

FORESTERS IN WORLD'S LARGEST REGIMENT

AS the largest regiment in the world the 20th Engineers (Forest) will command the respect of Allies and enemy alike. This regiment is now in advanced stages of organization. Its ten battalions of foresters, woodsmen and lumbermen will have a strength of 7,500 enlisted men. In addition there will be nine service battalions with a strength of 7,250 enlisted men. The men in the service battalions will be laborers, for use in connection with the operations of the regiment. The total strength of the regiment will approximate 17,000 officers and men, which will establish a new record for military formation. It was announced early in November that two battalions of 750 men each were completely organized and would proceed to France at once. Two more battalions were to be organized immediately and the others will follow in close succession until the entire strength is in the French forests.

Col. W. A. Mitchell is commander of the regiment. He is a native of Georgia and a regular army man, who graduated from West Point with first honors. Colonel Mitchell has been in command at the encampment at the American University, District of Columbia, where the organization of the regiment has been taking place. Officers at regimental headquarters are:

Regimental surgeon, Major W. C. Moore, National Army, Virginia, graduate of the University of Virginia; regimental adjutant, Capt. H. L. Bowlby, National Army, Oregon, West Point graduate and State Highway Engineer for Oregon; regimental Engineer officer, Captain F. M. Bartelme, National Army, Minnesota, president of the Bartelme (Lumber) Company, Minneapolis; regimental supply officer, Captain P. E. Hinkley, National Army, Maine, assistant general manager of S. D. Warren & Company, Boston, Massachusetts.

For the First Battalion the officers are as follows:

Major E. E. Hartwick, president Hartwick Lumber Company, Detroit, Michigan, first vice-president Guaranty Trust Company, Detroit.

Captains: Leon M. Pill, division engineer Mobile & Ohio R. R., Mobile, Alabama; Harry V. Campbell, engineer officer, sawmill owner and operator; Arthur W. Elam, president A. W. Elam Company, logging engineers, San Francisco, California; Andrew J. Fisk, consulting civil and mining engineer and general contractor, Montana; H. W. Bostzkes, district engineer, Washington State Highway Department.

First Lieutenants: L. J. Freedman, supply officer, pulpwood

buyer and contractor for International Paper Company; Germain P. Graham, consulting municipal engineer, Albany, New York; J. C. Williams, Jr., assistant general manager, Geneva Lumber Company, Eleanor, Florida; Duncan P. Shaw, sawmill owner and operator, North Carolina; Harold C. Lyons, consulting efficiency engineer, New York City; William A. Clark, manager Walter D. Noyes Lumber Company, Boston, Massachusetts; T. W. Poindexter, municipal engineer, New York State; R. N. Benjamin, director of vocational training, Fitzgerald High School, Fitzgerald, Georgia; W. J. Wilson, district engineer, port of Seattle, Seattle, Washington; J. L. Wood, sawmill operator.

Second Lieutenants: John B. Cuno, forester, West Virginia; R. L. Chaffin, consulting engineer, West Palm Beach, Florida; Arthur N. Drips, efficiency engineer for lumber industry, Western Washington; L. B. McDaniel, district manager for lumber interests, Georgia; Hollister Johnson, junior engineer, New York State Conservation Commission; H. T. Hopkins, wholesale and retail dealer in finished pine lumber, Hortsville, South Carolina.

For the Second Battalion the officers are as follows:

Major S. O. Johnson, vice-president Weed Lumber Company, Weed, California.

Captains: F. F. Spencer, assistant to the president of the McCloud River Lumber Company, McCloud, North Carolina; F. A. Horstkotte, master mill builder and inventor of sawmill machinery, formerly connected with W. A. Wilkinson; W. V. Brookings, vice-president of the California-Oregon Lumber Company; J. C. Perry, connected with the Diamond Match Company, the McCloud River Lumber Company and the Weed Lumber Company; J. C. Long, civil engineer, connected with the Milwaukee Lumber Company.

First Lieutenants: M. R. Ethell, civil engineer, with general engineering experience; E. D. Woodruff, civil engineer, with experience in timber work and general engineering work, a brother of Col. James A. Woodruff, of the 10th Engineers (Forest); W. O. Crosby, superintendent of the mills of the Holmes Lumber Company, of Oregon; Marion Nine, owner and operator of sawmills and president of the Nine Lumber Company; Frank R. Prince, assistant manager of the Shevlin Hickson Company; P. D. Mackie, civil engineer, with five years' experience in shingle mills in Washington; W. H. Crosson, civil engineer,

with special experience in bridge building; R. W. Pilling, general superintendent of the Rogers Lumber Company; L. R. McCoy, assistant manager of the Edward Rutledge Timber Company; W. E. Volk, civil engineer, with railroad experience on the Pacific Coast and in Alaska and Panama.

Second Lieutenants: M. L. Johnson, assistant engineer with the Weed Lumber Company, Weed, California; E. S. Brush, thoroughly versed in lumber operations, connected with the Loop Lumber Company; W. H. Grover, assistant engineer with the Fruit Growers' Supply Company, on the Pacific Coast.

Since the first American Foresters went to France several important changes have taken place in the personnel. The Forest Service has received word that United States Forester Henry S. Graves has been promoted to lieutenant colonel. Forester Graves was one of



COL. W. A. MITCHELL, U. S. A., COMMANDING 20TH ENGINEERS (FOREST).



CAPT. H. L. BOWLBY, REGIMENTAL ADJUTANT, 20TH ENGINEERS (FOREST).



CAPT. F. M. BARTELME, REGIMENTAL ENGINEER OFFICER, 20TH ENGINEERS (FOREST)

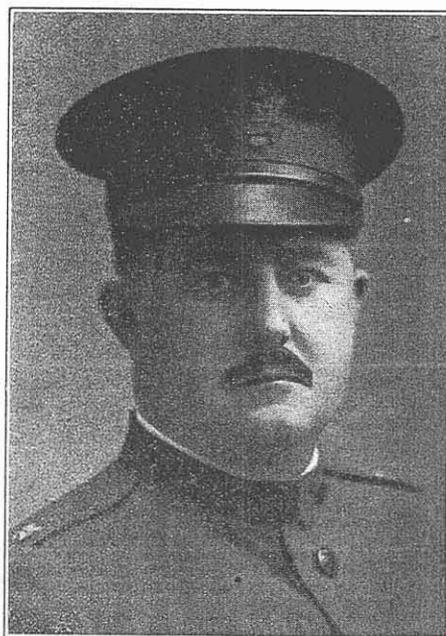


CAPT. P. E. HINKLEY, REGIMENTAL SUPPLY OFFICER, 20TH ENGINEERS (FOREST).

the first Americans to go into the war zone after the opening of hostilities with Germany. As director of the division of forestry with the American Expeditionary forces his duty has been to work out problems in connection with the general forestry situation in France, with reference to military needs and future development. He



MAJOR E. E. HARTWICK, 20TH ENGINEERS (FOREST)



MAJOR S. O. JOHNSON, 20TH ENGINEERS (FOREST).

France, over a party of six men. Swift Berry, who went as a civilian from the district office of the Forest Service at San Francisco, has been assigned as logging engineer. Theodore S. Woolsey, Jr. (Yale, 1902), who was formerly with the Forest Service and who went to France as a civilian, from Albuquerque, New Mexico, has

is assigned to no regiment and appears on the records of the service as on temporary detail to the War Department. His original commission was as a major.

Word also comes from France that Major William B. Greeley has been assigned as deputy director, headquarters, division of forestry, American Expeditionary Forces. He is in charge of lumber operations and has supervision of the entire work in France. Major Greeley went to France early in August. Major Coert DuBois, who was district forester in charge of the National Forests of California, is on the regimental staff of the 10th Engineers (Forest). Donald Bruce (Yale, 1910), professor of forestry at the University of California, has been assigned in charge of timber reconnoissance in

been assigned to special work and designated as timber negotiator.

The need for skilled workers in the French forests is considered urgent and vital by the army authorities of the United States and the allied nations. Their work will be to provide the timbers and lumber which are essential to military success and which cannot be provided through other channels. To ship the material from America is out of the question because of a lack of transportation facilities.

If the commander of any one of the 30 or more army camps in the United States wants to build a new warehouse or determines that a new bridge is a military necessity he has no difficulty in setting in motion the forces

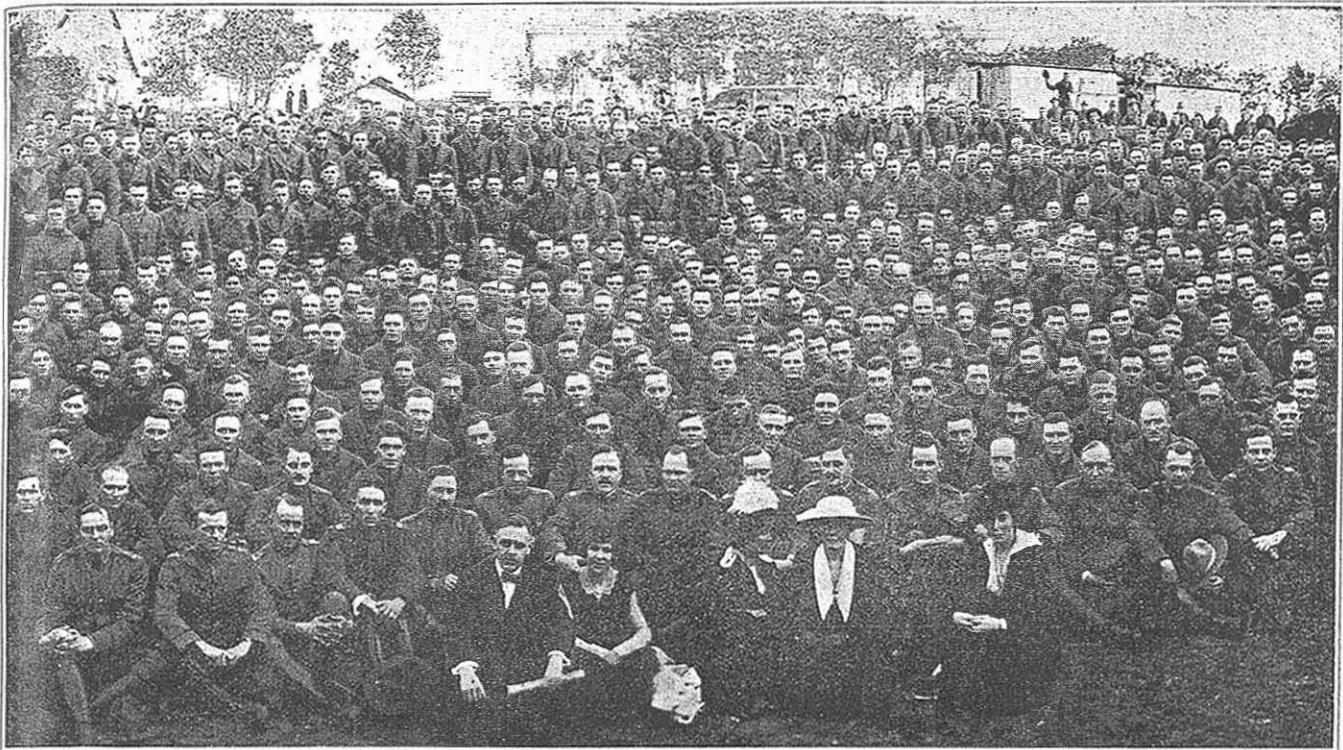


FIRST AND SECOND BATTALIONS OF

This interesting picture of the initial units of the second regiment to be prepared for service in the French forests was taken at the regimental encampment at American University campus, Washington, D. C. The first regiment to go into the French forests as representative of the United States was the 10th Engineers (Forest), which has been in service since early in the autumn. The 20th Engineers (Forest) has already provided two battalions of 750 men each. The new regiment will be the largest regimental

organization in the world. When completed it will have ten battalions of foresters, lumbermen and sawmill workers and nine battalions of laborers for use in connection with the forest operations. This will give it a strength of upward of 17,000 men. The regiment will be un-





THE TWENTIETH ENGINEERS (FOREST)

der the command of Col. W. A. Mitchell, U. S. A. The work of the two regiments, insofar as concerns forestry, lumbering and sawmill operation, will be under the general supervision of Lieut.-Col. Henry S. Graves, who is on leave of absence from his duties as United States Forester. He is director of the division of forestry with the American Expeditionary Forces. Major William B. Greeley, assistant United States Forester and a director of the American Forestry Associa-

tion, is deputy director of the division of forestry.

Recruiting of the third battalion of the 20th was well under way early in November and this organization will soon be ready for service. The first and second battalions were reviewed by Secretary of War Baker and Chief of Engineers Black on November 10 and received warm praise for their appearance and condition. Some idea of the work the regiment will do in France is given by pictures in this issue.





LUMBERING OPERATIONS WITH THE BRITISH ARMY

In this picture is shown some of the work of the Canadian Forest section on the western front. The men are engaged in bringing in the timber from the forests, ready for sawmill operations. The character of the logs shows the care exercised by the foresters in making selections, while the trees in the background show possibilities for the future of French forestry.

necessary to its construction. The machinery for his purpose is all ready for its work. Through the agencies concerned with army supplies his material is provided by a businesslike organization geared to high measure of efficiency. The Council of National Defense, through its lumber director, designates the lumber that may be delivered with least loss of time and minimum strain on congested transportation facilities. This lumber is promptly acquired through the War Department's purchasing agencies and quickly delivered by railroads trained to giving war-time priority to military shipments.

Suppose, however, that this same commander were in the French war zone where there are no sawmills and no railroads, no Council of Defense and no transportation. His one resource is the native forest. For his lumber he must depend on the trees nearest at hand. To make these trees available is not a problem for the man at a mahogany desk in Washington. It is a job for trained foresters and trained lumbermen on the spot, for experts skilled in the selection of timbers and their swift and workmanlike conversion into building material. It is a task for the ax and the sawmill rather than for the council table and the issuing of typewritten orders. The machinery which makes for efficiency in the United States could not be utilized even if it were available. The one thing that will solve the problem is the immediate activity of such military units as the Forest Regiments, contributed to the allied cause by the American Government.

It is to handle such needs of war that the 10th Engi-

neers (Forest) has already been sent to France and the 20th Engineers (Forest) is being prepared to go across. These organizations will provide lumber for the almost endless needs of the allied armies. Modern warfare demands the construction of wharves, warehouses, storehouses, hospitals, depots, shops and other buildings necessary to shelter the army and its ammunition and supplies. The corps of engineers must build and operate railroads connecting the wharves and shops with the storehouses and depots and the latter with points as close as possible to the scene of fighting. Roads must be constructed and repaired, bridges built, repaired and strengthened and fortifications and other defensive works constructed. For these purposes the trees of the French forests must be felled and converted into railroad ties and other timbers and much of this work must be done by the engineer regiments of American foresters, woodsmen and sawmill men.

The work that takes these men to France is essentially the work of wartime emergency. Military leaders agree that the man who provides lumber for use in the war zone is performing a duty as essential as that of the man on the firing line. This completely disposes of the criticism in some quarters that the expense of sending these regiments to France and maintaining them there makes the cost of their lumber output from \$300 to \$400 a thousand feet. The absurdity of such criticism is as obvious as its lack of patriotism. Similar reasoning might be applied to the work of the Red Cross and the ambulance service. It might be pointed out that it is much cheaper to let men

be injured here at home than to send them into foreign battlefields, on the theory that a man who becomes ill or injured in an American city may procure hospital treatment at much less cost than is involved in the same treatment in a zone of war. So far, however, no earnest critic has come forward with any such suggestion. Nor has it been urged that the relief agencies be abolished because of the expense involved. Perhaps all of the possibilities in the line of such criticism are not yet exhausted. The further progress of the war may be illumined by many thoughtful suggestions of this nature. In common with the pacifists such profound economists have ideas that are prolific as well as picturesque and we may yet hear them urging that it is cheaper for the soldiers to stay at home than for the government to go to the expense of sending them across the seas. The subject is limitless.

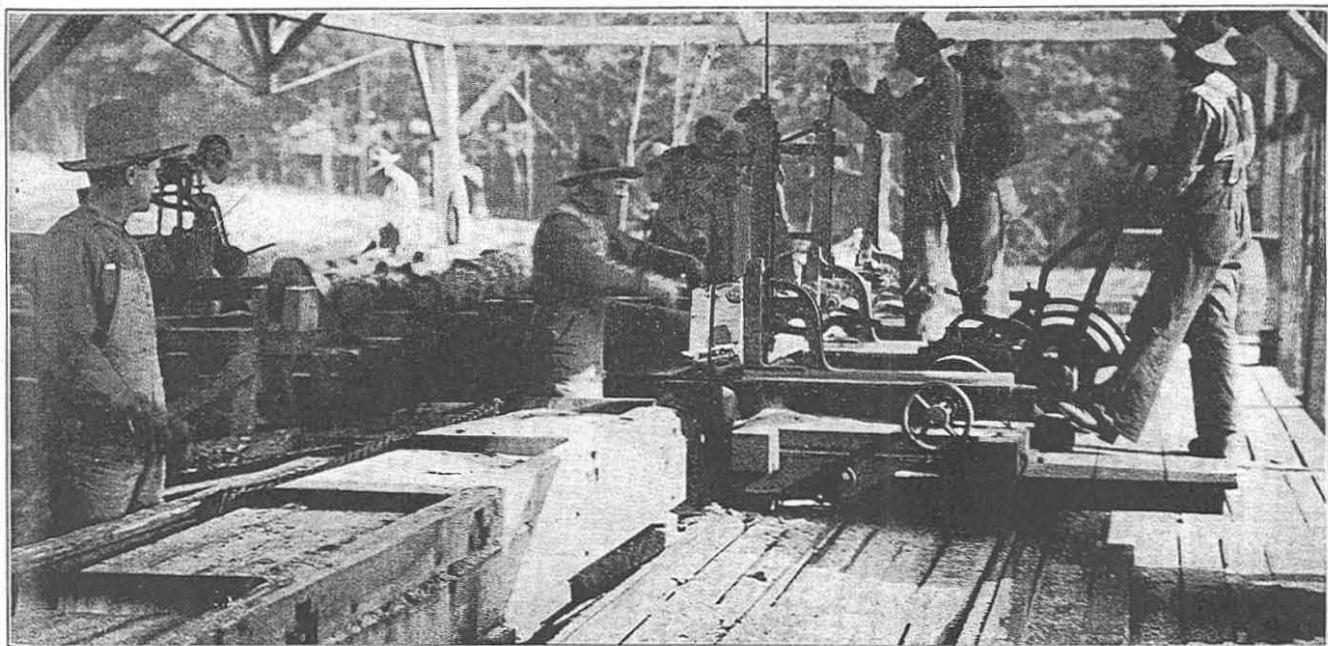
One of the important duties of the trained foresters is the selection of those trees which may be best harvested without ruining the forests. The woodsmen and sawmill workers include men skilled in the handling of lumber from the time the tree is marked for cutting until the log passes through the mill and the material is ready for use in the building of trenches or otherwise.

A constant problem of the American lumber worker in the French forests is the handling of trees in which fragments of shell are embedded. The German spirit of destruction in the enemy's country has left large sections of woodland in which serious damage has been done. Chunks of shell have found lodgment in the bodies of trees and in the course of months these pieces of metal have in many cases become overgrown and difficult of detection through superficial inspection. Consequently there is trouble when the log comes under the saw and this makes the work of producing lumber especially difficult and an undertaking requiring much care.

Another phase of destructiveness practiced by the invaders has been the damage done to orchard trees. Vast areas of the trees were cut down completely and in other vast areas, where pursuit left no time for this process, German "Kultur" expressed itself in cutting off a circle of bark around each tree. By this latter process it was sought to kill apple, peach, plum, apricot and cherry trees which had been growing for years. Trained workers succeeded in saving trees of both classes. Those which had been cut down were grafted to their own stumps by careful treatment and during the recent summer they again blossomed and bore fruit. Those which had been ringed were treated with grafting cement and the wounds carefully bandaged. In this work not only French soldiers were engaged under officers familiar with forestry and tree surgery, but army surgeons and Red Cross workers gave assistance. Frequently use was made of bandages that had been prepared for human wounds. When supplies ran short tar and clay were used instead of cement and twisted moss was tied around the dressed wounds instead of bandages. By these methods years have been saved in restoring the otherwise ruined orchards.

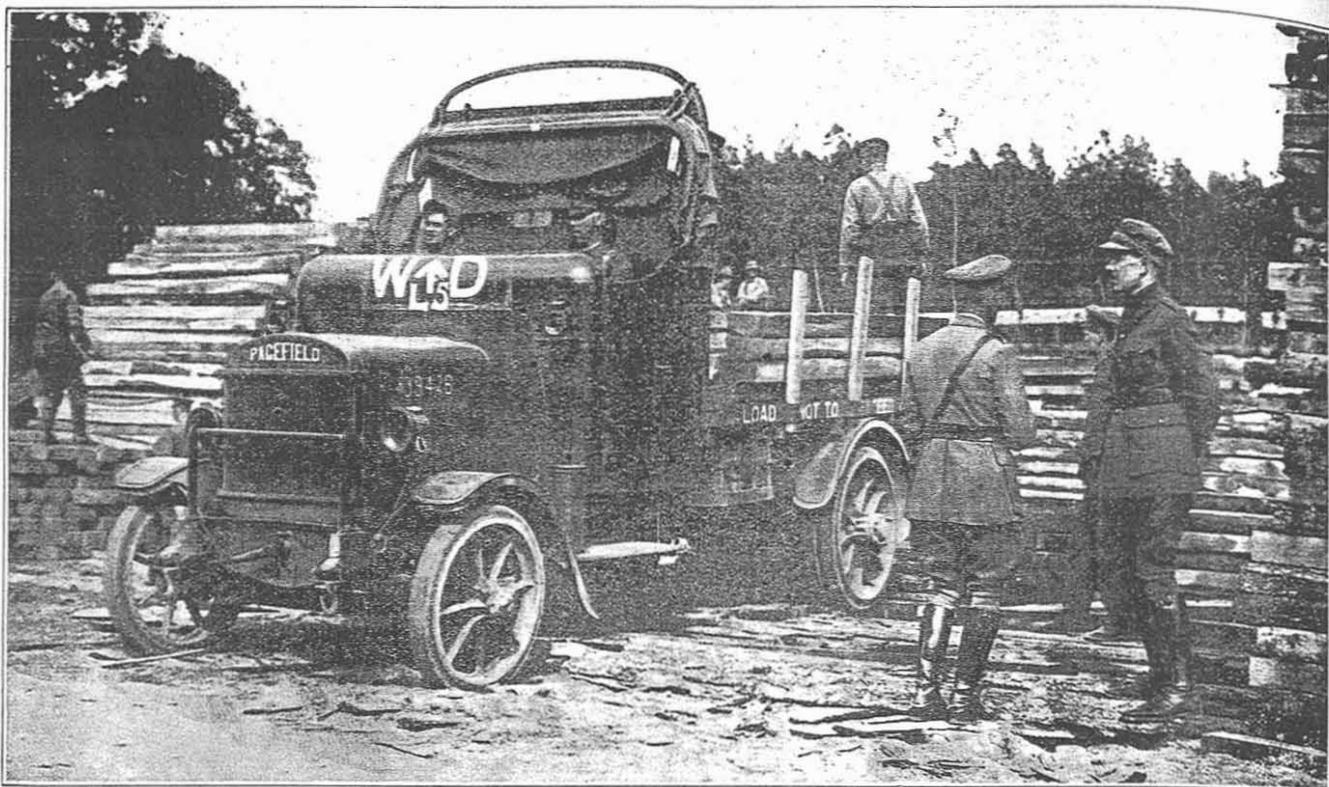
Late in October French aviators found that in the Laon sector the German troops were again resorting to the destruction of villages and trees, indicating another "strategic retreat," similar to that which took place earlier on the Arras Camines front.

Vivid pictures of the ruin that has been wrought is given by German papers. The Berlin Lokal Anzeiger describes a strip of country from six to eight miles in width and extending along the whole of the new German position as having been turned by the Imperial army into dead territory, "presenting a terrible barrier of desolation to any enemy hardy enough to advance against our



WHERE THE SOUND OF THE SAWMILL BLENDS WITH THE ROAR OF ARTILLERY

This is a picture of a sawmill somewhere near the French battle front. Some of the sawmill units are located so near to the fighting lines that they hear the booming of cannon and the bursting of shells as a part of their daily routine. Shells embedded in tree trunks are a frequent source of trouble in the operation of the sawmills, but in spite of the handicaps the output of each unit is constant and indispensable to military operations. The mill here pictured is typical of the environment of the sawmill men who go with the Forest Regiments.

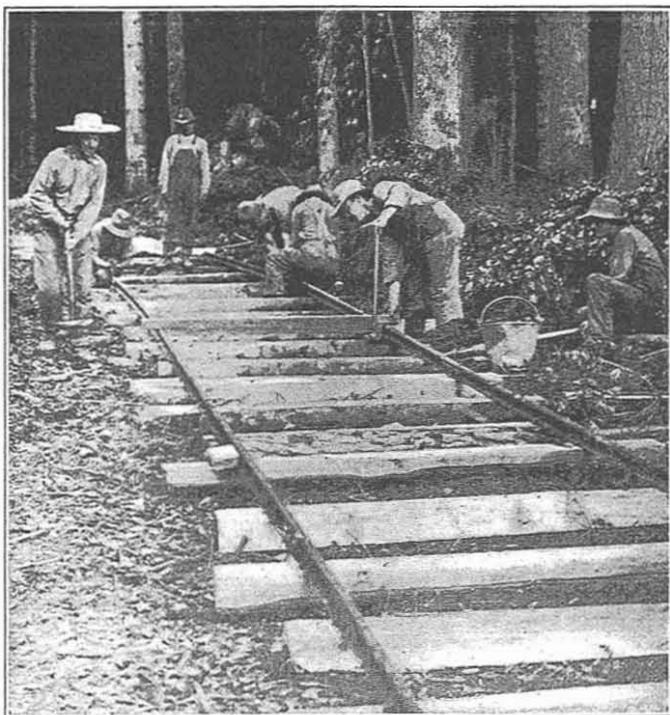


DELIVERY SYSTEM FOR FINISHED LUMBER IN FRANCE.

After the foresters, woodsmen and sawmill workers have finished their share of converting the French forests into construction material the lumber is loaded on powerful trucks for distribution to such building operations as may be going on. This section of the war zone lumber yard is devoted to finished sleepers. No time is lost between tree felling and delivery of lumber, as all the work is done under military discipline.

new lines. No village or farm was left standing on this glacia, no road was left passable, no railway track or embankment was left in being. Where once were woods there are gaunt rows of stumps; the wells have been

blown up; wires, cables and pipe lines destroyed. In front of our new positions runs, like a gigantic ribbon, an empire of death." This is typical of the situation that has been created by the enemy and which must be over-



WAR ZONE FORESTERS BUILDING RAILROAD

The Canadian Forest Section by no means confines itself to lumbering and sawmill work. Railroads are essential to modern warfare and these men are constructing a line through a French forest. The Forest Section is doing the entire job, from cutting ties to grading and tracklaying.



CANADIAN WOODSMEN IN THE WAR ZONE

These men are types of the forest workers sent overseas as a part of Canada's contribution to the cause of the Allies. The sergeant on the right has three sons serving in France, one of them a captain and the others lieutenants.

come by American forest regiments and engineers. Canada has already sent more than 10,000 men overseas in forest battalions and additional large numbers who had already crossed with the army have been organized into forest companies.

Recruiting of the 20th Engineers (Forest) has been going on throughout the country. Listing offices were established in each state to receive applications for enlistment from men willing to take service in the regiment. These listing offices were in addition to the regular army recruiting offices, through all of which applications are received. As rapidly as accepted and enlisted for service in the regiment the men were gathered at the American University in the District of Columbia, on the campus of which institution the regimental camp is located. In this camp they are immediately placed under military discipline and training, with a routine of daily work calculated to put them into trim for organized work as soon as they reach their destination in Europe. In addition to the men received through the various listing offices and recruiting stations the roster included a large number of men from the drafted army. At the various encampments of the National Army men who are found to have had woods and lumber experience are detailed to the forest regiment and this will doubtless continue to be an important factor in quickly filling the ranks of the organization.

For the new regiment three hundred and nine commissioned officers are required. These officers are men of technical training in various lines. Two-thirds of them



HOUSING THE FOREST REGIMENT

The type of barracks in which the men live at American University while undergoing the necessary training before being shipped to France to work in the forests of that country.

are practical lumbermen or sawmill operators and one-third technical foresters with long woods experience. In the selection of these officers the Forest Service had the co-operation of fourteen committees of lumbermen representing districts throughout the country. These nominating committees included some of the best-known lumbermen in the United States. Almost every man selected was interviewed by a lumberman's committee or by the Forest Service officials. Many private foresters and forest schools assisted in finding technical men suitable for appointment and it is declared that all the men selected have proved by experience their qualities of leadership and their ability to handle men in large numbers.

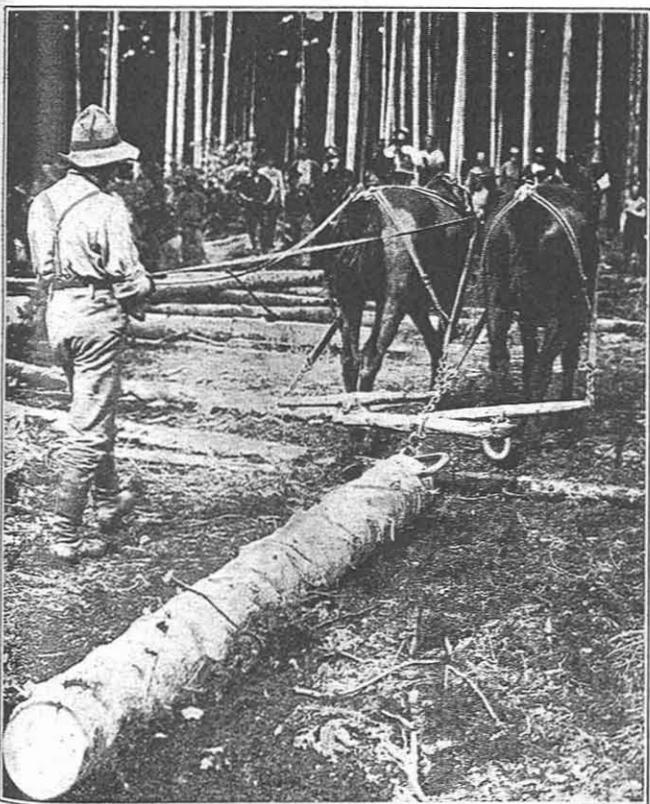
The age limits set at the beginning of the undertaking required that all officers of the forest battalions should be not less than 31 years of age. Because of the difficulty of finding enough men suitable for lieutenants the age limit was later lowered to 25. The bulk of the men recommended for lieutenantcies range in age from 25 to 35, as captains from 30 to 40 and as majors from 40 to 50. The men who have been recommended have been notified that all further steps, as to physical examination, the issuance of commissions and the order in which successful applicants will be called for service, rest with the War Department. Not all of the men accepted will be called into service at once. In order to provide for future contingencies it was decided to commission at the present time enough officers to care for the other battalions yet to be raised.

Late additions to the roster of officers of the 20th Engineers (Forest) were announced as follows:

Regimental Headquarters—Major E. H. Marks, acting lieutenant colonel; Lieut. J. W. Herbett, veterinary detachment; First Lieut. C. W. Smith, chaplain.

First Battalion Headquarters—First Lieut. R. B. Hill, medical officer; First Lieut. R. F. Roudybush, dental officer.

First Battalion (Company B)—Capt. C. B. Cutting, commanding; Second Lieut. C. B. Bradley.



NOT MUCH SUGGESTION OF WAR HERE

Skidding logs is the same thing, whether in a peaceful western logging camp or in the war zone. These men are operating on the western front in France and the timbers are used in trench building and other forms of defense construction.

Second Battalion Headquarters—First Lieut. J. B. Swafford, medical officer; First Lieut. C. P. Hatrick, dental officer.

Second Battalion (Company B)—First Lieut. Charles C. Kelley.

Third Battalion Headquarters—Major B. F. Wade; Capt. E. H. Sargent, adjutant; Capt. O. H. Todd, acting adjutant; Capt. W. H. Estabrook, supply officer, and First Lieut. A. H. Ellison, engineer officer.

Company A—Captain, C. E. Clark; first lieutenants, W. G. Conklin, P. D. Mackie, C. M. Jenkins; second lieutenants, E. B. Birmingham and Harold M. Power.

Company B—Captain, E. P. Dudley; first lieutenants, G. C. Eastman, L. W. Jacobs, M. Vanmeter; second lieutenant, L. B. McDaniels.

Company C—Captain, S. C. Phipps; first lieutenants, C. C. Abbott, H. H. Miller, F. B. Judge; second lieutenants, O. J. Davis, A. L. Hyde and John Summerset.

The district committees of lumbermen for nominating officers were made up as follows:

District No. 1 (Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island)—H. B. Stebbins, chairman, H. B. Stebbins Lumber Company, Boston, Mass.; M. A. Brown, Parker & Young Co., Boston, Mass.; F. B. Cutler, Stetler-Cutler Company, Boston, Mass.; H. G. Philbrook, Connecticut Valley Lumber Company, Boston, Mass.; H. W. Blanchard, H. W. Blanchard Lumber Company, Boston, Mass.; C. W. Whitney, Perry-Whitney Lumber Company, Boston, Mass.

District No. 2 (New York)—Ferris J. Meigs, chairman, Santa Clara Lumber Company, Tupper Lake; W. L. Sykes, Emporium Lumber Company, Buffalo; Frank L. Moore, Watertown; Maurice Hoopes, Finch, Pruyn & Co., Glens Falls; J. M. Gamble, Brownville Board Company, Brownville; W. C. Hull, Oval Wood Dish Company, Tupper Lake.

District No. 3 (Pennsylvania and New Jersey)—N. P. Wheeler, Jr., chairman, Wheeler & Dusenbury Lumber Company, Endeavor, Pa.; A. W. Mallinson, Central Pennsylvania Lumber Company, Williamsport, Pa.; R. R. Chaffee, Wheeler & Dusenbury Lumber Company, Endeavor, Pa.

District No. 4 (Delaware, Maryland, Virginia, West Virginia, North Carolina and South Carolina)—C. L. Millard, chairman, John L. Roper Lumber Company, Norfolk, Va.; W. M. Ritter, W. M. Ritter Lumber Company, Columbus, Ohio; J. S. Holmes, State Forester, Chapel Hill, N. C.; George L. Forrester, secretary Western North Carolina Logging and Lumber Company, Asheville, N. C.; E. W. Durant, Jr., E. P. Burton Lumber Company, Charleston, S. C.

District No. 5 (Georgia, Florida and Alabama)—M. L. Fleischel, chairman, Carpenter-O'Brien Lumber Company, Jackson-

ville, Fla.; R. H. Paul, Watertown, Fla.; M. M. Bond, Bond Lumber Company, Lake Helen, Fla.

District No. 6 (Ohio, Indiana, Illinois, Kentucky and Tennessee)—W. E. DeLaney, chairman, Kentucky Lumber Company, Lexington, Ky.; J. M. Pritchard, secretary, Gum Manufacturers Association, Memphis, Tenn.; R. R. May, Southern Hardwood Traffic Association, Louisville, Ky.

District No. 7 (Michigan and Wisconsin)—John W. Blodgett, chairman, Grand Rapids, Mich.; R. S. Kellogg, National Lumber Manufacturers' Association, Chicago, Ill.; H. C. Hornby, Cloquet, Minn.; Benjamin Finch, Finch Bros., Duluth, Minn.

District No. 8 (Minnesota)—H. C. Hornby, Cloquet, Minn.; F. W. Wilhelm, Cloquet Tie & Post Co., Cloquet, Minn.; Benjamin Finch, Finch Bros., Duluth, Minn.

District No. 9 (Mississippi and Louisiana)—C. S. Williams, chairman, Patterson, La.; S. T. Woodring, Lake Charles, La.; E. A. Frost, Shreveport, La.; R. B. Carrier, Sardis, Miss.; F. W. Pettibone, Kiln, Miss.

District No. 10 (Missouri, Arkansas, Oklahoma and Texas)—Chas. S. Keith, chairman, Kansas City, Mo.; R. A. Long, Kansas City, Mo.; J. B. White, Kansas City, Mo.; W. R. Pickering, Kansas City, Mo.; L. L. Seidel, Kansas City, Mo.

District No. 11 (Montana, Idaho and Wyoming)—A. W. Laird, chairman, Potlatch, Id.; P. M. Lachmund, Potlatch, Id.; R. M. Hart, Couer d'Alene, Id.; J. A. McCann, Libby, Mont.; Kenneth Ross, Missoula, Mont.; E. H. Van Ostrander, Winchester, Id.

District No. 12 (Washington and Oregon)—George S. Long, chairman, Weyerhaeuser Timber Company, Tacoma, Wash.; J. J. Donovan, Bloedel-Donovan Lumber Mills, Bellingham, Wash.; E. G. Ames, Puget Mill Company, Seattle, Wash.; George M. Cornwall, "The Timberman," Portland, Ore.; A. L. Paine, West Coast Lumberman's Association, Hoquiam, Wash.; Henry Kirk, Beaver Lumber Company, Portland, Ore.

District No. 13 (California and Nevada)—S. O. Johnson, Weed Lumber Company, San Francisco; E. H. Cox, Weed Lumber Company, San Francisco; O. C. Haslett, California Pine Box and Lumber Company, San Francisco; W. P. Johnson, Weed Lumber Company, San Francisco; C. Stowell Smith, secretary California Sugar and White Pine Manufacturers' Association, San Francisco.

District No. 14 (Colorado, Utah, Arizona and New Mexico)—William P. McPhee, chairman, McPhee and McGinnity Lumber Company, Denver, Col.; Smith Riley, District Forester, Denver, Col.; T. A. Shonberg, Continental Tie and Timber Company, Denver, Col.; B. Coldren, Hallack and Howard Lumber Company, Denver, Col., assisted by M. J. Riordan, Saginaw and Manistee Lumber Company, Flagstaff, Ariz.