river. He has served as instructor and assistant professor in military art and civil engineering at West Point. With the outbreak of the recent Mexican trouble he was sent to Arizona with a view to taking over Mexican railway operations if the

ONLY A VOLUNTEER

By a Private in the 20th Engineers (Forest).

WHY didn't I wait to be drafted
And led to the train by a band?
Or put in a claim for exemption?
Oh! Why did I hold up my hand?
Why didn't I wait for the banquet,
Why didn't I wait to be cheered?
For the draftee receives all the credit
While I only volunteered.

But nobody gave me a banquet,
And never a soul a kind word.
The puff of the engine, the grind of the wheels
Were all the goodbye that I heard.
Then off to the training camp hustled,
To be trained for a good half a year,
In the shuffle, abandoned, forgotten;
I was only a volunteer.

Perhaps some day in the future
When my little boy sits on my knee
And asks what I did in the world war,
As his big eyes look up to me,
I will have to look into those eyes
Which at me so trustfully peer,
And tell him that I wasn't DRAFTED
But was only a volunteer.



KIT INSPECTION AT CAMP OF THE FOREST REGIMENT

Some members of the 20th Engineers (Forest) at their camp at American University, District of Columbia. The picture shows how foresters, woodsmen and other civilians have been transformed into real soldiers in a short space of time. The officers are Captain C. B. Cutting and Second Lieutenant L. B. McDaniels. These men will soon see service in the War Zone.

occasion required. His selection as commander of the largest regiment affords opportunity for the exercise of his unusual executive ability and his skill in handling men and engineering problems.

Major James E. Long, Engineer Officers' Reserve Corps, has had the responsibility of purchasing equipment for the forest regiments. Major Long is a St. Louis man, with broad experience in the management of sawmill and logging operations. In his work on the staff of the chief of engineers his special training and knowledge have been of much value in preparing the forest forces for their work in France. One instance of the thoroughness of his work is the systematic method of making shipments for the regimental equipment. Each battalion is furnished with complete outfit for sawmill and logging operations. For sending these forward Major Long devised a plan through the operation of which every part and accessory is given a number and everything for one battalion is painted a distinctive color. This will make the work of assembling the equipment comparatively simple and will save much confusion.

Each battalion will be provided with four sawmill units. Two of these will be semi-portable, complete with edgers, trimmers, 100 horsepower boilers and other equipment, and will have daily capacity of 20,000 to 30,000 feet. Two of the units will be portable, with 60 horsepower boilers and with daily capacity of 10,000 to 18,000 feet. Each battalion will also have two 25-horsepower gasoline tie-cutting tractor units, for sawing ties in thin and scattering timber. Each of these units will have a capacity of 4,000 to 5,000 feet. In figuring capacity the ten-hour day is used. This will be materially increased, as each unit will have a portable electric light-

ing plant and operations will be conducted twenty-four hours a day.

After recent shifting the officers of the 20th are as follows:

Regimental Headquarters—Colonel W. A. Mitchell; Major Edwin H. Marks, Acting lieutenant colonel; Major William C. Moore, M. R. C., regimental surgeon; Captain H. L. Bowlby, adjutant; Captain P. E. Hinkley, regimental supply officer; First Lieutenant Cornelius W. Smith, chaplain.

Camp Headquarters—Major Benjamin F. Wade; Captain Edward H. Sargent, adjutant; First Lieutenant Gilbert C. Eastman; Second Lieutenant Richard L. Hyde.

First Battalion Headquarters Detachment—Major E. E. Hartwick; Captain Leon M. Pill, adjutant; Captain H. B. Campbell, engineer officer; First Lieutenant L. J. Freedman, supply officer.

Attached—Captain F. M. Bartelme, regimental engineer officer.

Company A, First Battalion—Captain, Arthur W. Elam; first lieutenants, Germain P. Graham, Duncan P. Shaw and James C. Williams; second lieutenants, John B. Cuno and Roy L. Chaffin.

Company B, First Battalion—Captain, Robert A. Cutting; first lieutenants, Harold C. Lyons, William A. Clark and Thomas W. Poindexter; second lieutenants, Arthur N. Dripps, Cecil B. Bradley and Angus I. Ward.

Company C, First Battalion—Captain, H. W. Boetzke; first lieutenants R. N. Benjamin, W. J. Wilson and J. Leroy Wood; second lieutenants Hollister Johnson and H. T. Hopkins.

First Battalion Medical Detachment—First lieutenants Robert B. Hill, M. D., Lloyd A. Elliott, M. R. C., and Charles P. Hatrick, D. R. C.; second lieutenant, Julius A. Herbott, V. R. C.

Second Battalion Headquarters Detachment—Major Samuel O. Johnson; Captain Fred F. Spencer, adjutant; Captain Fred F. Horstkotte, engineer officer; First Lieutenant Mark R. Ethell, supply officer.

Company D, Second Battalion—Captain, John C. Perry; first lieutenants, William H. Crosson, Roy W. Pilling and Lawrence R. McCoy; second lieutenant, Myron H. Grover.

Company E, Second Battalion—Captain, W. D. Brookings; first lieutenants W. D. Volk, C. C. Kelley and F. R. Prince; second lieutenant, E. S. Brush.

Company F, Second Battalion—Captain, James C. Long, first lieutenants, Edwin D. Woodruff, Marion Nine and Walter O. Crosby; second lieutenant, Maurice L. Johnson.

Second Battalion Medical Detachment—Captain, J. H. Swafford, M. R. C.; first lieutenants, W. A. Fair, M. C., and R. H. Rowdybush, D. C.

Third Battalion Headquarters Detachment—Major, Arthur W. Corkins; Captain, Winthrop H. Estabrook, engineer officer; Captain Oliver J. Todd, adjutant; first lieutenant Charles M. Jenkins, supply officer.

Company A, Third Battalion—Captain, Collin E. Clark; first lieutenants, Harold M. Power, Jay H. Price and E. B. Hamilton; second lieutenants, Earl B. Birmingham and Albert L. Shellworth.

Company B, Third Battalion—Captain, Earle P. Dudley; first lieutenants, Herbert L. Holderman, Alexander H. Ellison and Morton Van Meter; second lieutenant, Fayette L. Thompson.

Company C, Third Battalion—Captain, George G. Steel; first lieutenants, Clement C. Abbott, Frederick B. Judge and Fred A. Stone; second lieutenant, Charles J. Davis.

Third Battalion Medical Detachment—Captain, Frederick C. Moor, M. R. C.; first lieutenants, Harold T. Antrim, M. R. C., and Edward S. Bracken, Jr., D. R. C.

Fourth Battalion Headquarters Detachment—Major George H. Kelly; Captain Winfield D. Starbird, engineer officer; Captain Edwin C. Wemple, adjutant; First Lieutenant Paul D. Mackie, supply officer.

Company D, Fourth Battalion—Captain, R. B. Carter; first lieutenants, W. G. Conklin, Ralph H. Faulkner and Alfred D. Kettenbach; second lieutenant, Fred A. Roemer.

Company E, Fourth Battalion—Captain, Andrew J. Fisk; first lieutenants, Lester W. Jacobs, Henry F. Power and Frank Mizell; second lieutenants, Luther B. McDaniel and W. A. Foster.

Company F, Fourth Battalion—Captain, Stephen C. Phipps; first lieutenants, William G. Howe, John Summerset and Milton Pittman; second lieutenant, Harry H. Miller.

Fourth Battalion Medical Detachment—First Lieutenants Leroy A. Schall, M. R. C.; Joseph C. Kimball, M. R. C., and John W. Snyder, D. R. C.

Discussing the men of the United States Forest Service who have gone into the Forest Regiments and other branches of the armed forces, Assistant Forester William

L. Hall declares that no other class of men in civil life, perhaps, was more nearly ready for military service than were the foresters and the men employed in state and federal field work. "These men had the preparation which came from years of field experience," says Mr. Hall. "They had all manner of problems to deal with and every kind of emergency to meet. They had been subject to shifts on short notice, with new assignments involving difficult problems and unknown conditions. Above all, they had the spirit of service and esprit de corps. They were fit, ready and anxious to do their part. All arms of the military service have absorbed men from the Forest Service. Our records show 214 men now in the army or navy, and the records are probably not complete."

"The Forest Regiments offered unusual opportunities which Forest Service men and others were keen to accept. More were qualified than could be commissioned. In the organization of the 20th the War Department appears to have reached the conclusion that the qualifications called for are principally experience in sawmill work and logging. If this decision holds, there will be only limited opportunity for foresters in the later battalions. But foresters and men of thorough Forest Service training are equally well prepared for other branches of the military service. Especially are they qualified to take their chances in the National Army.



IN CAMP WITH THE TWENTIETH ENGINEERS (FOREST)

Foresters and woodsmen in the Forest Regiments have occasion to show their skill at light housekeeping as well as in the activities of the woods. These are men of the 20th engaged in dish washing after mess at the American University, District of Columbia. The sturdy appearance of the men augurs well for the regiment's success.



MAJOR E. H. MARKS



MAJOR B. F. WADE



MAJOR A. W. CORKINS



CAPTAIN E. H. SARGENT

SOME OF THE OFFICERS OF THE 20TH ENGINEERS (FOREST)

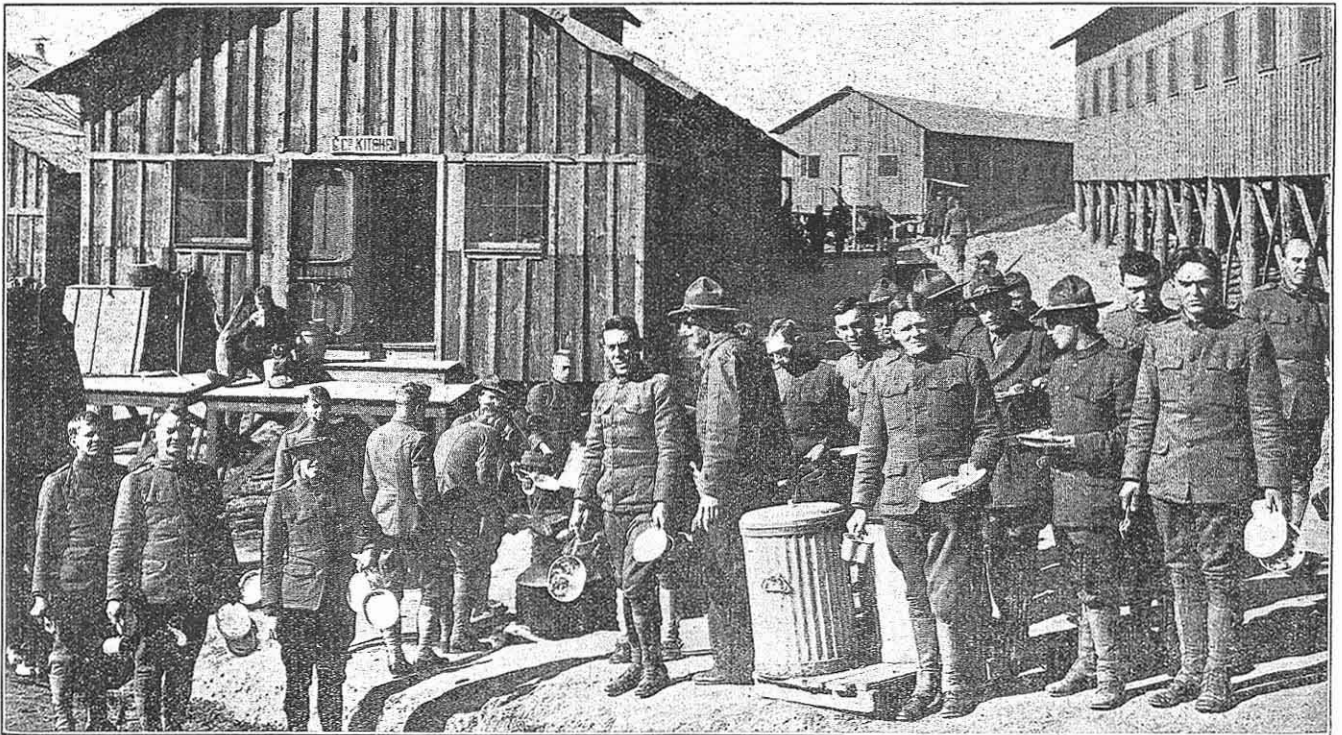
Photographs Harris & Ewing, Washington, D. C.

Some have felt that the draft is, if possible, to be avoided; that it shows a better spirit to volunteer; and even that it is something of a reflection on Forest Service men of good experience not to be given commissions at the start.

"This point of view is wrong. The nation has established the selective draft as the approved method of raising its army. After December 15, men of draft age will no longer be accepted as volunteers. The test of real patriotism is whether we accept willingly the nation's approved plan and without halting or question take our places in the program. Forest Service men, when they clearly understand the situation, will accept the situation not only willingly, but with enthusiasm. Under the

new instructions governing the selective service we know the class into which the necessary employees of the Forest Service will fall. When that class is reached we must expect that our men will go and we must make preparation against that time. Our part, if we are within conscription age, will consist in preparing ourselves for that service. If we are not within conscription age, our part will be to help carry the work so that the absence of those who go will not prove a vital loss."

At the offices of the Forest Service it is declared that there may be much difficulty in procuring information about the work of the Forest Regiments in France. In reply to requests for articles descriptive of the operations Major Greeley, who is with the Expeditionary Forces in



AT HOME WHEREVER YOU MAY PLACE THEM

These men of the 20th Engineers (Forest) are shown waiting their turn at the hot water tubs at American University camp. Military men who have seen the Forest Battalions in drill and other work declare that they are as fine a body of men as the army has ever assembled. The outdoor life of the forester and woodsman is reflected in the physical appearance of the men here pictured, who are typical of the regiment.

France states that the censorship makes it almost impossible to send out any information of real news value. Indirect accounts received at the offices of the Service, concerning a letter to the family of one of the men of the Tenth indicate that the regiment has already had its trials. The trip across the ocean was long and exceedingly rough. Many of the men suffered severely from seasickness. Some of the biggest and huskiest had the worst time. The regiment reached France during a spell of bad weather and was exposed to steady rains for several days without an opportunity to dry things out. As a result, some of the men were on the sick list with various minor ailments. They were, however, in a hospital located at a comfortable chateau and were being well cared for. From all accounts the little English-French dictionaries are being worked overtime.

It is understood that the regiment is quartered in "billets." Word comes that "even the wood cutting camps lost in the forests of France" had a liberal allowance of turkey and "fixin's" sent them for Thanksgiving. This probably refers to the Tenth, although "lost in the forests" is not to be taken too literally. According to a bulletin of the Forest Service it has become plain that meeting the needs of the Forest Regiments for sweaters calls for swift and large expansion of the knitting work. Colonel Mitchell, of the Twentieth, has requested immediate delivery of 1,300 sweaters and 1,600 comfort kits and other articles. The Woman's Committee for the Tenth and Twentieth Engineers was able to provide 123 sweaters, mainly knitted by Forest Service women. The Potomac Division of the Red Cross, which embraces Maryland, Virginia and the District of Columbia, with their great camps, was able to add 677. Thousands more will be needed for the Twentieth within the next two months.

The Lumber and Forest Regiments Relief Committee gave \$600 for the purchase of wool which will be knitted into sweaters for the men of the Tenth and Twentieth Regiments.

Major William B. Greeley writes from France under

recent date and makes earnest appeal for sweaters for the men of the regiments. He says that the garments are badly needed and that mufflers are also in urgent request. The mufflers are wanted particularly for men engaged in driving motor trucks and similar occupations involving exposure.

In connection with the request for knitted garments Major Greeley urges that the knitting be made fairly close for the sake of warmth. He also emphasizes the importance of shrinking the wool before knitting, in order that the garments may hold their shape. Simple instructions for shrinking have been prepared by the Forest Service. The wool in the hank should be laid out flat, in tepid water in a bathtub or other convenient place. After being there for 15 minutes it should be taken out and laid flat to dry in temperature of the living room, care being taken to prevent exposure to heat or cold. Emphasis is placed on keeping the wool flat while shrinking and drying. To

hang it up while it is wet will cause it to pull. Added tidings of the need for sweaters comes from other sources. Captain Inman F. Eldredge, Company B, Tenth Engineers (Forest), writes from the war zone as follows:

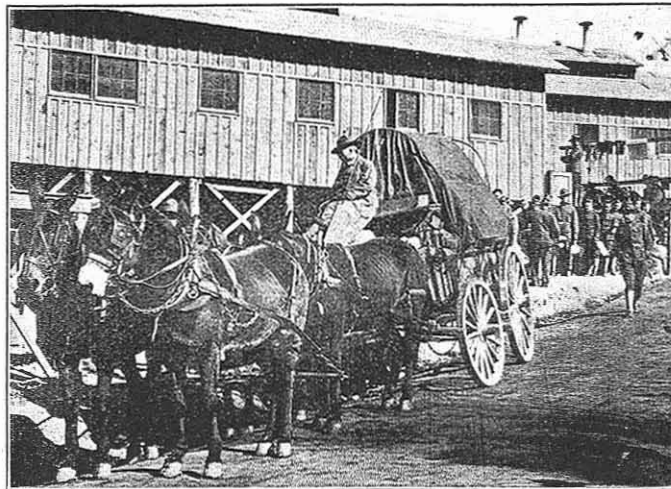
"Chaplain Williams has just notified me that the ladies of the Forest Service and the Red Cross are prepared to furnish sweaters, scarfs and wristlets to the men of this command who have none. Owing to the rough nature of the work in which our men are engaged, scarfs and wristlets would not be of great service and we would feel that we were taking them from other men who might make better use of them. For sweaters and heavy socks, however, we have a real need and the soldiers will be able to make good use of them. If they can be supplied we have need for

100 sweaters and at least 200 pairs of heavy knit socks. Socks particularly are needed, since during the coming winter many of our men will be working in a wet country."

Chaplain Williams is commissioned as a lieutenant with the Tenth. He writes: "We have just arrived in our permanent camp. It has been very cold and the sound of



MAJOR JAMES E. LONG



BREAD WAGON OF FOREST REGIMENT

This is a camp scene of daily recurrence at the camp of the 20th Engineers (Forest) at American University. The bread wagon is on its welcome round distributing supplies from the regimental bakery. It is safe to assume that the wagon will be no less welcome when the men reach the war zone.

sweaters in the making has been received with great joy. We are so near to the fighting line that we can hear the guns booming away when it is at all quiet.

"I am enclosing the names of the men in Companies D and F that desire sweaters, all of them being men who do not possess such articles and who have signed up for the same. I have written the captains of the other companies to send you similar lists for themselves, and I think it would be well if it could be done, to send the articles for each company direct to it. We have not requested scarfs or wristlets believing that men in other forms of work could use those articles to better advantage."

Impetus was given enlistments in the Forest regiments late in November by the announcement of the chief of engineers that after December 15 no man of draft age could voluntarily enlist. Accompanying this announcement was a statement calling attention to the advantage of skilled men enlisting before the expiration of the time limit in order that they might select the organizations in which they preferred to serve. "By doing this," said Major General Black, chief of engineers, "each man can render his country a greater service than by waiting for the draft and can also be placed where his experience and training will make the service better and more profitable for himself."

In addition to its contributions of men to the Forest Regiments the United States Forest Service has been called upon for various forms of activity in connection with war work.

During December there were demands for lumber

men in the aviation corps of the army. These men were wanted for service in 12 large construction squadrons being organized at the barracks at Vancouver, Washington. The woodsmen thus enlisted were for work in connection with the timber needs for airplane construction. It is probable that men from the Service and lumbermen will be needed as officers.

The Signal Corps has asked for assistance in the preparation of purchase specifications for propeller woods. The primary object is to reduce handling through a right selection at the source of supply.

The Forest Products Laboratory of the Forest Service, upon the request of the American Bureau of Shipping, is now revising the rules of the Bureau governing the use of wood in ships. The Bureau of Shipping is an organization representing shipbuilders, ship owners, and marine insurance companies, like the Lloyd's Agency in England. Its classification of ships governs the rating on which insurance depends; hence its rules have a very important influence in all shipbuilding in the United States. The present building program of the Emergency Fleet Corporation is governed by the rules of the Bureau practically in the same way as is construction for private corporations. The Forest Service will therefore exercise an important influence upon the technique of the emergency construction.

The Forest Service has also been working with the Navy on kiln construction and methods of storing kiln-dried lumber for use in airplanes. Co-operation with the Navy has also taken the form of inspection of lumber for use in airplane construction and assistance in preparing specifications for material.