



Company "E" and 1st Detachment

10th ENGINEERS

IN FRANCE

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October 5th, 1917

January 28th, 1919

Compiled and Published By

E. L. LINDSEY & F. S. McNALLY

Company "E" 10th Engineers in France



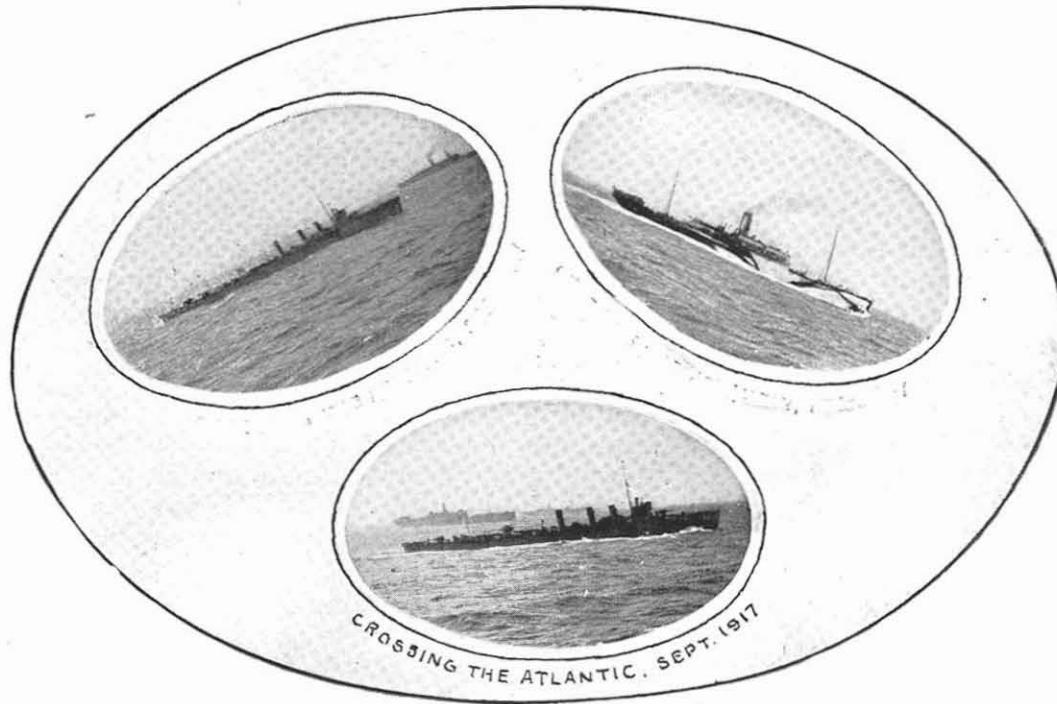
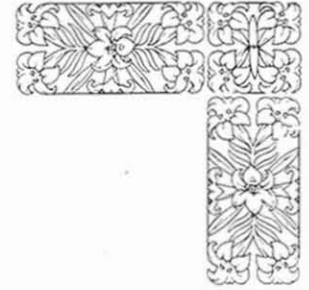
SOON after the entry of the United States in the World War, the need for a regiment of trained lumbermen was apparent. Forestry products of all kinds were immediately necessary for the successful entry of this country into the European struggle.

With this end in view, the call was sent out from the Forestry Service at Washington in May 1917, for practical lumbermen and foresters to join a regiment designated by the War Department as the 10th Engineers. Early in July the recruits for the new regiment were assembling at the different regular army forts and barracks the country over, and later sent to Camp American University at Washington, D. C. As fast as the men arrived, the different companies were formed and on August 8th, 1917, the new barracks assigned to Company "E", 2nd Battalion, 10th Engineers, although not complete were formerly opened. From that date on the members of this company continued to arrive from the various forts and barracks, the majority of the men coming from the states West of the Mississippi. Military instruction was continued and the men equipped for overseas service the remainder of that month and first part of September.

On the afternoon of Sunday, September 9th, 1917, the two battalions forming the 10th Engineers, marched from Camp American University, fully equipped in heavy marching order to Roslyn, where they entrained for Jersey City. On arrival at that terminal the following morning, the regiment was immediately ferried across the Hudson River to the Cunard Line Piers at West 14th Street, New York, and shortly before noon embarked on the S. S. "Carpathia." Later in the day, the 2nd Engineers, boarded the same ship and about six o'clock that evening, September 10th, 1917, the "Carpathia" with the two regiments of Engineers sailed from New York for Halifax, at which port she arrived the morning of September 13th. From that date until the 21st, the "Carpathia" remained in Halifax Harbor

awaiting the arrival of the various ships that were to make up the convoy. Late in the afternoon of September 21st, the convoy, consisting of some fourteen ships, including the "Mongolia," "Kroonland," "Carmania" and "Victoria," started on the trip across the Atlantic to which all had been looking forward so long.

Early on October 2nd, 1917, land was sighted and the "Carpathia" entered the Firth of Clyde about 10 A. M., proceeding up the River Clyde to Glasgow, at which city the steamer docked about 2 P. M. The enthusiastic reception accorded the troops as the ship sailed up the Clyde, will never be forgotten by those present, as these were the first American soldiers to sail up that river. About 5 P. M. that day, the 10th Engineers disembarked and left Glasgow later in the evening by rail for Southampton. The trip overland was made without delay and about noon, October 3rd, Southampton was reached. The regiment then marched to the rest camp on the Commons—a short distance outside the city. The regiment remained at this camp until October 6th, during which time the men had an opportunity to visit the city each evening. Air raids were then in progress and the city was kept in darkness. On the night of October 6th, after having boarded the side-wheeler "La Marguarite," the regiment left Southampton making a very fast trip across the English Channel, arriving at Le Havre about four o'clock the following morning. Disembarked about eight o'clock and marched to Rest Camp No. 2, British Section, at which place the remainder of the day was spent. That evening, about eight o'clock, in a driving rain storm, the regiment marched to one of the railroad stations in Le Havre, where the men had their first experience with the French "side-door Pullmans." Leaving Le Havre late that evening the route taken was over the Etat Railroad to Villeneuve, just outside of Paris, at which point the long train carrying the whole regiment was switched to the P. L. M. Railroad and then proceeded South over that road to the city of Nevers in the Department of Nievre, arriving there early in the morning of October 9th, 1917.





HE regiment remained at Nevers for about three weeks, establishing camp just a short distance from the city in pyramidal tents. During this period drills were continued and various fatigue duties performed, such as constructing barracks and unloading the equipment and machinery for the regiment's operations as it arrived.

At Nevers, Company "E" was split into two detachments and assigned to two operations, one in Central France at Gien, (Loiret), and the other, 100 miles Northeast of Nevers at Vanvey, (Cote d'Or). Capt. Skeels and Lieut. Roscoe McKnight left Nevers October 23rd with 90 men of Co. "E" for Vanvey, where they were to begin operations in a stand of 3,500,000 bd. ft. of Scotch Pine. The millmen and office force were billeted in the town of Vanvey and two woods camps were located in the forest. Operations were begun immediately and by January 1st, 1918, 500,000 feet of logs had been cut and decked in the woods ready for transportation to the mill. Parts of the mill, which was a Lane with 10,000 ft. capacity in 10 hours, began arriving from America early in December and by December 15th, all parts had arrived, the mill completed and sawing begun.

Handicapped by lack of transportation, coupled with a haul of 3 to 8 miles, it was impossible to log the mill more than one shift. In January, however, the log trucks arrived from the States, together with harness, chain, cable and other logging equipment which could not be obtained in France. In spite of all handicaps, the men determined not to let any other company exceed them in production, overcame all obstacles and by the middle of February, the mill was running full blast and shipments covering emergency requisitions for construction at the front were begun on a larger scale.

In February, Capt. Skeels was relieved by Lieut. Hamilton and Lieut. McKnight was assigned to Co. "D" of the Tenth. On March

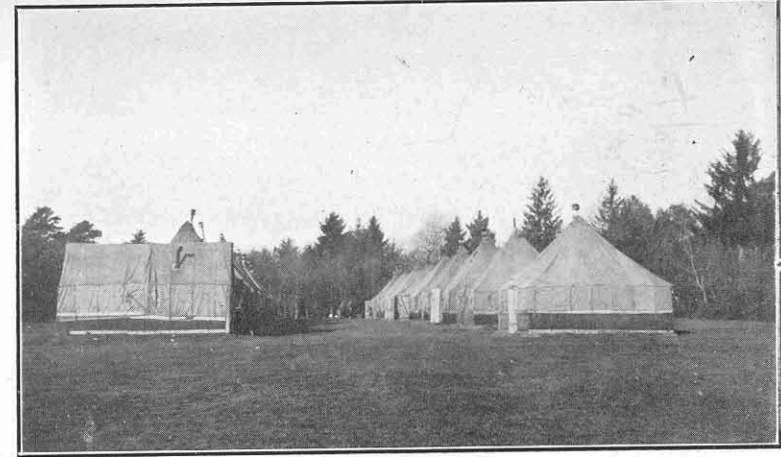
13th, Lieut. Lindsey was relieved of command of the 1st Detachment and put in command at Vanvey, relieving Lieut. Hamilton and at the same time Lieut. Stanley Hodgman was assigned to the company. In the meantime the company had been increased by the arrival of Lieut. F. H. Herrick with 50 recruits from America, increasing the strength of the company from minimum to maximum war strength, but emergency orders for all products, including lumber, railroad ties, road plank and entanglement stakes had increased to such an extent that in March it was necessary to assign an additional company, Co. "B", 41st Engineers, who arrived at Vanvey, March 15th, 1918. The output of the mill increased daily and the company was commended by headquarters for the excellent work and record productions in the months of March and April. These letters are printed elsewhere in this booklet.

By July 1st, practically all of the timber at Vanvey had been cut and the company had been advised that owing to the exceedingly good work at Vanvey, the company was assigned to a large operation at St. Julian, (Cote d'Or), 50 miles South of Vanvey and 8 miles North of Dijon.

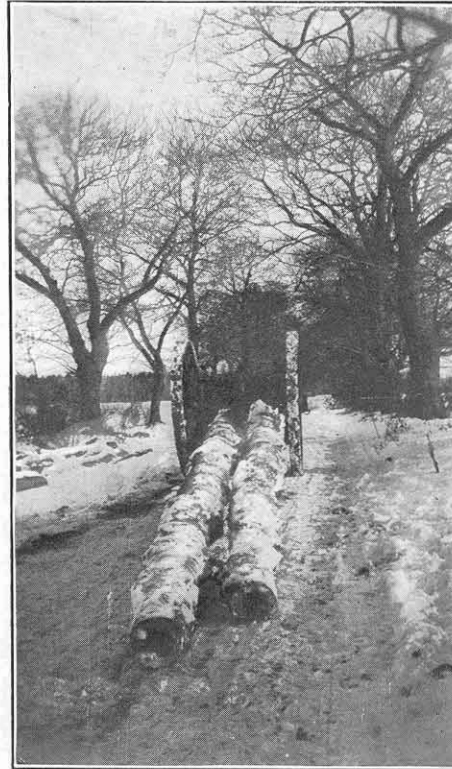
Lieut. Haworth, formerly First Sergeant of the company, remained at Vanvey with a detachment to complete that operation while Capt. Lindsey who was promoted June 21st, with Lieuts. Hodgman and Herrick left with the company for St. Julian to begin construction of the mill, camps, mess hall, etc. Soon after the arrival of the company, much to the disappointment of the officers and men, Lieut. Hodgman was transferred to take command of Company "A", 10th Engineers, being promoted sometime later to captain of that company. Master Engr. J. C. White was assigned in his place to command the woods crews and superintend the logging, which he took over immediately. His work from then until the armistice was signed and operations ended was of the highest order and reflected credit not only on himself but on his company as well.



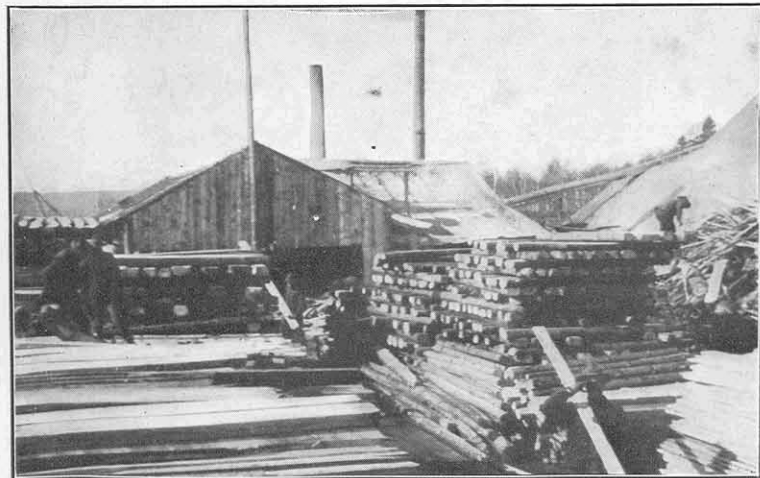
PEELING POLES



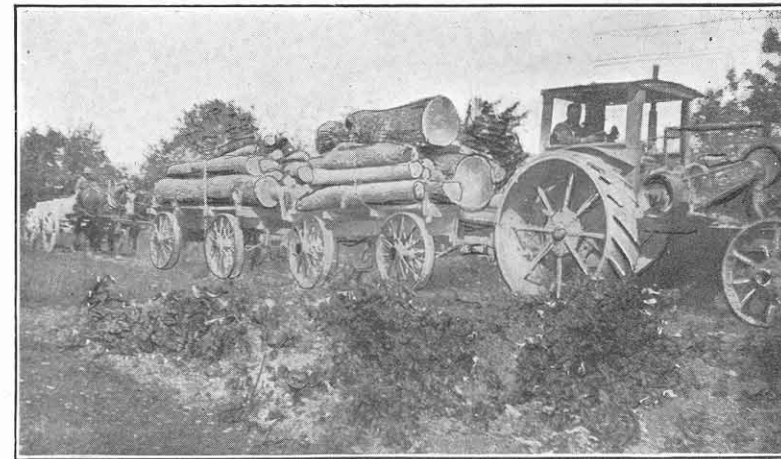
MORTUMIER CAMP, GIEN, (LOIRET)



LOGGING WITH BIG WHEELS



MILL AT MORTUMIER



TITAN TRACTORS HAULING TROY TRAILERS, ST. JULIAN OPERATION



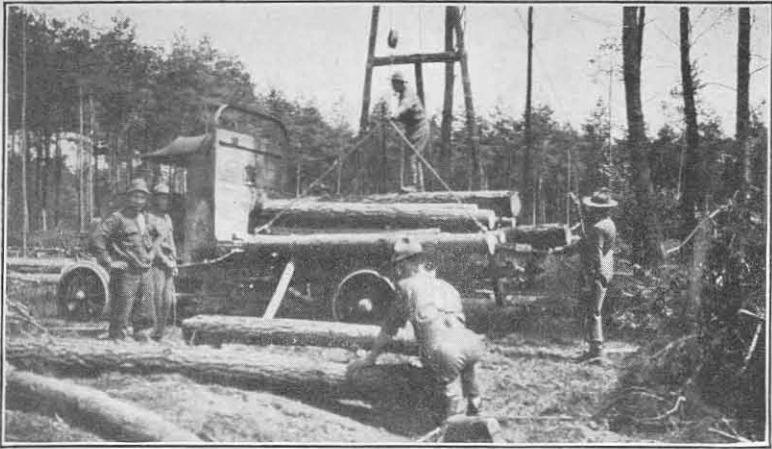
LIEUT. HERRICK and Mstr. Engr. Nutter, in charge of the mill, a McDonough 20,000 capacity in ten hours, Lieut. Haworth, the purchase and requisition of supplies and equipment and the technical reports, Mstr. Engr. White, in charge of the woods with Sergeants Vibert, Heikkila, Balsinger and Larsen, each with a crew, Sgt. Irish as mess and supply sergeant; Sgt. Bradfield, the shipping; Sgt. Alcott, the stable; Sgt. Hawke, the blacksmith shop; 1st Sgt. Jones, company administration; Sgt. Reed, motor transportation; Corporal McKinney, company records and Corporal Knox, shipping records. With this line up, a new mill and adequate logging equipment, the St. Julian operation was a success from every standpoint from the start. These men with their crews worked with a skill and a spirit that overcome all obstacles and earned the highest praise of the district commander and the Central Office. The St. Julian operation led in the production of the district, and in September, 1918, cut 1,650,000 bd. ft., the high record for any mill operating in hardwood and beating the nearest rival in the district, Co. "C", 3rd Battalion, 20th Engs., by 300,000 bd. ft. Not only did they lead in production, but in athletics as well. The baseball team captained by Cpl. Anderson with Jim White, Chicken, Outz and "Doc" Longley, as the stars and "Goldie" and "Begorry", as the rooters, beat every outfit in the district and won the pennant. They were out to win in everything, and this spirit made discipline a simple matter. Summary courts were a rare occurrence and there

was not a single act committed by these men which justified a special or general court martial. The only serious accident and one which cast a gloom over the entire company resulted in the death of Mstr. Engr. George L. Nutter and Stable Sgt. James C. Alcott, who were killed Xmas Day, 1918, by an express train on the P. L. M. railroad near the camp. The efficiency of the operations at Vanvey and St. Julian was due in a great measure to the untiring efforts and skill of these two men. They were very popular among the men and their loss was keenly felt by all the officers and men.

Operations ceased soon after the signing of the armistice and on November 25th, a telegram was received from General Headquarters directing the company to be prepared to leave for the United States by December 15th. The next day being Thanksgiving, it was given over to rejoicing, thanksgiving and eating the big dinner on which Sgt. Irish, "Gus" and the cooks did themselves proud.

The period from November 26th to December 31st, was spent in drilling and getting the equipment in shape for the trip home, and finally December 31st, instructions were received to proceed to Brest for embarkation on the first available transport to the United States. On January 1st, 1919, at 5 A. M., therefore, the company proceeded by easy stages in commodious French box cars toward Brest, from which port they were to say good-bye to France and arrived there at noon, January 4th, 1919.





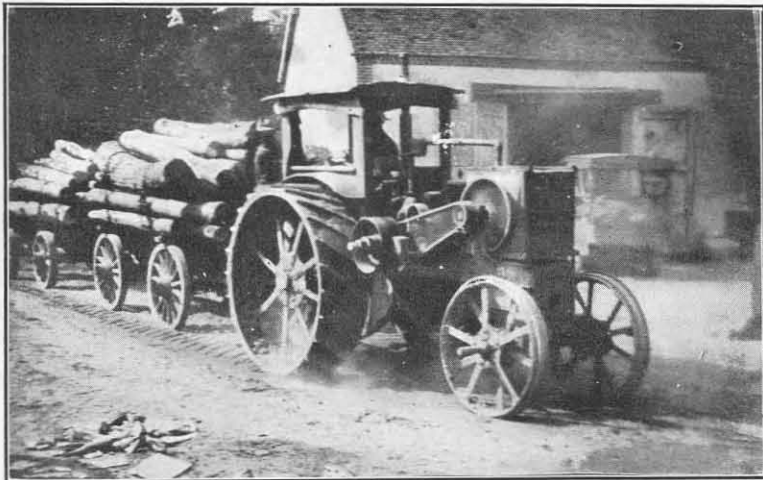
LOADING MOTOR TRUCK WITH JAMMER



SIDING & YARD, MORTUMIER



MSTR. ENGR. BOWER



TITAN TRACTOR HAULING LOADED LOG WAGONS



POLES AND STAKES READY FOR SHIPMENT

1st Detachment, 10th Engineers in France



THE history of the 1st Detachment is, of course, that of Company "E" up to October 23rd, 1917, when at Nevers, (Nievre), France, the company was split up. The majority of the men comprising the 1st Detachment were from the Far West, but in all twenty-nine states were represented: eight Eastern, four Southern, nine Middle Western, and eight Far Western. Montana with sixteen men led, while Washington was next with thirteen.

Practically all the members of this company were experienced woodsmen and sawmill men, while a small proportion were professional foresters.

On October 25th, the 1st Detachment left Nevers, entraining in the evening with 80 men, 2 officers and 2 men of the Medical Department. Second Lieutenant Shepard and Sergeant Mallory had preceded the detachment by several days in order to make the necessary arrangements for establishing camp.

The Detachment was in command of 1st Lieutenant E. L. Lindsey, with 2nd Lieutenant H. B. Shepard, next in rank. Attached was 1st Lieutenant M. C. Barrett, M. C.

Arriving at Gien, (Loiret), on October 26th, 1917, the men were quartered in the French barracks until the last of the month, when they moved to the Mortumier Camp, about 5 miles distant. On the 27th, 40 men started putting in the siding at the mill site which was located close by the P. L. M. R. R. Grading was completed the first day according to American practice, but two more days work was necessary in order to satisfy the French demand for a grade of 1 foot in 100 away from the main line. Several French railroad men worked

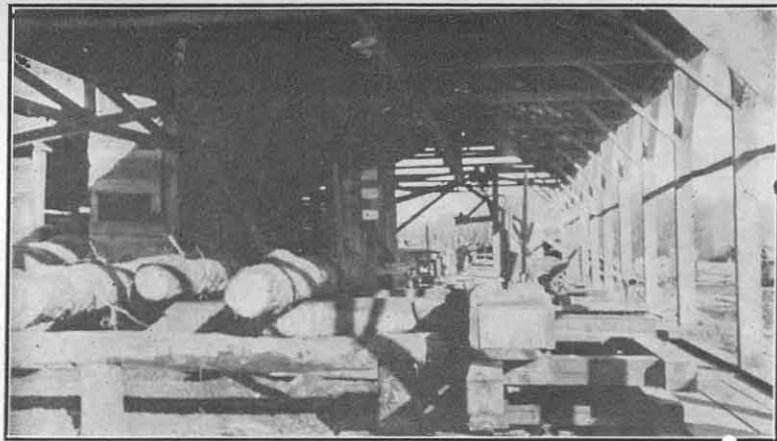
a month more in perfecting the switch stand and layout, using care and method that would not be thought of in similar installations at home. The siding was completed on October 30th, and five cars containing camp equipment were set in. The Detachment was then moved out and a tent camp established on the Mortumier Estate.

On November 2nd, a road crew was started, and work begun also in clearing off the mill site and digging a well for the mill's water supply. After digging down 47 feet with no results, a new well was started and dug 55 feet without success, after which the well plan was given up. On November 4th, pole cutting was started with a crew of 10 men which was later increased to 15. The next week a crew began cutting logs. Poles were hauled with escort wagons, the first shipment being made on November 16th, of 2 cars. On the 20th, a logging truck was rigged up by using four front wheels of an escort wagon with which log hauling was begun.

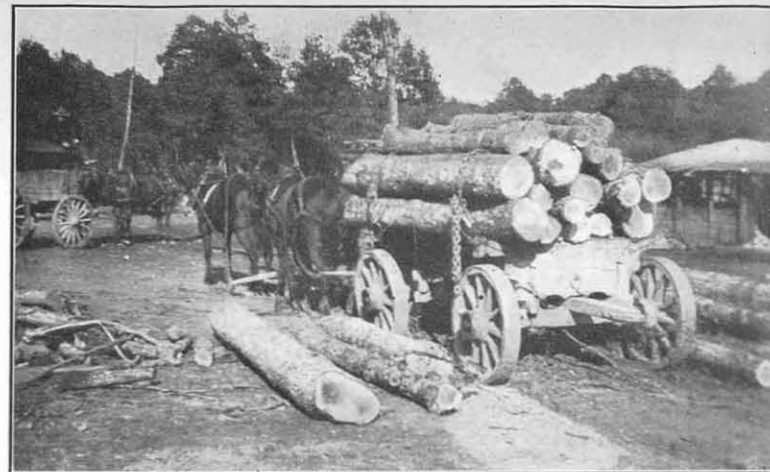
Mill parts started coming, a piece at a time, early in November. The engine and boiler furnished for this operation was a second hand affair, the mill being a Lane No. 1, 10 M capacity.

On Thanksgiving Day, November 29th, 1917, at 9.30 A. M., the first log was put through the mill, making the first lumber produced in France by an American unit with American machinery.

Finding the prescribed plan for the mill an unsatisfactory one, it was radically changed during December, extra parts being made at Auxerre, (Yonne,) and an edger being formed from a small French mill. The one boiler did not furnish sufficient power to run the mill to capacity, making it necessary to secure another boiler which was installed in December. Master Engineer Bower had charge of the mill installation.



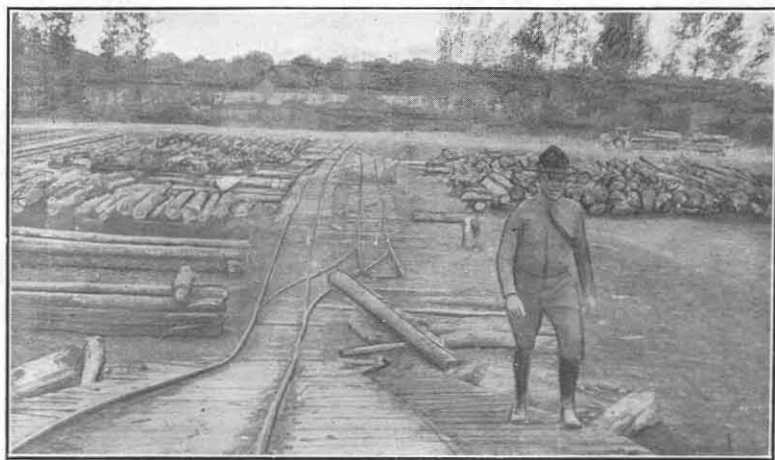
INTERIOR OF MILL, CIEZ COULOUTRE



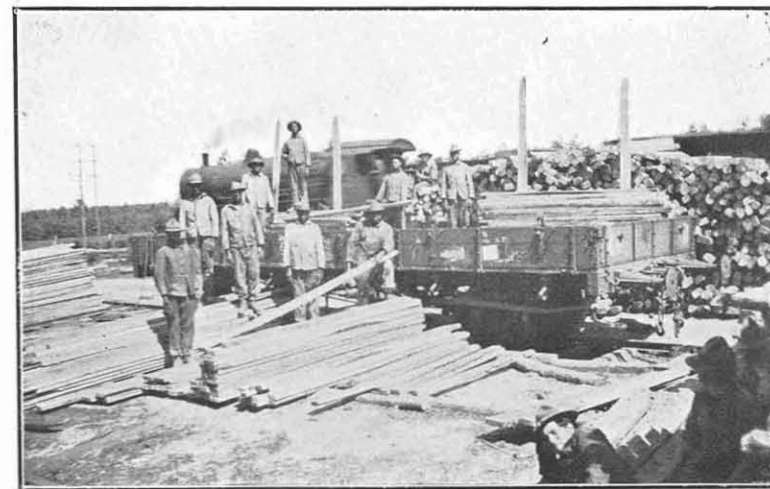
LOAD OF OAK LOGS, CIEZ COULOUTRE



LOADING CREW
HOOD, MONICA, DANIELS & FAILLE



LOG YARD, ST. JULIAN MILL



LOADING CARS, MORTUMIER OPERATION



LOGGING was done with difficulty, logging trucks not having arrived, so that four sets of "big wheels" were ordered made. It was desired to get 10½ ft. wheels, but two metres was the largest that the French could make. While comparatively small, these wheels gave very good service up to one-half mile hauls.

With the failure of wells as a source of water supply, it was necessary to use two tank wagons, hauling water ¾ of a mile. This was a poor method as it occasioned more or less delay and required four horses and four men.

On Christmas, 1917, the Detachment was increased by the arrival of forty men from Co. "A" 503d Engineers, Service Battalion. These men were not experienced woodsmen, but took hold in good shape.

The winter was said to be unusually bad for that region, but the tents were quite comfortable, in fact when floored and boarded up four feet high, they were more satisfactory than the wooden barracks, such as were erected in the Doubs camps. Logging was slow on account of bad roads as well as a shortage of suitable equipment. Considerable time was lost also by difficulty in keeping steam, a condition that could very likely have been bettered by the construction of dutch ovens. As a result, production suffered during January, February and the first part of March.

The latter part of January, an A. E. Co. three-ton truck was received which proved highly useful in logging. It stood up remarkably well, with the exception of the rear axles, two of which

were broken. This truck was at its best on hard roads, but in mud was not to be compared with the F. W. D. trucks.

On march 11, forty men of Co. "B" 507th Engineers, Service Battalion, were attached for duty and placed in a tent camp about one mile from the main camp. Of these, four were white, non-commissioned officers, the men being colored and principally from Texas.

In March, Lieutenant Lindsey turned over the command to 1st Lieutenant M. S. Benedict, who had been one of the officers of Co. "D", 10th Engineers. At the same time, Lieutenant Shepard, who had been promoted to 1st Lieutenant, was transferred to the Orleans District Office. Second Lieutenants W. R. Brown and Frank W. Mallory were attached for duty on March 11th, the former having come from the States direct and the latter through promotion from sergeant in the 1st Detachment. Lieut. Brown had charge of the mill and shipment and Lieut. Mallory of the woods end.

Production was considerably increased in March, April and May, but shipments fell behind during a six weeks embargo which became effective shortly after the offensive of March 21st.

During April, three F. W. D. three-ton trucks were received. They gave excellent service and stood up well under hard conditions. A White 5-7 ton tractor-truck received early in May was used to advantage.

A pump and pipe line were installed in May, the pump being a 1½ h. p. Morse Bull Dog gasoline and the pipe 1¼ inch. Water was pumped a distance of ¾ of a mile, the pump being a remarkably good one.



MILL AND SIDING, ST. JULIAN OPERATION



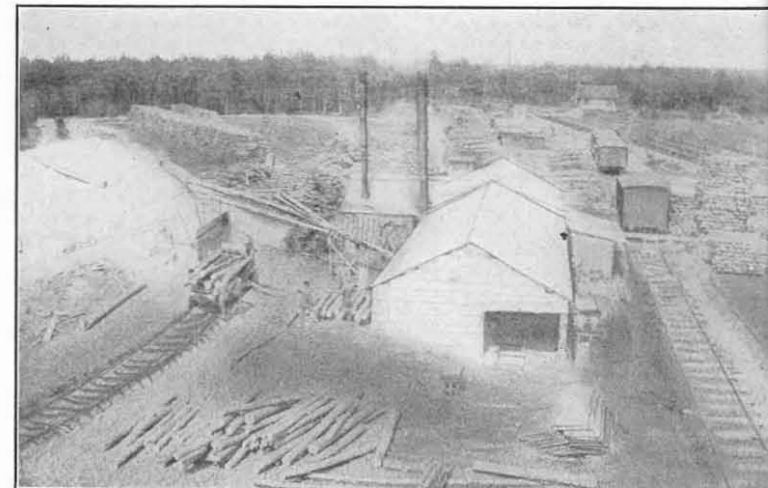
FELLING LARGE OAK, CIEZ COULOUTRE



SGT. F. S. McNALLY



MOVING OVERLAND TO DONZY



VIEW OF MILL & YARD, MORTUMIER

FIRST DETACHMENT, TENTH ENGINEERS IN FRANCE (Continued)

Camp conditions were very good and there was but very little sickness, thanks to the foresight and untiring efforts of the medical officer, Lieut. Barrett. A Y. M. C. A. tent in charge of a secretary and containing a piano, library and games, was a material factor in providing recreation. A baseball diamond was made and a number of games played with outside nines.

On April 5th, Lieutenant Barrett was temporarily relieved of his medical duties to attend a course of training at the Army Sanitary School. Upon his return, May 22nd, he gave a very interesting lecture, detailing his experiences at school and also at sectors of the American and French fronts.

On May 27th, Lieutenant Williams, our Chaplain, returned on one of his regular visits of circular tours of the Forestry Operations. Lieutenant Williams brought much interesting news of the other detachments and his various lectures and services were greeted with genuine appreciation by the men of this command.

On June 7th, Sgt. 1/CI. Chester A. Lee, on Detached Service with the Quartermaster Corps, was commissioned 2nd Lieutenant, Q. M. C.

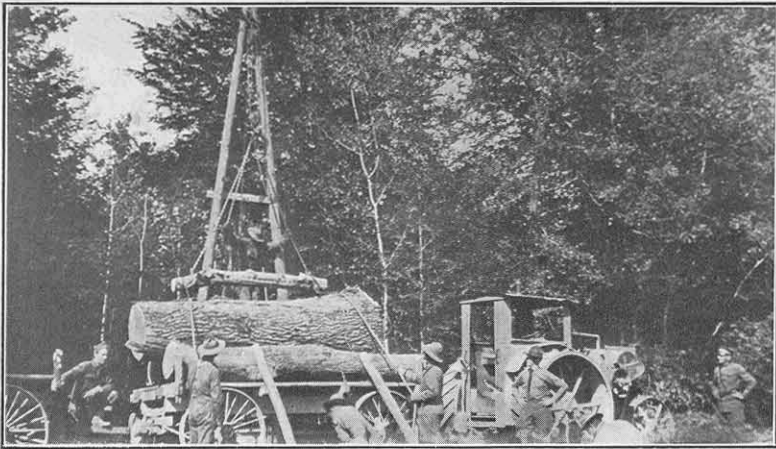
On July 10th, Lieutenant Quinn, an American aviator, walked into camp and requested gasoline for his stranded aeroplane in which he had alighted in an open field about three miles from camp. Gasoline was furnished him and Lieut. Quinn then gave an exhibition flight, after which he landed safely in a field close to camp. He remained over night and continued on his journey the next morning.

On August 1st, a diversion was created by a forest fire that destroyed a considerable portion of a stand of small pine about five

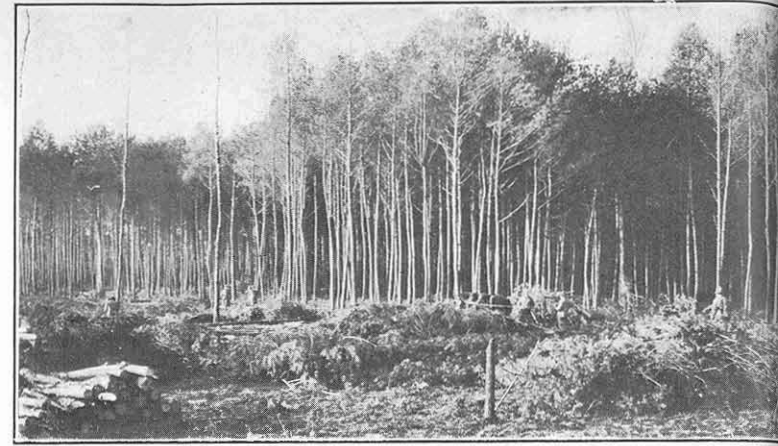
kilometers from camp near the village of Boismorand. Thirty members of this Detachment, many of whom had fought forest fires in the Western States, succeeded after back-firing and trenching, in getting the fire under control. The fire was first noticed as the men were quitting the woods in the evening and a rush trip was made to the scene of the blaze. The truck was then dispatched to camp for shovels, axes, etc., and when the blaze was at last extinguished it was 8.00 P. M. The men then returned to camp hungry and tired, but with the satisfaction of knowing that a good piece of work had been well performed.

On August 12th, Lieut. Mallory was relieved from duty with the 1st Detachment, 10th Engineers, and assigned to Grand Brosse, Gien, (Loiret), as Commanding Officer of the Detachment of Co. "A" 503d Engineers, Service Battalion, stationed there. Lieut. Mallory left with the cordial wishes of his old associates for that measure of success which they well knew his efforts and ability in the discharge of his new duties would bring him.

About this time the work at Mortumier was drawing rapidly to a close. On the 15th of August, 1918, twenty-seven men left on detached service for the new camp at Ciez-Colloutre, (Nievre,) traveling overland by motor truck. On the 19th of August, eight men followed, on the 20th, twenty-four men, on the 21st, ten men, and on the 22nd Captain Benedict, who had recently been promoted, Lieutenant Brown, and ninety-five men of the 1st Detachment and thirty-five men of Co. "A" 503d Engineers, Service Battalion, were established at the new operation.



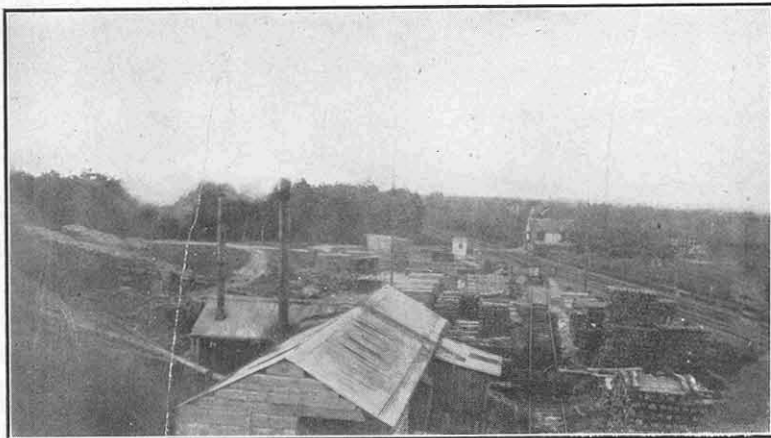
LOADING TROY TRAILERS WITH LOG JAMMER
ST. JULIAN OPERATION



POLE TRACT, MORTUMIER OPERATION



TYPICAL MUDDY ROAD
CIEZ COULOUTRE



VIEW OF MILL AND YARD, MORTUMIER



LOADING LOG WAGON WITH CROSS-HAUL

FIRST DETACHMENT, TENTH ENGINEERS IN FRANCE (Continued)



HE mill was shut down at 4:00 P. M. August 20th, immediately dismantled and loaded on trucks and wagons, transported fifty miles overland to the new location, reassembled and placed in operation just eight days later, on August 26th.

In addition to the old equipment a "Dutch oven" had been constructed, the engine removed from its mounting on lugs on the boiler and placed on a substantial foundation composed of huge oak timbers. Long sweep fittings on the steam line and also asbestos pipe covering, together with the "Dutch oven", no doubt were considerable factors in dispensing with the use of an auxiliary boiler used at Mortumier, while using sawdust for fuel supplemented by only a small portion of slabs and edgings greatly conserved these valuable by-products for use as firewood by various units of the A. E. F.

The new mill with its large capacity log deck and log truck, the adequate supply of water close by, which was pumped to a tank adjoining the boiler, the gasoline electric light plant that provided ample illumination for efficient night work, the "cyclone" sawdust collector on the roof that fed the fuel by gravity to the "Dutch oven," all were elements in the success of the new installation under conditions of logging that at times presented monumental difficulties.

On August 23rd, four men were transferred to the Motor Transport Corps, with three trucks, leaving one F. W. D. and White tractor to transport the cut lumber approximately three miles to the shipping yard at Ciez-Couloutre station. A road had been swamped through the dense coppice a distance of a quarter of a mile from the mill to the main road. This road held up until the first rains when it became an impassable quagmire. The White tractor was then used for hauling rock from a stone pit near the station to construct a road that

would stand up under the hauling from the mill. About three hundred loads of this material were required to provide traction for the trucks and trailers. About this time two I. H. Co. Titan 15-30 oil burning tractors were obtained and put in service, drawing the trailers from the mill to the main road, from where the trucks transported them to the station.

On September 25th, Captain Benedict was relieved from command of the 1st Detachment and assigned to the command of Co. "D", 10th Engineers, in the Doubs, and Lieutenant T. H. Hughes, assumed the duties of Commanding Officer.

On October 11th, Lieut. Hughes was appointed Captain, and on October 24th, 2nd Lieutenant Brown was appointed 1st Lieutenant. These promotions were appreciated by the men in equal measure with the officers in question, signifying as they did the opinion the commanding officers of the Forestry Division had of the 1st Detachment, 10th Engineers, for their spirit, enthusiasm and ability to achieve results.

Logging at Ciez-Couloutre was very difficult owing to the scattered growth of the oak and the fact that it rained almost incessantly, making the roads more suitable for rafts than log wagons. Additional motor equipment, tractors and trailers were received after the arrival of the organization at this operation.

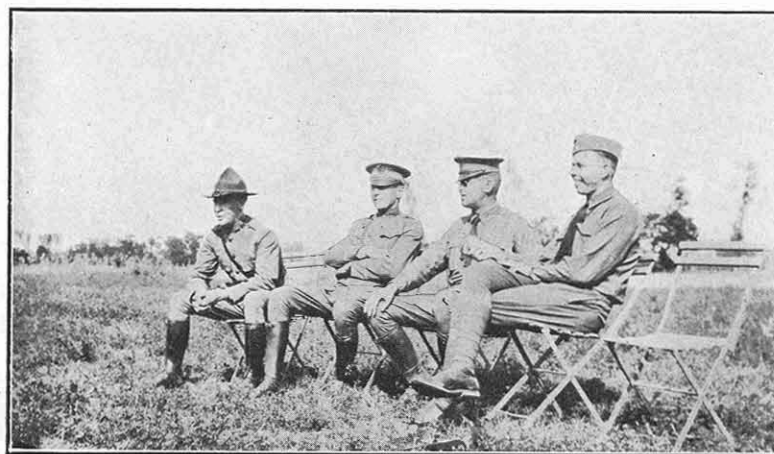
The mill under the direction of Lieut. W. R. Brown and Mstr. Engr. Bower was kept running night and day up until the time the armistice was signed. The demand for fuel wood in the A. E. F. had been increasing and Co. "C", 321st Labor Battalion (colored) was assigned to help produce this class of stock. A narrow gauge railroad was built to bring the fuelwood to the hard roads from which point it was hauled on motor trucks and trailers to the station. In



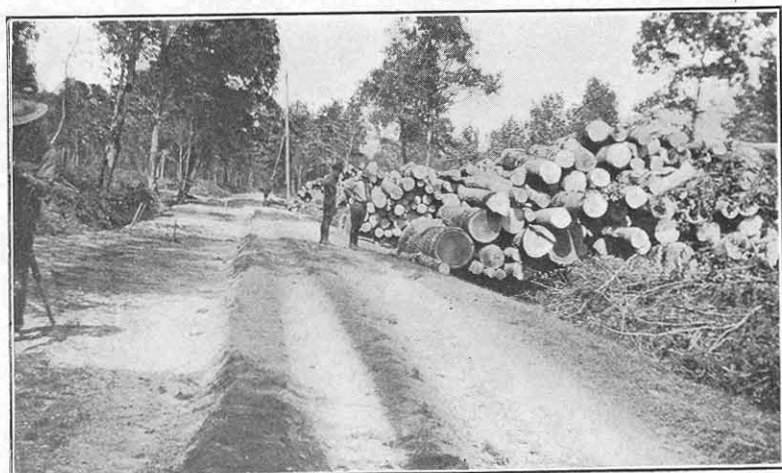
SKIDDING WITH SPOOL SKIDDERS, JULIAN OPERATION



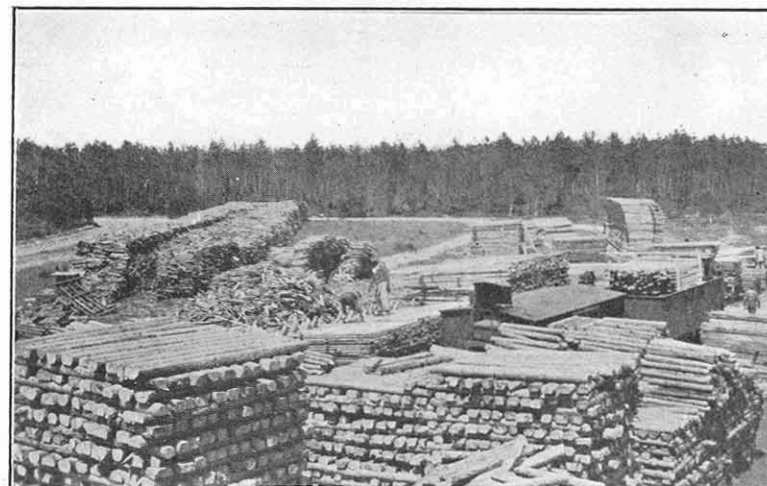
SGT. HARLEY & "DIXIE" AT MORTUMIER



OFFICERS WATCHING BASEBALL TEAM IN ACTION, ST. JULIAN



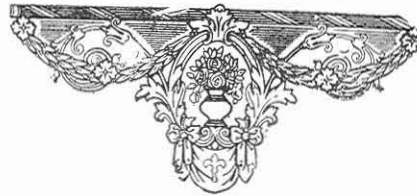
LOGS DECKED ALONG R. R. RIGHT OF WAY, ST. JULIAN OPERATION

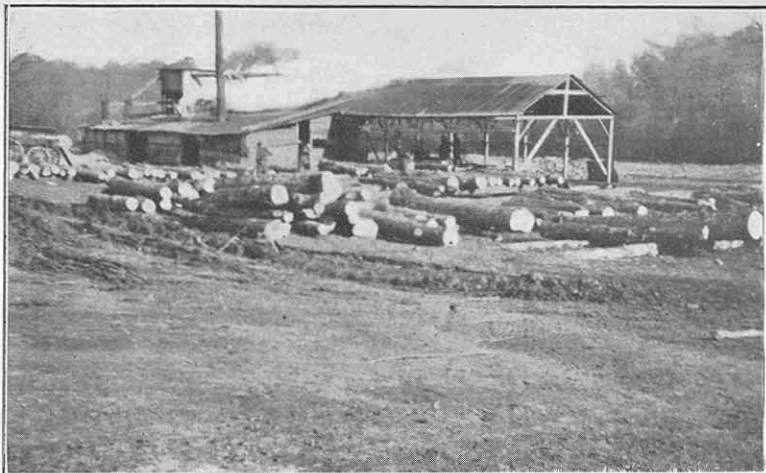


GENERAL VIEW OF LUMBER YARD, MORTUMIER

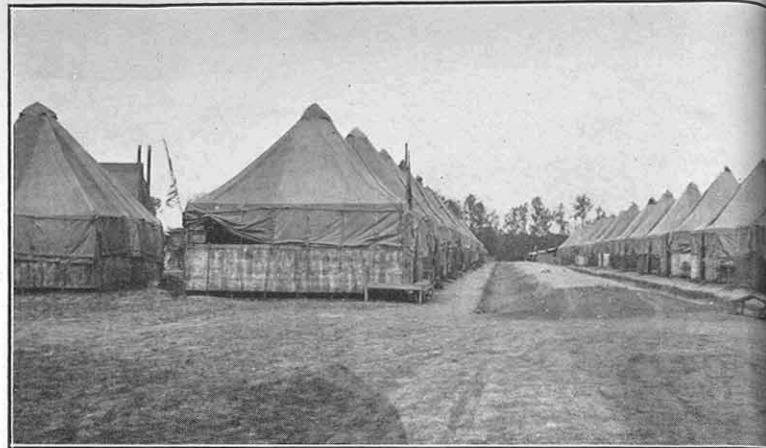
October 1918, Battery "C", 48th Artillery C. A. C., just arrived from the States, was assigned to the operation for work in connection with the fuelwood operation. From the original hundred men, the operation had now grown to over eight hundred men. The woods end under the capable direction of Sgt. Bachtel and Cpl. Hood, Sgt. F. S. McNally in charge of company administration, Sgt. Jack P. Day and Cpl. Chipperfield in charge of the stables; Sgt. Haney in charge of motor transportation; Sgt. Stephenson and Cpl. Rolfe, as sawyers; Sgt. Downie and Cpl. Evans as engineers; Sgt. Harley in charge of mess and supplies; Cpl. Baldrige in charge of the lumber yard and shipping; and Cpl. Stults in charge of records, made a combination, coupled with the spirit and loyalty of the men under them that it would be hard to duplicate.

Despite the fact the armistice had been signed, the mill continued to run full blast one shift a day. The artillery were ordered to proceed to St. Nazaire for embarkation to the U. S. early in December, and left just before the holidays. The 321st Labor troops were ordered away to another operation the end of December, and in January, 1919, orders were finally received for the 1st Detachment to proceed to Brest and there join the rest of the company for embarkation to the United States. Owing to conflicting orders, the mill was operated by the 1st Detachment right up to the night before they left by rail for Brest. On January 10th, 1919, the organization left Ciez Couloutre and started on the first leg of the final trip toward that much looked for place, home.

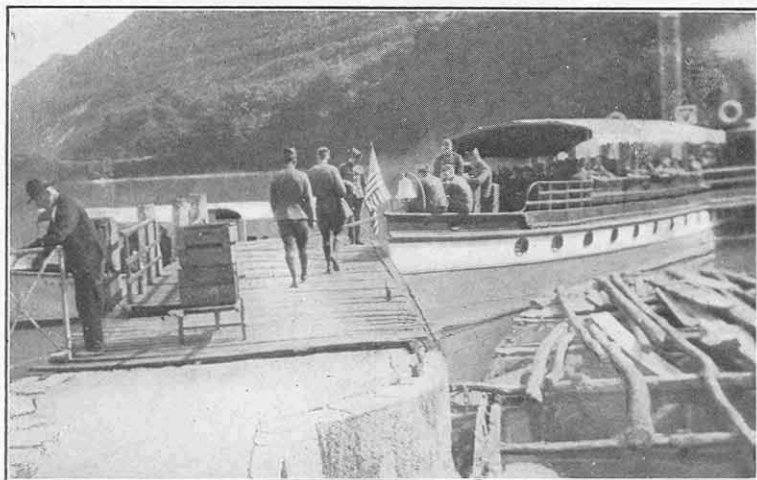




VIEW OF MILL, CIEZ COULOUTRE



CAMP AT ST. JULIAN, (COTE D'ORE)



ON LEAVE, LAKE BOURGET, AIX-LE-BAINS



THE LAST LOAD, ST. JULIAN

FIRST DETACHMENT, TENTH ENGINEERS IN FRANCE (Continued)

THE FOLLOWING FIGURES OF PRODUCTION AND SHIPMENT ARE APPENDED FOR THE PURPOSE OF SHOWING TANGIBLE EVIDENCE OF THE RESULTS ACHIEVED WITH A SECOND HAND SAW-MILL OF 10,000 FT. CAPACITY, WITH TIMBER AND CONDITIONS UNDER WHICH NO AMERICAN MILL WOULD THINK OF OPERATING.

PRODUCTION

MIXED TIMBER AT MORTUMIER:

May	591,801 Ft.
June	579,623 Ft.
July	541,843 Ft.
August	236,116 Ft.

In addition to moving, cleaning up in oak, exclusively, and locating new camp at Ciez-Couloutre, (Nievre.)

OAK AT CIEZ-COULOUTRE:

August	12,340 Ft.
September	322,543 Ft.
October	643,951 Ft.
November	426,609 Ft.

SHIPPED

FROM MORTUMIER

May	781,902 Ft.
June 1	567,478 Ft.
July	606,605 Ft.
August	305,047 Ft.

FROM CIEZ-COULOUTRE

September	97,945 Ft.
October	580,731 Ft.
November	426,047 Ft.

These figures speak for themselves to those who are acquainted with the conditions under which they were accomplished. In close application day by day to the work in hand by every member of the Detachment to tasks that were unexciting and laborious in the extreme, the spirit displayed and maintained was the same grim, dogged persistence and initiative that contributed to the great result that crowned the efforts of the entire A. E. F., with their share of the success that resulted in the cessation of hostilities.

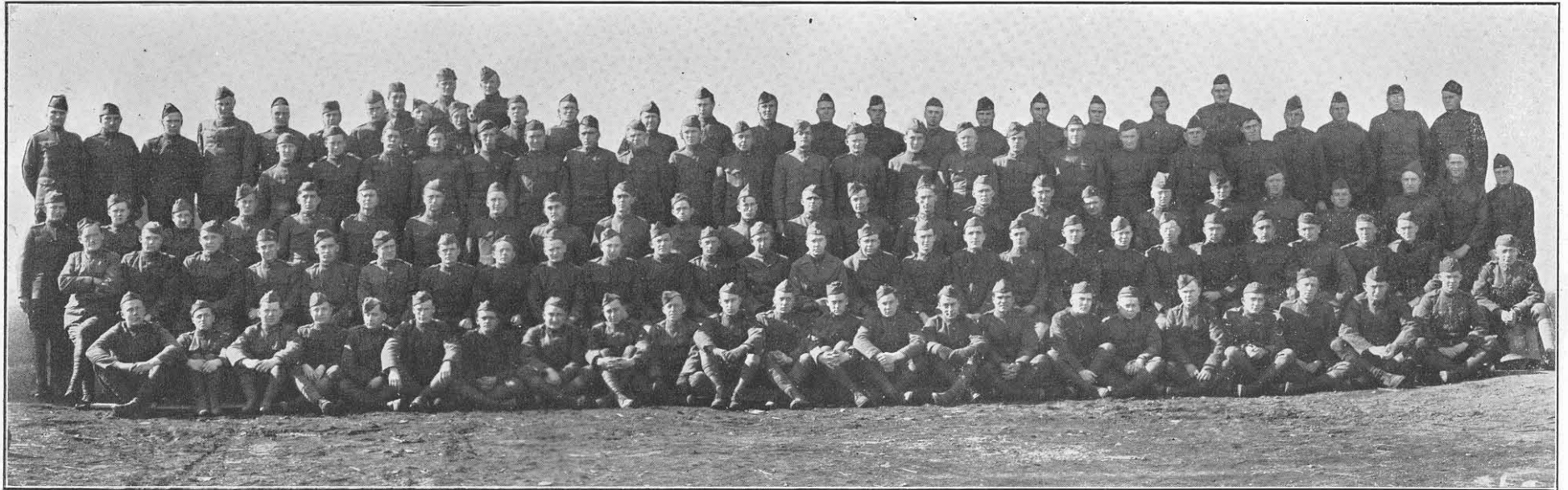


On January 13th the 1st Detachment arrived at Brest and once more became part of the Company "E" after a separation of more than a year. The company's sojourn of 24 days at Brest was no more eventful, although probably as enjoyable as the visit of McCloskey, "Goldie" and crew at Farm No. 2 near Paris.

On January 28th, 1919, Company "E", together with Companies "D" and "F" of the 2nd Battalion, 10th Engineers and Company "A" of the 1st Battalion 10th Engineers, marched out of Camp Pontanezen down to Brest and embarked on the U. S. S., "North Carolina". After a pleasant but rather rough voyage, the cruiser "North Carolina" arrived in New York Harbor early in the morning of February 9th,

1919, exactly seventeen months having elapsed since the regiment left for overseas service from the same port. The cruiser docked at Hoboken and in an hour the company was off the boat, including "Cognac" the canine mascot of Co. "E" and "Dixie" a young fawn brought back by the 1st Detachment, and were being fed everything that could be desired, by the various War Service Associations.

The troops were ferried around to Long Island City and later transported by rail to Camp Mills, from which point a few days later, small detachments began to leave for the various demobilization camps the country over and in a very few days more the old companies and regiment had passed into history.



CO. E. 10TH ENGINEERS, CAMP MILLS, N. Y.
FEB. 11, 1919



Roster of Company "E" 10th Engineers

EUGENE L. LINDSEY, Capt., Alexandria, Va.
ROBERT B. HAWORTH, 1st. Lieut. Boise, Idaho.
W. H. HERRICK, 1st Lieut. Georgetown, Mass.
STANLEY HODGMAN, 1st Lieut., Potlatch, Ida.
ARTHUR LA ROE, 1st Lieut., M. C., Perth Amboy, N. J.
CHESTER A. LONGLEY, 1st Lieut., D. C., c/o U. of Minn., St. Paul, Minn.
WILLIAM S. JONES, 1st Sgt., Lumberton, N. J.
R. H. VIBERT, Sgt. 1/Cl., Cloquet, Minn.
CLARENCE E. IRISH, 518 Gillespie St., Knoxville, Tenn.
JAMES C. ALCOTT, Stable Sgt., Stevensville, Mont.
BURTON E. REED, Mess Sgt., 418 So. Ames St., Albuquerque, N. Mex.
ROY W. BALSIGER, Sgt., Little Falls, Minn.
MILES D. BRADFIELD, Sgt., Haileyville, Okla.
HOWARD F. HAWKE, Sgt., 1901 G. St., Bellingham, Wash.
JOHN H. MANNING, Sgt., 1290-23rd St., Detroit, Mich.
ARTHUR E. LARSON, Sgt., Ketchikan, Alaska.
WALLACE McCLOSKEY, Sgt., Pierce, Idaho.
FRED L. SPIETZACK, Med. Sgt., 50 Bartell St., Meriden, Conn.
JAMES C. WHITE, Mstr. Engr., Sr. Gr., Traverse City, Mich. (attached)
GEORGE L. NUTTER, Mstr. Engr., Ashland, Mont.
BERT JOHNSON, Cpl., Elk River, Ida.
CHARLES H. JOHNSTON, Cpl., Columbus, Mont.
HORACE R. CHERRY, Cpl., Grace, Ida.
EDWARD R. KNOX, Cpl., 2201 Ellsworth St., Berkley, Calif.
S. A. McKINNEY, Cpl., Lufkin, Texas.
THOMAS R. WILLIAMS, Cpl., 737-13th Ave S. E., Minneapolis, Minn.
JAMES HUTCHEON, Cpl., Ellie, Wash.
PARKER O. ANDERSON, Cpl., Hallock, Minn.
HARLAN C. HANSEN, Cpl., Cedar Falls, Iowa.

FRED M. BACKUS, Cpl., Russell, N. Y.
HARRISON M. AUSTIN, Pvt. 1/Cl., 5154 Dimarron St., Los Angeles, Calif.
WILLIAM H. BROWN, Pvt., Praire, Idaho.
THOMAS BOYLE, Pvt., 789 Roosevelt Ave., Detroit, Mich.
JOHN BRON, Pvt., Oyster Bay, N. Y.
NATHAN BARASH, Pvt., (Med. Dept.) 465 Hendrix St., Brooklyn, N. Y.
OGDEN E. BROOKS, Pvt., Shanano, Wis.
THOMAS BRYANT, Pvt., Livingston, Ky.
BRUCE E. BENSON, Pvt. 1/Cl., 182 East Main Street, Uniontown, Pa.
LOUIS J. BIGNELL, Pvt., Custer, S. D.
CHARLES A. BERKNER, Wgnr., Anaconda, Mont.
GEORGE H. BROWN, Pvt., Missoula, Mont.
ROBERT E. CHAMBERS, Pvt., 1/Cl., Tuolumne, Calif.
GEORGE CHICKEN, Wgnr., 318 27th Ave., No., Minneapolis, Minn.
CHARLES O. CHANDLER, Pvt. 1/Cl., Mooers, N. Y.
WALTER J. CLARK, Pvt. 1/Cl., 517 Alder St., Anaconda, Mont.
ZOIE E. CONNERS, Pvt., Winnesboro, Texas.
JOE E. CHANDLER, Wgnr., Vina, Ala.
HARRY CRAIG, Wgnr., Lepauto, Ark.
ALBERT F. CUMINGS, Sdlr., 321 Winnecome Ave., Neenah, Wis.
RALPH W. CARR, Pvt., Ashby, Mass.
TONY CASPER, Pvt., 273 Illinois St., E., Detroit, Mich.
HARRY L. COOK, Pvt. 1/Cl., 423 E. Pine St., Missoula, Mont.
JAMES B. CUSHING, Pvt., 82 So. 1st., San Jose, Calif.
AGNIEL CUEVAS, Bay St., Louis, Miss.
WALTER COMBS, Pvt. 1/Cl., Arvin, Calif.
CLIFFORD A. CURTIS, Pvt., 104 Plum Street, Bay City, Mich.
OLIVER C. COLEMAN, Pvt. 1/Cl., Wells, Ore.
CLEMENT M. CHERRY, Pvt. 1/Cl., 226 Tenth St., Sharpsburg, Pa.

ROSTER OF COMPANY "E" 10th ENGINEERS (Continued)

RAYMOND B. DONALDSON, Pvt., Murdocksville, Penna.
 EUGENE O. DORNEY, Wgnr., 22 Pleasant St., Beverley, Mass.
 RALPH C. DORIS, Pvt., West Bridgeport, Pa.
 ALFRED J. DEVOTO, Pvt. 1/Cl., Sonora, Calif.
 HARRY R. ELLIOTT, Pvt 1/Cl., Republic, Wash.
 FRANK E. FRAZIER, Pvt., Shelton, Wash.
 JOSEPH L. FUNK, Wgnr., Angus, Wis.
 FRANK E. FEENER, Pvt., 693 Page St., North Stoughton, Mass.
 ROY S. FISHER, Pvt., 440 Ross Ave., Winnipeg, Manitoba.
 ANGUS F. FORCIA, Pvt., Vancouver, Wash.
 HUGH GOVAN, Wgnr., Port Angeles, Wash.
 THOMAS R. GOODMAN, Wgnr., St. Francis Hotel, St. Paul, Minn.
 EMIL GOUDEL, Pvt. 1/Cl., 1822 Grant Ave., San Francisco, Calif.
 ROBERT G. GOODSSELL, Pvt., Old Forge, N. Y.
 FRED A. HARMON, Hshr., 914 So. Main St., Roseburg, Ore.
 ARTHUR R. HUSBANDS, Wgnr., Molalla, Ore.
 WALTER L. HAND, Pvt., Prague, Okla.
 OSCAR A. HEIKKILA, Pvt., Ely, Minn.
 MILFORD HARVEY, Pvt. 1/Cl., 46 Flower Ave., Saranac Lake, N. Y.
 WILLIS HARRELL, Pvt. 1/Cl., Emmett, Ida.
 A. J. HENCEROTH, Wgnr., Miles City, Mont.
 EMERY HAUGHT, Pvt. 1/Cl., 3405 So. Browning St., Englewood, Colo.
 NEWTON B. JEFFERY, Pvt., Mount Olive, Ark.
 GEORGE H. JACKSON, Pvt. 1/Cl., Ypsilanti, Mich.
 THOMAS F. KEEVAN, Cook 708 Windham Ave., Laurel, Miss.
 RUFUS O. KELLEY, Pvt., Candler, N. C.
 STANLEY KOSIOREK, Bulger, 306-32nd St., Detroit, Mich.
 JOHN F. KING, Pvt. 1/Cl., Leonardstown, Md.
 HAROLD S. KILGORE, Pvt., Shelbourne Falls, Mass.
 WILLIAM H. LEIM, Pvt., Center, Texas.
 GEORGE B. LINK, Wgnr., 798 Van Buren St., Milwaukee, Wis.
 RUDOLPH LURIE, Pvt., 2537 Montrose Ave., Chicago, Ill.
 ORAN W. LOUD, Wgnr., 1114-4th St. So., Great Falls, Mont.

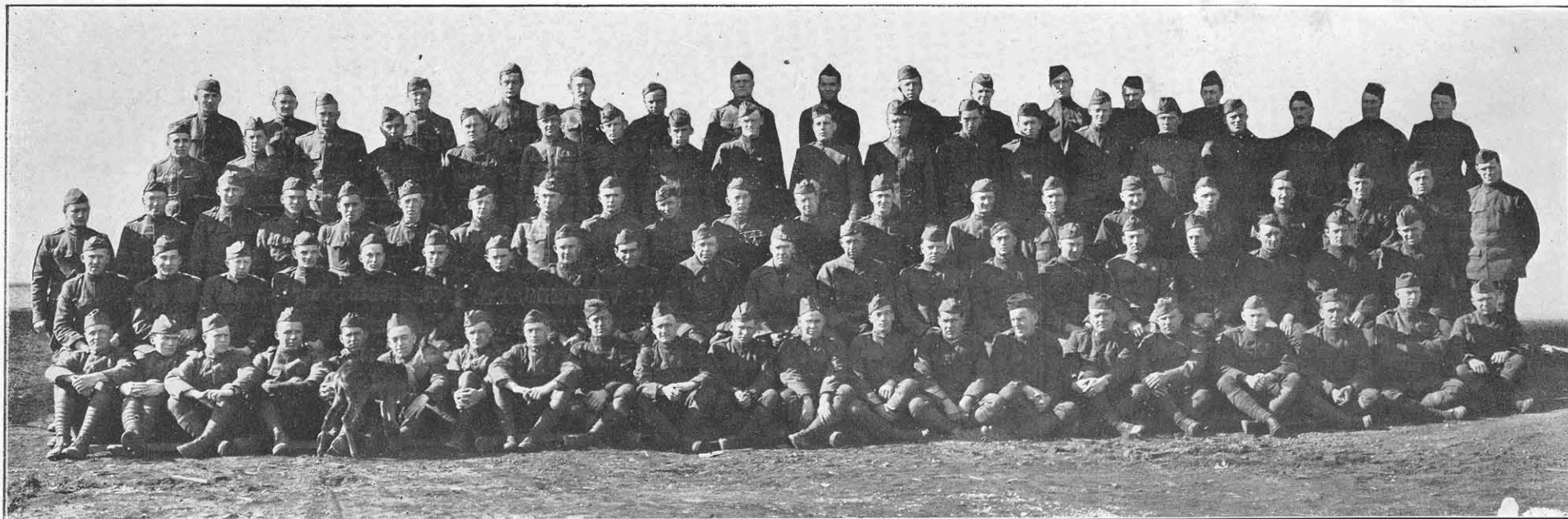
ROBERT A. LIVINGSTON, Pvt. 1/Cl., Lansdowne, Penna.
 CLARENCE C. LA PAN, Pvt., 18 Main St., Saranac Lake, N. Y.
 EDWIN R. LATHAM, Wgnr., Elliston, Mont.
 GEORGE S. MONTGOMERY, Pvt., 1501 Henry St., Berkeley, Calif.
 JOHN J. McQUIRE, Pvt., 7407 Duquesne Ave., Swissvale, Penna.
 RODNEY E. MOUTON, Pvt. 1/Cl., Victor, Idaho.
 HENRY A. McNEIL, Pvt., 337 Belmont Ave., No., Seattle, Wash.
 L. H. MONTROY, Pvt., Ruleville, Miss.
 EDWIN W. MICHIL, Pvt., (Med. Dept.) Fillmore, Calif.
 MELVIN McKINNEY, Pvt., Lufkin, Texas
 GALE E. McKAIN, Pvt. 1/Cl., Eureka, Mont.
 FRANK J. MAHONEY, Pvt., 1605 Hennepin Ave., Minneapolis, Minn.
 JAMES R. McLOUGHLIN, Pvt., 407 West 8th St., Wilmington, Del.
 JAMES J. MALONEY, Pvt., 222 Third St., McDonald, Penna.
 RALPH NYCE, Pvt., 1/Cl., 46 Hudson St., Port Jervis, N. Y.
 BRUNO A. NOWAK, Pvt., 822 Kosciusko St., Manistel, Mich.
 OTTO G. NEUWIRTH, Pvt., 3048-17th Ave. So., Minneapolis, Minn.
 STEPHEN I. ORSER, Wgnr., Plummer, Idaho.
 LESLIE E. OUTZS, Wgnr., La Grange, Ohio.
 BERTRAM W. O'DONNELL, Pvt., 1/Cl., Medina, N. Y.
 FRED. C. PEDERSON, Pvt. 1/Cl., Frewsburg, N. Y.
 JAMES T. PAYNE, Pvt., 31 Tracy St., Springfield, Mass.
 FRED C. PROTSKE, Pvt., 559 So. Solway Ave., Detroit, Mich.
 HOWARD C. PLATT, Wgnr., 229 Seventh Ave., Eugene, Ohio.
 MURRAY S. PENNINGTON, Wgnr., Ripley, Miss.
 BERTRAM E. PROTHER, Pvt., 1677 Willamette St., Eugene, Ore.
 CLARENCE S. PETERSON, Pvt., 1/Cl., Murdock, Minn.
 JAMES A. PORTERFIELD, Wgnr., Standard Hotel, Seattle, Wash.
 THOMAS PARKS, Pvt., 1/Cl., Decatur, Miss.
 AMADEE PAGANI, Pvt., 1450 Aster St., Chicago, Ill.
 CHARLES E. POE, Pvt., 1/Cl., Chambersburg, Penna.
 STANLEY L. RINGOLD, Pvt., 72 E. 5th St., St. Paul, Minn.
 THOMAS A. ROYCROFT, Pvt., 47 Clifton Place, Brooklyn, N. Y.

ROSTER OF COMPANY "E" 10th ENGINEERS (Continued)

GEORGE F. REID, Cook, Port Angeles, Wash.
 JACK ROMINE, Wgnr., 1418 Rusk Ave., Houston, Texas.
 IRVIN S. RAMSEY, Cook, Winnfield, La.
 DAVID S. RIDER, Pvt., 35 Fairfield Ave., South Norwalk, Conn.
 JACK ROSS, Pvt., 1/Cl., Priest River, Idaho.
 DANIEL RUSH, Pvt. 1/Cl., 402-5th Ave., No., Great Falls, Mont.
 CHAUNCEY W. RYCHARD, Wgnr., Springfield, Ore.
 GEORGE S. RIGGS, Wgnr., Mable, Ore.
 HOWARD R. SHORT, Pvt., Colfax, Wash.
 FLEMING K. STEWART, Pvt., 1/Cl., Missoula, Mont.
 HARRY Q. STILES, Wgnr., St. Joe, Idaho.
 RAY V. SHARP, Pvt., 1/Cl., Box 54, Barree, Penna.
 RICHARD R. STOKES, Wgnr., Corning, Iowa.
 CLIFFORD H. STEWART, Pvt., 1000 Gallinos Ave., East Las Vegas, N. Mex.
 WILLIAM H. SCHAFFER, Pvt., 322 South Fulton Ave., Baltimore, Md.
 GEORGE A. SCHULER, Pvt., Weed, Calif.
 HOMER J. SMITH, Pvt., 1000 Second Ave., No., Birmingham, Ala.
 CECIL E. STOWE, Pvt., 654 Quinnipiac Ave., New Haven, Conn.

JESSE STANSBURY, Pvt., 105 West Jefferson St., Sedalia, Mo.
 WALTER SILL, Pvt., 306 No. Broadway, Barnesville, Ohio.
 GEORGE A. TEMPLE, Pvt., Walville, Wash.
 ERIC THOMAS, Pvt., Pittsburg, Calif.
 ORLON S. TAFT, Wgnr. Fulton, N. Y.
 PETER TOPP, Pvt. 1/Cl., Livingston, Mont.
 HUGH H. THORNTON, Wgnr., Leese, Wash.
 NORMAN E. TAYLOR, Pvt. 1/Cl., Republic, Wash.
 PETER TINTORI, Pvt., Belle Vernon, Pa.
 WALTER L. TRAPP, Pvt., Milwaukee, Ore.
 FRANK TROMMENSCHLAGER, Pvt., 223 Walnut Ave., Canton, Ohio.
 DUNCAN A. URQUHART, Wgnr., Fragaria, Wash.
 GROVER C. VANDERPOOL, Wgnr., Winthrop, Wash.
 AUSTIN VAN HORN, Pvt., Albrightsville, Penna.
 OSIE TEMPLE WILBANKS, Pvt., Lanett, Ala.
 EDMUND H. WRIGHT, Pvt., 172 Walnut St., Neponsit, Boston, Mass.
 JOHN M. WINTERS, Pvt. 1/Cl., Huntingdon, Penna.
 ROY C. WHEELER, Pvt., The St. Marks, Castleton, S. I., N. Y.
 ALEX ZUAZO, Pvt. 1/Cl., Tuscarro, Nevada.





1ST DETACHMENT, CO. E. 10TH ENGINEERS, CAMP MILLS, N. Y.
FEB. 11, 1919



Roster of 1st Detachment, 10th Engineers

WILLIAM R. BROWN, 1st Lieut., Winchendon, Mass.
FRANK W. MALLORY, 1st Lieut., Rutledge, Ida.
MARTIN C. BARRETT, 1st Lieut. M. C., Erie, Pa.
FRANK S. McNALLY, Sgt. 1/Cl., 52 West 129th St., New York, N. Y.
JEROME B. STEPHENSON, Sgt. 1/Cl., Adrian, Mo.
JOSEPH C. BOWER, Mstr. Engr., St. Anthony, Idaho.
WILLIAM P. HARLEY, Sup. Sgt., 1729 Laurel Ave., St. Paul, Minn.
JOHN J. BACHTEL, Sgt., Warroad, Minn.
JACK P. DAY, Sgt., Newberry, Mich.
ALEXANDER DOWNIE, Sgt., Medimont, Idaho.
AMOS J. HANEY, Sgt., 705 So. 53rd St., Tacoma, Wash.
KENNETH J. BALDRIDGE, Cpl., Albuquerque, N. Mex.
JESSE T. BEVAN, Cpl., Yale, Wash.
WILLIAM A. CHIPPERFIELD, Cpl., Gunnison, Colo.
LESLIE M. EAKIN, Cpl., 805-25th St. So., Bellingham, Wash.
HARRISON EVANS, Cpl., Stanley, N. D.
CLAUDE J. HOOD, Cpl., Leavenworth, Wash.
ROBERT ROLFE, Cpl. Stacey, Mont.
HAL L. STULTS, Cpl., 621 No. 16th St., Lincoln, Nebr.
ROY C. WRIGHT, Cpl., 231 Bancroft Ave., Portland, Ore.
HARRY ADAMS, Wgnr., Potlatch, Ida.
TONY ANDRUS, Pvt., Ukiah, Mendocino County, Calif.,
MARTIN H. BAKER, Pvt., 1/Cl., Robe, Wash.
LEROY F. BARNEY, Wgnr., Atkinson, Maine.
HILMER C. BELL, Pvt., Cass Lake, Minn.
WILLIAM BENNETT, Wgnr., Tracedy, N. B., Canada.
ANTONIO CASELLA, Pvt., 171 Hancock Ave., Jersey City, N. J.
THOMAS A. CLARK, Wgnr., Ekalaka, Mont.
ELMER CLINK, Wgnr., Republic, Wash.

CLAUDE C. CRANDALL, Cook, 1918 Francis Ave., Des Moines, Ia.
LESLIE G. CRAWFORD, Pvt. 1/Cl., Cheney, Wash.
RALPH DANIEL, Wgnr., Hillsboro, Tenn.
JAMES M. DAVIDSON, Wgnr., Buena Vista, Va.
HOWARD A. DECORA, Pvt., Altona, N. Y.
LEWIS L. DINGMAN, Wgnr., Dillon, Mont.
BRUNO DOMENICKINI, Pvt., 706-12 Pacific Ave., Tacoma, Wash.
JAMES B. DUKE, Pvt., 350 Washington Ave., Jersey Shore, Pa.
LAWRENCE D. DUNN, Pvt., Warren, Pa.
CHARLES R. FRITSCHLE, Wgnr., 4517 Gibson Ave., St. Louis, Mo.
ALBERT FAILLE, Pvt., Winton, Minn.
GEORGE S. GIBSON, Pvt., 1/Cl., Warroad, Minn.
JOHN GILMAN, Pvt., Hailey, Ida.
TONY GIOIO, Pvt., 1354 Natoma St., San Francisco, Calif.
GIACINTO GIUSTI, Pvt., Mendocino, Calif.
JESSE GRAYSON, Pvt., Oakhurst, Calif.
ERNEST R. GREEN, Pvt., Little Falls, Minn.
EARL J. GREGORY, Wgnr., Franklin, Nebr.
JOHN HARVEY, Pvt., 339 West 12th St., New York, N. Y.
ARMON E. HAVENS, Wgnr., Essex, Mont.
CHARLIE L. HENDERICKSON, Pvt., Darby, Mont.
ARTHUR W. HODGMAN, Pvt. 1/Cl., 97 So. Victoria St., St. Paul, Minn.
ALBERT G. HOMBURGER, Pvt., Saranac Lake, N. Y.
WILBUR P. HOTCHKISS, Pvt., Guilford, Conn.
VAN I. HOUGH, Pvt., Wolfs Store, Centre County, Pa.
ARTHUR C. HOUGHTALING, Pvt., Phoenix, N. Y.
ALEXANDER S. JENKS, Wgnr., Verdigre, Nebr.
GEORGE S. KEPHART, Pvt., 1/Cl., 111 Ferris Place, Ithaca, N. Y.
HERMAN C. KIEFERT, Cook, 120 Spruce St., Rhinelander, Wis.

ROSTER OF FIRST DETACHMENT, TENTH ENGINEERS (Continued)

LAURENCE A. KINCAID, Wgnr., Grantsdale, Mont.
MONTEZUMA J. LALIBERTE, Wgnr., Sebatis, N. Y.
ELMER LANE, Pvt., R. F. D. No. 3, Johnstown, N. Y.
WILLIAM L. LOFTUS, Wgnr., Espanola, N. Mex.
JESSE MACDONALD, Pvt. 1/Cl., Hiles, Wis.
CARRELL C. McCARTHY, Pvt. 1/Cl., 615 Grand Ave., Ames, Ia.
ALLISON L. McDERMOTT, Pvt. 1/Cl., 713 West Augusta St., Spokane, Wash.
GERNARD McNAIR, Wgnr., Addison, Mich.
ALBERT MAGILL, Pvt., 529 Crest Bldg., Houston, Texas.
JOHN S. MALMQUIST, Wgnr., Ekalaka, Mont.
EDWARD S. MENARY, Pvt, 1/Cl., Port Angeles, Wash.
CHRIS. MILANOVICH, Pvt., Sacramento, Calif.
ERMON W. MOHR, Pvt., 1/Cl., Missoula, Mont.
LEWIS F. MONICA, Wgnr., North Bangor, N. Y.
ERNEST W. MOORE, Wgnr., Dix, Ill.
EDWARD R. MOYER, Wgnr., Rushville, Ohio.
RAYMOND T. NORTHWAY, Pvt., Brainard, Minn.
CHAUNCEY O. PACE, Pvt., Deer Park, Wash.
JAMES M. PERRY, Wgnr., Sheridan, Mont.

LEROY T. RICKEY, Wgnr., 1502 No. 25th St., Boise, Idaho.
EDWARD ROBAR, Pvt. 1/Cl., Wenatchee, Wash.
WILLIAM F. SCHILD, Pvt., Acme, Wash.
FRANKLIN P. SERRIN, Pvt., Glenwood, Minn.
GREGORY A. SHANLEY, Wgnr., Great Falls, Mont.
JOSEPH SHILLA, Pvt., Crystal Falls, Mich.
ROBERT C. SMITH, Pvt. 1/Cl., Hollis Center, Me.
CARL E. SPEAKS, Wgnr., 611 Louisiana St., Vallejo, Calif.
RAYMOND STERLING, Pvt. 1/Cl., Caroga Lake, N. Y.
JOSEPH TELESKA, Pvt., No. 1-6th Street, New Rochelle,
THOMAS TESTA, Pvt., 304 East 111th St., New York City.
SAVERIO TREGLIA, Pvt., 208 Prospect St., Brooklyn, N. Y.
ARTHUR C. WESTON, Pvt 1/Cl., 361 E. 41st St., Portlan
JAMES B. WISECUP, Pvt., 939 W. 64th St., Seattle, Wash
CALNO H. WOOD, Pvt., South Sutton, N. H.
JAMES W. YATES, Wgnr., Sykes, Mont.

MEDICAL DETACHMENT:

ANDY ANGELO, Pvt., Ambridge, Pa.
JULIUS E. TIKIOB, Sgt., 134 Grove St., Stamford, Conn.



AMERICAN EXPEDITIONARY FORCES

Headquarters Services of Supply

Service of Utilities

DEPARTMENT OF CONSTRUCTION AND FORESTRY

April 10, 1918

From: Director of C. & F. (Forestry Section).
To: District Commander, Engineers (Forestry), Dijon
(Cote d'Or).
Subject: Production for month of March

1. In going over the report of production during the month of March, a copy of which has been sent you, I note with particular satisfaction the excellent showing made by the operation of Vanvey. Considering the length of log haul at this operation, and the difficulties in keeping the mill stocked with logs, the production for the month has been of great credit to the officers and soldiers at that point. You will note that the Vanvey mill with, I presume, same additional product from the small French mill has a record for production which is second only in the forestry section to the Bellvue mill near Pontenx, where the operating conditions are much more favorable. I will be glad to have you convey to the Commanding Officer at Vanvey and to his troops the appreciation of General Patrick and the officers at Central Headquarters of the Forestry Section of the excellent work which they have done, and the striking improvement which has been made over the former production in this operation.

By direction of Brigadier General Patrick:

J. A. WOODRUFF,
Colonel of Engineers, N.A.

By: W. B. GREELEY,
Major, Engineers, U.S.R.

*Letter of commendation on March production, Vanvey Operation,
Co. E, 10th Engineers.*

AMERICAN EXPEDITIONARY FORCES

Headquarters Services of Supply

Service of Utilities

DEPARTMENT OF CONSTRUCTION AND FORESTRY

May 8, 1918

From: Director of C. & F. (Forestry Section).
To: District Commander, Engineers (Forestry), Dijon
(Cote d'Or).
Subject: April Production

1. In reviewing the report of production for the month of April, copy of which has been sent you, I note again with great satisfaction the excellent showing made by the operation at Vanvey. This operation heads the list of 10M ft. mills for the entire Forestry Section; and I wish that you would extend to Lieut. Lindsey and his detachment my hearty appreciation and congratulation upon the excellent work which they have done.

By direction of Brigadier General Patrick;

J. A. WOODRUFF,
Colonel, Engineers, N.A.

*Letter of commendation for April production, Vanvey Operation
Co. E, 10th Engineers*