

15th Company
20th Engineers

acc # 616

1918--A. E. J.--1919

The 15th Company, 20th Engineers

E. R. HERZOG.

The 15th Company 20th Engineers, formerly Company C, 5th Battalion, 20th Engineers, was organized at Camp Belvoir, Virginia, December 5th, 1917, by Captains Knapp, Blackner and Light. About January 10th it was turned over to Captain Knapp of Portland, Oregon, who has been in direct charge of it ever since. The other officers assigned to the company were First Lieutenants Frederick B. Judge, James H. McClain, Maurice C. Marshall, and Second Lieutenant John B. Crowley. The strength of the Company at this time was 244 men.

The men from which it was formed came from all parts of the U. S. A. and nearly every State in the Union was represented. The majority of the men reached camp in civilian clothes, due to the scarcity of uniform cloth at that time. The months of December and January were two of the worst ever experienced around Washington, and on account of lack of transportation, bad roads, etc., the greater part of the six weeks was needed to equip the company. During this preliminary period the men worked constantly on the roads, which were to make the new Camp Humphreys; working in rain, snow and with a temperature as low as 15 degrees below zero, they cleared the three miles of right-of-way between Belvoirs and the main road. They, assisted by a company of 23rd Engineers, laid a mile and a quarter of plank road to the site of the present Camp Humphreys.

Preparations for departure were completed by the 12th of January and everyone was expecting to leave the next day or so. On January 14th a case of Spinal Meningitis broke out and the company was put under quarantine. At the time everyone was keenly disappointed, but in reality it saved the 5th Battalion from sailing on the ill-fated Tuscania, which was subsequently sunk. On the 25th of January, the company marched to the car-line at Mount Vernon and from there proceeded by car to the American University, where the final stages of preparation were gone through, such as sailing lists, records, etc.

On January 29th at 4 P. M. the company under full pack, in a violent snow storm, marched to Roslyn near Arlington, where it entrained with the rest of the 5th Battalion. The trains were ice-cold and after much delay finally started their 10-hour trip to Hoboken. About 6 A. M. the Pennsylvania Station, Jersey City, was reached, a final inspection held and the Battalion boarded a D. L. & W. ferry boat, which landed them at the foot of Pier No. 3 of the North German Lloyd. The entire morning was spent boarding the transport, U. S. A. Calamares, formerly a 6,000-ton United Fruit Company freighter. During January 30th and the 31st the transport lay in the harbor off Staten Island, but at 7:15 P. M., January 31st, she hove anchor and without a light showing passed slowly out to sea, where the rest of the convoy, consisting of the Oealis and freighter, called the Wilhelmina, met us. Conducted by a cruiser it took the company 15 days to cross, making in all 19 days aboard ship. Lincoln's Birthday, February 12th, the danger zone was entered and a convoy of eight destroyers escorted us successfully into the harbor at Brest.

Although the trip was successful, however, it was not without incident. The weather was exceedingly rough at times, with quite a little rain; more than once the convoy became separated in the storms and much time was lost. Lookouts were stationed on all decks at all points day and night. "Time-off" the men spent in watching target practice, attending "Abandon-ship" drills and discussing the "mess." By the time the Calamares entered the Bay of Biscay, a large percentage of the men were seasick and longing for the sight of land. Then the weather cleared and the sea became as calm as a lake. It was real submarine weather, but all felt quite secure within the ring of destroyers. As the ship was without water-tight bulkheads, it was required that every man spend as much time on deck as possible, even to sleeping on deck at night. The order was enforced only while in the "danger-zone," so it was only necessary to spend about two days and nights on deck. It was with great surprise that we were awakened at 3:30 A. M. the last

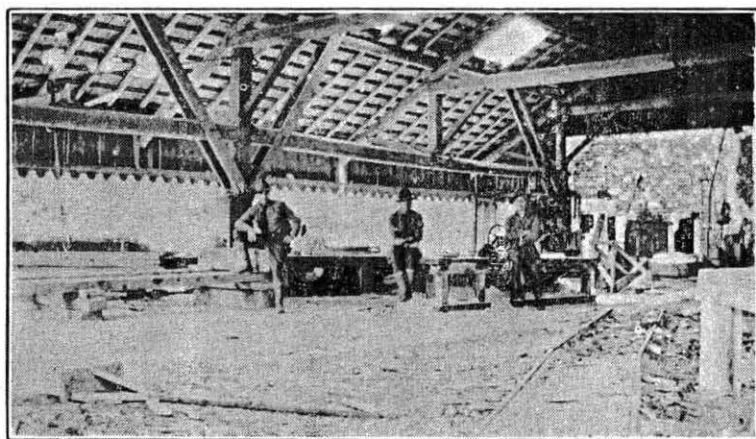
morning out, by what sounded like a submarine alarm. We could only judge by the sound, as it was just possible to see the silhouette of the destroyer, which had drawn within earshot of the ship. Our ship was given the order to bear to the left at full speed, by a voice through a megaphone. The Calameres seemed to become alive as she listed, as the order was obeyed. In the meantime the destroyers on the other side of us drew into full speed and disappeared into the darkness. Some minutes elapsed when several searchlights were seen on the right playing on the water, and then silence and darkness. A few hours later, the first lighthouses and fishing smacks were sighted. We dropped anchor in the harbor at 9:00 A. M.

The company debarked Sunday, February 17th, and marched directly to the Pontennezeze Barracks. Here in this so-called rest camp (?) we remained for three days and saw the other companies of the 5th Battalion dispatched to different parts of France. The destination of the 15th Company was Chate-nois (Vosges).

We entrained the night of February 19th and until the 23rd continued our slow trip across France. The four days and nights in the third-class cars was an experience never to be forgotten. The men ate and slept in sitting postures, as the ten place compartments were filled to capacity. The "Coffee Stations" along the line were always welcomed. We arrived in Chate-nois late in the afternoon on the 23rd and took up quarters in wooden Adrian Barracks. The weather was mild for winter; a light covering of snow made it very muddy.

Our new station was a small town of 2,000 inhabitants, situated 14 kilometers east of Neufchateau. With the exception of the detachment there before us, we were the first American troops to be stationed there. Life in the clean little village was most enjoyable and the men of the 15th Company will always look back to Chate-nois as their home in France.

At the time a small detachment of Company F, 2nd Battalion, was stationed at Chate-nois, but upon our arrival were relieved and sent elsewhere. The first few weeks in Chate-nois gave us a good taste of some of the hardships of war. Freezing and thawing weather alternated, causing the men to suffer considerably from the cold and dampness. Nevertheless, they went to work in the Forest of Neufveys, working without boots or gloves. Little comfort was derived from the warmth of the barracks as fuel wood was not very abundant until the 15th Company took over the mill.



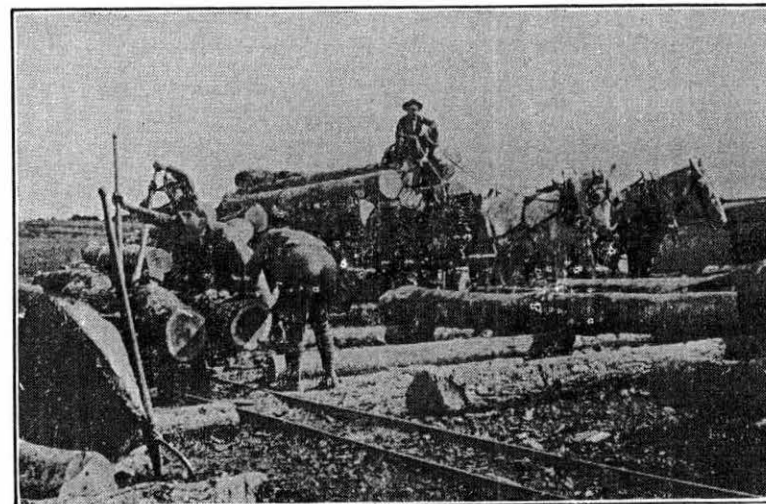
Then the "Beech Camp" was established in the above named forest, some six kilometers from the town. Logs were hauled with the three motor trucks to the French mill, which was situated in the village. After the usual rainy spring, the days became warm and sunny, and life and work in Chate-nois became a pleasure.

With Chate-nois as a central headquarters, new operations were established, the first of these being at Hortes in the department of Haute Marne, 25 kilometers east of Langres. About 30 of the company left Chate-nois about the 8th of March for this purpose. Later additional men were sent, making a total on April 18th of about 102 men. On June 13th there were 79 men of Company A, 41st Engineers, attached and July 1st 33 men of Company A, 43rd Engineers, the personnel of the operation averaging 125 men, including the detachments of 41st and 43rd Engineers, with Captain West of the 41st Engineers and Second Lieutenant John B. Crowley of the 15th Company in charge. The mill was located about 500 yards from the town. On March 10th the French mill, consisting of two head saws, a gang saw, three rip saws and one cut-off saw, was taken over. The members of the detachment were the first American troops in the village. The timber consisted of Beech and Oak and was hauled 10 kilometers from the Forest of Arbigny and several Communal Forests. The majority of the logs had to be hauled three kilometers over a low meadow where the three broad wheeled White logging trucks did excellent work.

As the strength of our personnel was increased by the arrival on Wednesday, April 8th, of Company A, 41st Engineers, now known as the 38th Company, 20th Engineers, the establishment of new camps in the vicinity of Chate-nois became a possibility. In this way logs, other than those from the Forest of Neufveys, were being cut in the Chate-nois Mill from the following Communal Forests:

Vicourt	Longchamp-Remois	Neuilly
Houecourt	Moreville	Algneville
Sandecourt	Medonville	Bulgneville.
Dombrot-sur-Vair	HAigneville	

These forests were small and scattered at various distances from the mill, which made logging slow. To keep the mill well supplied with logs for the day and night shifts, it kept the three trucks and two "Four-Ups" teams always busy. Logging in the woods at more than one of the jobs was very difficult, as often the forest was back from the hard roads; then again the mud was a handicap. At Medonville especially, the mud was so deep that it was almost impossible to work with horses. In the cases of the Communal Forests of Medonville and Algneville, it required a haul of 22 kilometers.



Without discredit to the organization whom we succeeded in Chate-nois, we wish to mention that their cut for a 20-hour shift was about 5,000 board feet, which the 15th Company in a short time raised to 23,000 board feet.

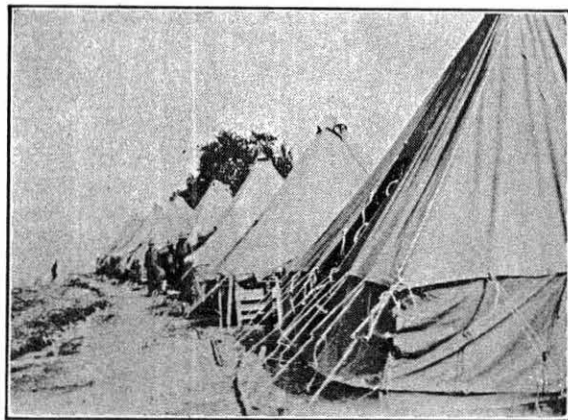
This accomplishment with the inadequate equipment was complimented by Colonel Woodruff addressed to all organizations of the 20th Engineers.

Perhaps it might be well to include in this history a paragraph or two on the French Forestry methods, which are quite different to the methods the men were accustomed to in American Forests.

The Forests of France are divided into three classes: Domaniale Forests, those belonging to the State; Communale Forests, those belonging to the Commune, and third, Particulier or Private Forests. Each forest was subdivided into Coupes, or small tracts varying in size. In the case of Domaniale Forests the Coupes were grouped in "Affectations," which in turn formed series. Thus, for example, a certain coupe we would say belonged to the first series, third affectation. The coupes of a Domaniale Forest were as a rule distinguished by letters. The coupes of Communal Forests were numbered with Arabic numerals and those of private forests were marked variously. However, all classes had what was called "Reserves," the coupes of which were distinguished by Roman numerals.

Before cutting, the French authorities marked the trees to be felled with a stamp and also indicated where the tree was to be cut, which in all cases was very close to the ground. The heavy limbs were sewed into meter lengths and piled into steres (a cubic meter). The finer brush and chips were gathered separately. Great care had to be exercised in falling, so as not to injure the young growth. At all operations French Forest Guards saw to it that their methods were adhered to. The administration is similar to that of American. All Forests of a certain district, the limits of which were marked geographically, were under the supervision of a Government Inspector, generally a Colonel. Groups of Forests in the district were in charge of a Forestry Captain. Each Forest was looked after by a Forester and under him the Forest guards. In the advance section or zone of the armies the military authorities also had a similar system of supervision.

On April 22 a small operation at Merrey (Haute Marne) was begun. Although small, this operation worked by 35 men or so under the command of Lieutenant M. C. Marshall, boasted of being the best camp in the Chatenois District. It was located on the Merrey-Parnot Road on the summit of a hill commanding a beautiful view of the surrounding country.



The latter part of June, Lieutenant Marshall was relieved of his command by Second Lieutenant Ewart and was transferred to Base Section No. 5 for duty. No mill was set up as the majority of the timber was small. However, the logs that were too large to be hewn into ties were hauled to the mill at the Lamarche operation in the Department of (Vosges).

Work at this latter place was begun June 12th. The logs were cut in a French mill under contract, which proved to be an unsatisfactory agreement.

Nevertheless a good record was being made until the services of the 15th Company were needed elsewhere. The work was in charge of First Lieutenant James H. McClain, assisted by Second Lieutenant Arthur A. Poulin, who was formerly Sergeant Major of the 5th Battalion. The strength of the personnel averaged 120, including both 15th and 38th Company men. The logs were hauled from Romaine-aux-Bois and Communale Lamarche, distances varying from three to six kilometers. The difficulty at Lamarche was the two-kilometer haul from the mill to the railroad. A company of Quartermaster troops of the 517th Engineers (Colored) were cutting fuel wood under the supervision of the Forestry troops.

During the Summer other operations were established at Gironcourt and Bazoilles, also in the department of the Vosges. At Gironcourt an American mill was set up, capacity 10,000. Bazoilles was a tie job and run for a period of five weeks.

The Merrey and Hortes operations closed on August 11 and August 28th respectively. The men released from these two places were moved to Gironcourt, where work had just reached efficiency, when all men of the 15th Company in the Chatenois District (consisting of what was known as the Central District of the Epinal District) were moved August 28th for work in the First Army Area of the Toul Sector.

With Toul as headquarters of the 15th Company's operations, work was begun for the fulfillment of the orders of the First Army. During the approximate brief period of three months, fourteen operations were distributed in the First Army Area and later in the Second Army Area, where the quantity of the timber afforded. The camps were numbered relatively to their date of establishment. Captain Knapp was commander of the new district; Lieutenant F. B. Judge was timber requisition officer, and Captain Abbott, district supply officer.

Camp No. 1 at Menil-la-Tour (Meurthe et Moselle) was opened August 30th. Although the town was nine kilometers from the front line, it had its share of excitement, especially on the night of the first detachment's arrival. The ammunition dump on the outskirts of the town was the object of German Artillery, which that night made a direct hit. The explosion of the shells scattered fragments within a radius of half a mile. As lights were forbidden in the zone of the armies, the darkness added to the effectiveness of the explosions. It was the first experience of the men "Under fire," and was misleading in that the men thought they were right at the front. Work was begun September 2nd. The electrical mill was located between the line of heavy artillery and light artillery. The 24th Engineers had taken over the 89th Division's Dumps, for which the mill began supplying one and two-inch stock. Just previous to the St. Mihiel Drive three-inch road plank was cut for 300 Artillery bridges. After the drive things became quiet. The work was in charge of Lieutenants Crowley and Shields of the 15th Company; Lieutenant Williams of the 517th Colored Battalion, and Lieutenant Carrothers of Company B, 42nd Engineers, and succeeded each other respectively. All the logs hauled from the neighboring forests were formerly the property of the French Eighth Army.

Camp No. 2 was located at Marbach on the Moselle River. It was approximately three miles south of Pont-A-Mousson and five miles from the front line. Until the arrival of the 20th the mill was operated by the 24th Engineers from the 6th Corps. It was of French type and consisted of three different carriages, electrically driven. Soon after our arrival a bolter mill was substituted for one of the French carriages, and the production raised about 50%. Before the St. Mihiel drive a rush order was received for Artillery bridges, which were turned out in large quantities. All products from the mills were turned over directly to the Dump adjoining. The Marbach mill probably experienced more shell fire and air bombing than any of the others. On one afternoon alone, 37 six-inch shells were fired at it and the dump nearby. Several of them struck within 100 feet of the mill. On several occasions air bombs were dropped; one struck the railroad almost in front of the mill, killing three French soldiers. On account of its proximity to the line no night shift was allowed. This operation was superintended by Lieutenant McClain, who remained with it till after the Armistice was signed.

Camps Numbers 3, 4 and 5 were in the vicinity of Liverdun, in the department of (Meurthe et Moselle); the first at Liverdun itself was in operation from September 3rd to November 1st. The second "Pres Liverdun" in the Forest of Natrou Hazotte opened September 3rd also, but closed November 20th. The last known as the Scirie de Haye was located at the Rendezvous-de-Garcon in the Communal Forest of Liverdun. Work was begun on the second day of September and abandoned the first day of October.

The mill at Benoitte Veaux (Meuse), southwest of Verdun or Camp No. 6, was in charge of Lieut. Carrothers and later by Lieut. Williams. It was opened the third of September and closed November 5th, 1918.

At Domgermain (Camp No. 8) two mills were set up to cut logs piled there by the French Eighth Army. Upon completion of the work October 12th, the men were transferred to a new operation in the Domaniale Forest of Commercy. This latter operation (number 12) was the last to run, closing December 8th. Both of these operations were supervised by Lieut. Charles C. May.

Camps numbers 9 and 10 were at Ippecourt and Les Islettes respectively. The former mill, about three kilometers west of Souilly began cutting September 21st and closed October 29th. The latter began cutting November 5th and closed November 20th. Two other mills were set up in the Forest of Argonne, cutting the destroyed timber lying on the plateau north of Les Islettes near Croix de Pierre. The latter two mills run only a few weeks, the latter part of October and the first part of November. The Ippecourt mill was in charge of Captain Harry H. McPherson of the 38th Company, 20th Engineers, who was killed in action October 5th after which date the operation was in charge of Lieut. Crowley. The three Argonne mills were under the supervision of Lieut. Jenner of the 38th Company.

After operation No. 13 was begun at a small mill out of Souilly, an office was opened at First Army Headquarters at Souilly, as an aid in administration of the mills in the First Army sector, which included the three mills in the Argonne Forest and the mill about a half mile north of Souilly.

During these changes immediately after the St. Mihiel Drive the First Army moved to take over that part of the line approximately between Fresnes and the western edge of the Forest of Argonne, and the Second Army assumed responsibilities in the Toul sector. However, the operations in both the areas continued to operate and caused the opening of a branch office at Souilly, First Army Headquarters. Naturally it required more than the personnel of the 15th Company to run these mills. The 38th Company and some miscellaneous attached shared the burdens of all the work. The mills at Les Islettes, Souilly, Puvenelle, Marbache, Menil-la-Tour, in the Argonne and at Commercy were shut down after the Armistice was signed and efforts to return the logs already cut to the French were successful.

Since the winter was approaching, fire-wood became as essential for the maintenance of the armies as the lumber products themselves. Accordingly Quartermaster troops were scattered in companies in the zone where the fighting had been the heaviest. In the forests which had been badly destroyed by shell fire, it was the only way to utilize the timber as it was impractical to saw it. Five of these organizations were engaged in this sort of work. One was stationed in the Forest of Argonne, another in the Forest of Cheppy and the other three in the Domaniale Forests of Commercy, Puvenelle and Natrou-Hazotte.

Preparations and plans for the establishment of other mills were always contemplated for the fulfillment of the armies' ever increasing demand for timber. Then came the utter collapse of the German armies, which resulted in the signing of the Armistice, November 11th, 1918. Up to and after the eleventh hour, the hour agreed upon for the cessation of hostilities, all the men and mills were working to capacity, nor did they cease their efforts until ordered to do so, November 18th, 1918. The energy with which the men worked cleaning up and putting things to rights, was not only stimulated by the joy caused by the end of the war, but rather by the hopes of an early return home. In all cases, where it was not possible to return logs to the French, the logs thus left on our hands were sawed into lumber. It did not take long to tear down the mills and break up camps after satisfying the conditions of the French Forestry service.

Only one sad incident occurred during the three months that the 15th Company was attached to the First and Second Armies, that was on October 5th when our Doctor, First Lieutenant W. A. Fair, and Captain H. H. McPherson were killed by enemy fire in the Argonne Forest. Captain H. H. McPherson of the 38th Company had been sent to the northwest of Varennes to see about a mill site and camp location as orders had been received that a mill was to be installed in that vicinity. The Captain followed by Lieut. Fair and his Sergeant were walking down a coupe line when they came to a clearing commanded by enemy machine gun snipers. At the sight of Captain McPherson the machine gun opened fire and he fell, shot through the body. Lieut. Fair found death when in the act of performing his duty as a medical officer of the U. S. Army when he sought to aid his fellow officer. For this act of heroism he was awarded the Distinguished Service Cross. The same night the fighting in the Argonne raged back and forth across the spot where the two officers were lying and for several days it was impossible to penetrate that section to recover the bodies. When the enemy was driven back the bodies had been interred and it was found impossible to find them.

As soon as the various detachments had finished their work they were moved back to Chateaufort (Vosges) where the company was reassembled. The men who had been at Domgermain and Menil-la-Tour and later constituted the personnel of the Commercy operation were the first to be moved back to Chateaufort, December 8th. The Toul headquarters followed a few days later. Marbache was the last to close as there was a great amount of fire-wood cut that had to be piled on the hard roadside. The men from this latter place reached Chateaufort December 16th.

In this same manner the 38th Company was assembled at Bain-les-Bains (Vosges).

In the meantime, while these changes were taking place, the men in Chateaufort were engaged in hauling store-wood from the soft ground in the Domaniale Forest of Neufays, to the hard road. The same wet weather as experienced the previous winter set in and the "Beech camp" became a mass of mud. When the job of hauling and piling 5,000 steres of wood was completed, January 3rd, the men were drilled daily until the company entrained January 12th (Sunday morning) for the first "AVAILABLE TRANSPORTATION" to the United States.

The above is a very brief summary of the operations. In order to record all of the events that transpired during the last three months of the war it would necessitate pages and pages of description, which would be familiar to the men at that particular operation and similar to the experiences to the men at the others. However, the fac-simile of a letter herewith produced, conveys an idea in a general way of conditions and work accomplished. The letter is addressed to Major S. O. Johnson of the Second Battalion, to which the 15th Company was attached and was written by order of the Commander-in-Chief.

AMERICAN EXPEDITIONARY FORCES.

GHQ., 4th Section, G. S.
21 December, 1918.

From: C. in C.

To: Major Samuel O. Johnson, 20th Engineers (Forestry) Epinal.
Subject: Commendation.

I wish to express to you and to Captain F. W. Knapp, Engineers, and the other officers of the Forestry Troops under your command attached to the First American Army, my appreciation of the highly effective and valuable work performed by them under exceptional difficulties during the three months preceding the signing of the Armistice.

The loss of two officers of your command by enemy fire is evidence of the conditions under which this work was prosecuted, and the energies and spirited manner in which logging and milling operations were carried on and

the way in which the work was organized to meet the need for rapid changes merits special commendation. I want every one to feel that his efforts contributed in no small degree to the success that attended our military operations which, in co-operation with those of our Allies, led to the capitulation of the enemy.

By order of the C. in C.

GEO. VAN HORN MOSELY,
Brigadier General, G. S., Assistant Chief of Staff.

A True Copy.

The company boarded the box car at Chatenois with the hopes that Third Class cars would be substituted at Neufchateau. On account of transportation difficulties, it was impossible to make the change and thus it was up to the men to make the best of the circumstances. They did. Before nightfall each car was supplied with a bedding of hay and a stove. Hopes ran high in anticipation of an early embarkation and everyone was bidding his silent farewell to France as the miles rolled by. The same halts and slow travel was experienced as on the first trip across France, and it was not until the 15th that the company detrained at Boussay (Vendee). This is a small place, some fifty kilometers southeast of Nantes and four and one-half kilometers from La Bruffiere, to where the men were marched and billeted on the premises of a large chateau.

The usual daily drills were resumed in preparation for the final inspection given to all troops before embarkation. It was expected to remain at La Bruffiere until sailing orders were received, which as a rule is a period from three to six weeks. But during the night of the 17th orders were received to move to Coulon (Loire Infer.) the next morning. At 8:30 the company "fell-in" and by noon was on the train at Boussay. That afternoon we arrived at Doulon, which is a suburb of the city of Nantes. Our new camp was a set of new barracks designed for an evacuation hospital, which in a few days was made quite comfortable. In the meanwhile all sorts of rumors were floating around, as to the destiny of the 15th Company. When the truth became known that the company was assigned to road repair work in the vicinity of Nantes, the vision of the "Statue of Liberty" faded away and a "Blue Cloud" took its place.

As the days passed by with the men busy on the roads, policing camp, etc., they looked at the new situation from a brighter viewpoint. About three months' work was mapped out, and then orders were received for the company to move to Ancenis (Loire Infer.) about 35 kilometers up the Loire River, east of Nantes. The company was assigned for duty under Captain A. L. Burrige of the 14th Battalion to repair 44 kilometers of roads between La Rottiers, east of Ancenis and west of Mauves. The company was divided into three detachments, one of 80 men at Varades, working the east end, another of 60 men at Oudon repairing the west end and the remaining 84 men worked both directions from Ancenis. The Varades detachment was in charge of Second Lieutenant S. V. Shields, who on February 27th, 1919, received orders for his return to America and was relieved from duty by Second Lieutenant A. A. Poulin.

February 14th Captain Knapp was promoted to Major and assigned to the 14th Battalion, reporting for duty as commander of Camp No. 3 at St. Nazaire, March 2, 1919.

During the first week of May Lieutenant Judge received his promotion to Captain, although he had been acting in that capacity since Major Knapp left the command of the company.

Our section of road was increased from 44 kilometers, terminating at Mauves (Loire-Inferieure) on the west and Ingrandes on the east, to 64 kilometers or 40 miles, with Saint Joseph as its eastern limit. The work was not limited to patching, but included two or three miles of resurfacing. Approximately 2,500 tons of stone were distributed along the route, which kept as many as a dozen trucks continually on the move.



After a few big efforts to have the road finished for a certain rumored date of departure, enthusiasm waned, inasmuch as so many rumors had been in circulation concerning our departure that it became more or less of a joke whenever a new story was started.

Nevertheless, it was the Captain's desire to be ready when the real day did come, so three hours of drill were held a week at the three detachments. In Ancenis drill was held in the Place de la Victoire, while at Oudon and Varades the highway served as drill ground.

No other American troops had ever been billeted in either of the three towns, so we found no provisions made by the Y. M. C. A., K. of C. or other organizations for the entertainment of the soldiers. Through our own efforts and the generosity of the K. C., Y. M. C. A. and Red Cross, we collected enough sporting equipment and established a fair sized library and a small canteen. It did not take long to make ourselves at home. Right here on the north bank of the Loire some of our biggest "Peace Drives" were made.

On the Monday morning of the 28th of April, the company was assembled at Ancenis, as it began to look as if we were going to leave very soon, for the company was to be relieved by the Department of Construction and Forestry and turned over to the Embarkation Authorities, May 1st. Up until the 13th of May (the day set for our departure from Ancenis) the company drilled as a unit five hours daily. In the meantime the "101" necessary records were put into shape for the embarkation.

At 7:15 A. M., on Tuesday the 13th, the company entrained for Nantes, where we arrived about 10 o'clock. Before noon we had marched to our billets some three miles southeast of Nantes. We were there such a short time that the writer never found out whether we were in St. Sebastian or not, although the village or suburb was in that vicinity. Extra attention was given to cleanliness, order and discipline, running no risks of being held up through default on the part of a member.

On the 14th drill was resumed and superfluous equipment salvaged. The same evening Major Stewart of the Fifth Battalion Headquarters held a preliminary inspection for the final, which was booked for the next morning. It was hot for so early in the year, but nevertheless, inspection was held with full pack, overcoats and gloves. The test was passed with flying colors; in fact the Majors holding the inspection said it was one of the best they had witnessed.

Then it seemed as if as a reward for the good work we received orders that same afternoon to be ready for entraining for St. Nazaire the following morning. This was another record; two days in the Nantes billeting area. The period is generally from two to six weeks. The 5th and 7th Battalions had been there several days, but orders for their moving was not included in

ours. Friday, the 16th, was a big day. [We were going to be in sight of the ocean, though we were not to cross it for several days. Even that was some consolation. At noon we boarded the train with several hundred other troops, bound for St. Nazaire.

We hardly had arrived at Camp No. 3, which is quite some walk from the railroad station, when we were rushed through a "short order" medical examination. Will anyone ever forget that? Saturday morning we were run through the "Delouser" and by afternoon were assigned to barracks. Then more good news. It was rumored, that we would probably embark that night and therefore no packs were opened. The news was confirmed later and immediately after an early supper, we were on our way to the docks. By nine o'clock we had taken our feet from the soil of France—forever, for the most of us. It was by no means a sad parting, few were thinking of the land we were leaving,—the land we were going to was more important. Before sunrise Sunday morning, the Henry R. Mallory with the Fifteenth Company on board left the harbor of Saint Nazaire, May 18th.

The transport was only a 4,500-ton freighter, rolling quite heavily in a comparatively smooth sea. The long swells in two days had most of the men sea-sick. During the following week, the weather became stormy and of course our progress was hindered by the rough sea.

Except for the men who were sick both going over and coming back, the voyage was very much more enjoyable, since no precautions against submarines had to be taken and those that were "on the verge of death" felt easier, simply because they were headed towards home. We watched with eager interest the progress of the boat, as recorded each day on the map prepared by the navigator. As we neared America, the weather became more favorable and therefore we were able to make better time.

Then at last came the day that all had been waiting for, for a long time. It would be a difficult undertaking to try to describe the emotions of that cargo of anxious men, who were up earlier than usual on the morning of the 28th, in the hopes of getting the first sight of land. Everyone was on deck, crowded and perched on all situations of the forepart of the ship. The sea was as calm as a lake and the sun shone beautifully. Entering the harbor we were greeted by New York's Welcome Home Boat. It sure was a grand and glorious feeling to get the first glimpse of the Statue of Liberty and the skyline of lil ol' New York.

The H. R. Mallory docked at Pier No. 6, Brooklyn at about 2 P. M., and we debarked immediately. During the short rest period on the pier, the Red Cross had real American pie, coffee and other good things to eat, for our initiation into the land of plenty. From the upper level of the pier to the lower level, where we boarded the ferry for Weehauken, the Y. M. C. A., K. C., Red Cross, Salvation Army and Jewish Welfare Society handed out candy, fruit and cake. Passing through the station and getting on the train, we enjoyed the same spirited welcome and donations.

Before taps blew that night we went through the process of being "de-loused" once more. The days and even hours left for the company as an organization were rapidly drawing to a close. We had just one more move to make. The following morning we took quarters in barracks in another section of the camp and here waited developments. Decoration Day morning proved to be the last day, for at 1:30 P. M. the company was officially disbanded and ceased to exist.

All that remains of that All-American company is about 220 men scattered in all parts of the United States, united in friendship and the memory of eighteen months of service. Now that we can look back to that eventful period from the sunny-side, it wasn't so bad after all—but, how many would like to do it over again? How different we feel now, than we did last January at Nantes, when we began to realize, that we were due for steen months more in Sunny France? The job was well done and we must not forget that the friendships we formed were worth something.

NOTE:—During the sixteen months of Foreign Service, the strength of the company averaged five officers and 232 enlisted men. The records show thirteen men transferred from the organization, six deaths (all from pneumonia in various stages, and no marriages). Two Sergeants, Samuel V. Shields and Ralph W. French were commissioned, the latter after attending the school for Signal Corps Candidates.

OFFICERS.

Captain F. B. Judge, 32 West 84th St., New York City.
First Lt. J. H. McClain, Hughesville, Penna.
Second Lt. A. A. Poulin, 22 Perkin St., Farmington, Me.
First Lt. Eugene Rush, 44 North Fourth St., Philadelphia, Penna.

ENLISTED MEN.

Aker, Henry, Rice, Minnesota.
Akin, Ralph W., Troy, Mont.
Baber, Walter M., Sand Point, Idaho.
Baier, Frank, Canyon City, Ore.
Barnes, Arthur J., Fort Benton, Mont.
Bates, Walter C., Hamilton, Mont.
Bauguess, Ronald V., Arlington, Wash.
Bay, Helmuth, 7001 Ridge Blvd., Chicago, Ill.
Beckwith, Maxwell T., Rosemond, Calif.
Beel, Frank A., 4620 McNeal Ave., Norwood, Ohio.
Bennett, James R., Columbia, Ky.
Bereiter, Arthur W., 4800 49th Ave., South Seattle, Wash.
Bergquist, Henry W., Couer D'Alene, Idaho.
Blackman, Wayne L., Plains, Mont.
Blaisdell, Sherrill C., 1593 Taylor Ave., St. Paul, Minn.
Bonning, Clarence E., Ketchum, Idaho.
Burgeois, Paul, Jeanerette, La.
Boyer, Bertrum L., Box 232 Elma, Wash.
Branham, James W., Stone County, Crane, Mo.
Brayton, Shirley C., Manchester, Iowa.
Braneman, Claude G., Castle Rock, Wash.
Brooks, Frank E., 3130 Aberdeen Ave., Hoquim, Wash.
Brosseau, Alexander, c/o Ballard Station, Seattle, Wash.
Brough, Wallace, Boise City, Idaho.
Buchieri, Agrippino, 520 East 3rd St., South Boston, Mass.
Burchard, Truman K., 1360 Park Wood Place, Washington, D. C.
Burnett, Orion J., Relay, Miss.
Burnys, Robert A., Box 37 Route No. 5, Aurora, Ore.
Carlson, Aaron, 832 York St., St. Paul, Minn.
Carns, Geo. L., Cushman, Ore.
Chesnes, Peter V., 816 West 4th Ave., Gary, Ind.
Clark, Arlie C., Marble, Wash.
Clark, Roy S., Marble, Wash.
Coico, Onofrio, 124 Shirley St., Roxbury, Mass.
Colson, William D., Aliceville, Ala.
Connaker, Thomas W., Pine City, Minn.

Cook, Hilton A., Ponderay, Idaho.
Coupat, Alfred A., Elsie, Ore.
Craig, Charles W., 310 Bellevue Drive, Salem, Ore.
Culp, Claude C., Hulbert, Ark.
Darrow, Earl M., Big Lake, Minn.
Davis, Arthur F., 540 South Ellis St., Cape Guardau, Mo.
Dawson, Wallace L., Keener, Ala.
Daccio, Angelo, Illaco, Wash.
Denson, Abe B., Alladin, Wash.
Devane, John R., Electric Mills, Miss.
Dickens, William R., Pipers Gap, Va.
Dilworth, Nelson S., Hemet, Calif.—
"All the 'Bucks' are invited to get in line when 'Soupy' blows at the home of 'Ol' Dil.'"
Dilrato, Michael, 102 Sackman St., Brooklyn, N. Y.
Downs, Edgar J., Peru, N. Y.
Driver, Seaborn A., Augustin, Ala.
Edwards, William W., 418 Floyd St., Pittsburgh, Penna.
Eiselstein, Ernest D., Prichard, Idaho.
Elam, James C., Quincy, Miss.
Emery, Max., 958 West 3rd St., Williamsport, Penna.
Eno, Robert N., 124 Greenwich Ave., New Haven, Conn.
Everett, Vivian L., 112 Ash St., Chisholm, Minn.
Fay, Geo. M., 233 Tenth St., Portland, Ore.
Frazier, Albert H., R. F. D. No. 2, Peoria, Miss.
Frymire, Everett, Grassy, Mo.
Fyffe, James A., Washington, Ind.
Gardner, Martin D., 88 Water St., Williamstown, Mass.
Girard, Edmond E., R. F. D. No. 2, Applecreek, Ohio.
Goolsby, Henry J., Ecu, Miss.
Goss, Wallace B., Mena, Ark.
Green, Earl A., 534 Bingham St., Reading, Pa.
Greene, Howard W., 36 Prospect St., Auburn, R. I.
Griffin, Chas. E., New Berne, N. C.
Griffith, Oscar J., Ketchum, Idaho.
Gronnell, John A., Elsie, Ore.
Groves, Henry M., Leechburg, Penna.
Hall, Samuel E., Tupelo, Miss.
Halvorsen, George, Quilcene, Wash.
Hamilton, Alfred E., 61 Hill St., Dover, N. H.
Hamilton, Geo., Lehigh, Iowa.
Hammond, Howard W., Ossipee, N. H.
Harris, Edgar D., Plains, Mont.
Harris, Hames H., 515 Terry St., Wynne, Ark.
Herzog, Edgar R., 518 North St., Syracuse, N. Y.
Hill, Herbert M. Jr., 601 West Ferry St., Buffalo, N. Y.
Hitchcock, Clarence L., Newport, Wash.

Hoffman, Leo J., Sharpville, Ind.
Holland, Bennie C., Philadelphia, Miss.
Holme, Magnus, Hanley Falls, Minn.
Johns, Harold C., 142 Lee St., Carnegie, Pa.
Johnson, Alfred M., Hensil, N. D.
Johnson, George R., 315 Jewett Ave., West New Britain, Staten Island, N. Y.
Johnson, Oliver G., Fortine, Mont.
Johnson, Sidney A., Hamilton, Mont.
Jones, Heber M., Endeavor, Penna.
Jorstad, Sigurd, Orr, N. D.
Katterhenry, Willard C., Huntingburg, Ind.
Keeney, Harry, 16 East Ninth St., North Portland, Ore.
Kerr, Arthur L., Hood River, Ore.
Knarr, William F., Vistaburg, Penna. (Washington Co.)
Kolacz, William, Little Falls, Minn.
Koll, Henry H., Jennings, La.
Korfthagen, Lee G., 1033 Oehler St., Cincinnati, Ohio.
Krogan, Swan, Big Sand, Mont.
Kunkle, John C., Homer City, Penna.
Larivee, Stanley, 619 West Commercial Ave., Anaconda, Mont.
Lembo, Salvatore, 66 Ellett St., Astoria, Long Island, N. Y.
Loe, Eli A., Northwood, N. D.
Long, Edward, R. F. D. No. 2, Portsmouth, N. H.
Love, Harry D., Leland, Miss.
Lowery, Robert J., Grand River, Ky.
Maki, John, 12 Savin Ave., Norwood, Mass.
Malone, Joseph, 183 Harrison Ave., Astoria, Ore.
Manning, Allen H., Guntersville, Ala.
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Martin, Anaclet A., Coram, Mont.
Martin, Elisha, Wallville, Wash.
Martin, Hugh I., Grand Rapids, Minn.
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Miller, Vernon R., Newark Ohio, R. F. D. No. 8.
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Moehle, Fred, Little Falls, Minn.
Mooney, Samuel E., Ora, Miss.
Moore, Fred A., 629 Lenononie St., Eau Claire, Wisc.
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McCarthy, Lawrence A., Victor, Mont.
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McGovern, Terrance, Commercial Hotel, Spokane, Wash.
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Nelson, John R., Duango, Colo.
Nelson, Theo. H., Portland, Ore.
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Niemi, Hjalmar W., Elsie, Ore.
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Pennella, William A., Hadersburg, Mont.
Phillips, Reuben B., Northfield, Minn.
Patt, Thomas, 5803 Florida St., Hill-yard, Wash.
Pickersgill, Ghordis, Smithport, Penna.
Pollock, Hugh S., 513 Myrtle St., Erie, Penna.
Powell, Leonard G., Renick, W. Va.
Presnell, Lennie A., Garey, Idaho.
Raiford, Robert H., Isola, Miss.
Reitz, Walter L., Berlin, Penna.
Retz, John E., 409 South Ashland Ave., LaGrange, Ill.
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Rogers, Roy S., 414 Danforth St., Syracuse, N. Y.
Roth, Frank G., Rathdrum, Idaho.
Rowland, Joseph R., Langborne, Penna.
Roybal, Solomon, Box 23, Weston, Colo.
Salomonsen, Elmer, Svensen, Ore.
Schaeffer, John, New Willard, Texas.
Schriever, Harry B., Lexington, Ore.
Shoemaker, Willie B., Route No. 1, St. Joseph, Tenn.
Singleton, Lawrence M., Escatawpa, Ala.
Sipes, Clyde W., R. F. D. No. 2, Lewiston, Idaho.

Simmons, James A. G., Hacoda, Ala.
Simpson, Ernest M., Pine Hill, Ala.
Skidmore, William R., Curtin, Ore.
Sloan, Lewis W., Troy, Mont.
Smith, Darwin D., Oswayo, Penna.
Smith, Harold, 521 Park Ave., Miamisburg, Ohio.
Smith, Theo. R., Onalaska, Wash.
Socher, Frank J., 1400 Main St., Manastee, Mich.
Steed, Geo. M., Sunnysouth, Ala.
Stewart, Carl C., 2519 Peabody St., Bellingham, Wash.
Stone, John, Longview, Texas.
Surran, Ernest E., Newfield, N. J.
Surracco, James J., 179 North Main St., Waterbury, Conn.
Swanson, John E., Anyox, B. C., Canada.
Taliaferro, Robert E., Hope, Ark.
Taylor, Clarence E., Union, Miss.
Templin, Amzel, Libby, Mont.
Thompson, Kennie E., Dyer, Tenn.
Thorp, Robert B., Seaside, Ore.
Tindall, John H., Sherman, Mich.
Treece, Henry F., Victor, Mont.
Trigg, Rugus, Goss, Miss.

Trottier, James F., Shubuta, Miss.
Wall, Chester E., Kalispell, Mont.
Warner, Albert W., Freewater, Ore.
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Wharton, Travis, Millport, Ave.
White, Charles L., Kalispell, Mont.
White, John F., Bullrun, Ore.
Wickey, Alfred J., Plymouth, Ind.
Wilkinson, John A., Corballis, Mont.
Williams, Mack G., Vimville, Miss.
Wilson, Albert, Banning, Calif.
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Wood, Irving L., 21 Stetson Ave., Ave., Plattsburg, N. Y.
Wright, Richard H., 3211 West Ave., Newport News, Va.
Yach, Clarence S., 5425 89th St., S. E. Portland, Ore.
Young, Charles J., Wendte, S. D.

Woodward, Ward
miles City,
Montana.
died in
Tomb about
Oct. 1, 1918,
J Bay