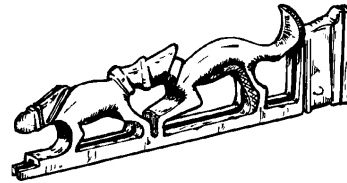


Ampthill & District Archaeological



& Local History Society

**126 Company Canadian Forestry Corps.
Ampthill 1917-18**

**Large Scale Felling and Dressing of
Timber before Shipping to Europe in
WW 1 for use in the Trenches and
Below Surface Fortifications.**

Kevan Fadden FSA

1/6/2017

www.adalhs.org.uk

Amphill and Surrounding Villages in WW1

Following the re-publication by this Society in 2001 of the *126th Coy Canadian Forestry Corps*, a booklet written in 1918 by Herman L. Porter a Sergeant with the Canadian Y.M.C.A., further information has come to light. We were told he was working for Brandon College, Manitoba, 1925-1935. He tragically drowned with his wife and two children, on June 19th 1935. He apparently had no next of kin.



The Author Herman Leslie Porter: BA

However as a result of the Society publishing the booklet on this web-site the following email arrived on 12/4/16 from Mr. Brent Wallace who lives in Ontario.

“I have been planning a trip this summer to visit Nova Scotia, Canada and in doing so have reconnected with some relatives there. As my cousin Fay and I have traded notes she made me aware of a copy of a service record of my great uncle Herman Porter, brother of my grandfather. On the service record there was mention of booklet *Review of Activities with the 126th Company Canadian Forestry Corps* while stationed at Amphill, Bedfordshire, Eng. By Herman L. Porter. I found a .pdf copy, downloaded it and read it. Very interesting in its account and the descriptive language used. When I got to the end of the booklet I saw a notation that Herman, his wife and children drowned June 19th 1935. This is true. His car veered off the road and into the Welland Canal. All inside perished. I heard about it many times in my life from my mother.

The reason I write is the notation: We shall continue to search for other members of his family. I thought it was very interesting. Herman had two brothers, Harold born in December 11, 1892, died November 10, 1908, Earl (my grandfather) born January 10, 1907 died March 25, 1994, and Mildred M. Porter born Sept 4, 1896 died January 1983. Herman passed with his immediate family; Harold died at the age 16 and has no known survivors. Mildred never married nor had any children. Earl had three children. Virginia born January 31, 1932 died August 13, 2003. I have to look up Velma who died in her late teens, and Bruce who died at age 21. Virginia (my

mother) was the only one to marry and have children. She had three boys Michael Craig Wallace, Jeffery William Wallace and Brent Lee Wallace.

Neither Michael Craig, nor Jeffery William have children. That would leave Brent, who would be me.

I have two sons Michael Joseph Lee Wallace, and David Robert William Wallace. As it has come to pass myself, my two brothers and sons would be the last family of Herman L. Porter, save for the possibility of some many times removed cousins.

I didn't set out to find all this; I was just planning a little trip to Nova Scotia. Since your text had said you were still looking for Herman's family, I thought I'd share. Thank you for having such rich resources on line or I would not have known about his time in England during the war. It was a great read.

I am planning a trip to the UK for the first two weeks of August in 2017 so if there are some sights I should take in, please let me know. “

All the best,

Brent Wallace.

Canadian Foresters in Ampthill one hundred years ago, how they worked, lived and the impact they had on the town and surrounding villages.



Major A.B.R. Kenny Officer Commanding

Company Activities

The Society has obtained copies of the Canadians Historical record and monthly reports April 1918 - February 1919. These coupled with local sources give an insight into life in the camps and allow us to pinpoint the areas affected, together with information on how the work was carried out and how the timber was transported to the mills for dressing. Each month a report of the activities of the Company was submitted to District No 3 Headquarters OFC in London. Information of the company's work and the general running of the camp is described in some detail. The following is an example taken from the month of June 1918 when the trees in Ampthill and surrounding areas were virtually exhausted and the camp was on the move to Brandon in Suffolk.

Note

f.b.m. Board foot. The board-foot is a specialized unit of measure for the volume of lumber in the United States and Canada. It is the volume of a one-foot length of a board one foot wide and one inch thick. Board-foot can be abbreviated f.b.m. (for "foot, board measure"), BDFT, or BF.

126th Company, Canadian Forestry Corps, Ampthill, Beds.

Historical Record for the Month of June 1918

Monthly Strength

The average strength for the month has been six officers and 200 other ranks.

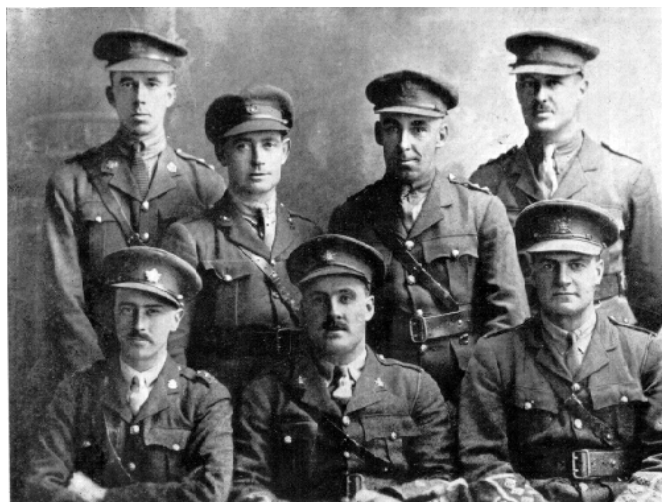
The horse strength has been 57.

Production

The total cut at the mill for June amounts to 401,149 f.b.m. This is a decrease of 42,236 f.b.m. on the previous cut at Ampthill. This amount has been produced almost entirely at the Canadian mill at Ampthill. The main reason for the decrease in production is the fact that the operation is nearing its close and the log supply is considerably shorter. The Scotch Mill at Sandy started cutting on June 28th. On that day 192 softwood logs producing 4335 f.b.m. were cut through this mill, making a total for the two days of 9,561 f.b.m. On these days the Scotch mill was only being tested out after construction and was not running to its full capacity, up to and including 29th June, 70,609 logs have been dealt with by the Canadian and Scotch mills. Giving a total production to that date of 4,550,235 f.b.m.

Shipping

The total f.b.m. Shipped on orders this month was 64,340 f.b.m. This was a very large decrease on the



Major Kenny with his officers

previous month's tally. Hardwood was being principally produced at the mill and there was a lack of orders for this class of lumber. A quantity of chestnut sleepers were included in the above total and some softwood from stock.

Class of wood

This month we were principally sawing hardwood. Oak, ash, and chestnut being the principal varieties dealt with at the Canadian mill. These logs were hauled by contract lorries from the Flitwick plantation. The Scotch mill at Sandy on the last two days of the month, cut fir and spruce logs.

Bush

The bush operations have been continued this month at Flitwick under Capt. P.H. Jory, while a new operation was commenced at Sandy under Lieut. J.M. Wilkinson on June 22nd. The logs from Flitwick were sent to the Canadian Mill at Ampthill "while the timber at Sandy was dealt with by the Scotch mill erected at that place, and first turned over on June 28th". The total number of logs cut in the bush for the period under review was 5073 pieces scaling 35635 cu. Feet or 2855080 f.b.m. This brings the total of logs made up to June 29th at this operation to 79754 pieces, measuring 401928 lineal feet.

Sickness men

The average number of men parading sick this month averaged between four or five a day. There were no cases of contagious disease. The majority of cases treated by Dr. Ambler were minor cases of slight accidents, bruises, sprains, etc. There were seven cases of influenza. Generally the health of the camp was good. Eight cases were sent to hospital during the month. These included three influenza, one rupture, one pneumonia, one lumbago, one for ear trouble, and one lung case.

Sickness horses

The total number of cases treated this month were twenty-eight. These are classified as follows:- Colic



Head Quarters Ampthill

15; Fever 4; Kicked 1; Corked 1; Bad shoulders 4; Bad back 1; These cases were mostly treated by the Veterinary Sergeant attached to this company.

Farm

Officer in charge Lieut. J. M. Wilkinson. Cabbage one acre, turnips $\frac{1}{2}$ acre, parsnips $\frac{1}{4}$ acre. Early this month the turnip seeds were sown. This completed the season's planting. The main work this month has consisted chiefly of hoeing and cultivation. The general condition of the crops is good, though owing to

the cold weather experienced this month these are not as far advanced as might be expected for the season. Beyond a slight attack of wire worm on the cabbage, there has been no trouble with pests. Only one man has been employed on the farm this month.

Piggery

The ten pigs continue to increase in size and weight. Bought in February for fifteen pounds, we were recently offered fifty pounds for the bunch. The pig reported sick last month has now recovered.

Detachments

The Company is now organised in Headquarters Camp at Ampthill. No 1 Detachment at Sandy, under Lieut. J. W. Wilkinson, No 2 Detachment under Capt. P. H. Jory at Steppingley (Flitwick) and No 3 Detachment at Brandon Hall, Brandon.

No 1 Sandy

The advance party of this detachment arrived in Sandy on June 14th. It consisted one N.C.O., seven men and a team of horses. Work on the construction of the Mill was commenced immediately. This Scotch mill was formerly operating at Clophill near Maulden and was transferred from that place to Sandy on the conclusion of the operation at Clophill, on June 17th. Fifteen other ranks arrived from 101st Company Virginia Water to be attached to this Company to strengthen the Sandy detachment. On June 22nd bush operations commenced. Further addition to the strength of the detachment was made on June 26th when fifteen other ranks were transferred from Headquarters Ampthill. Two additional teams of horses were dispatched at the same time. The total logs cut up to June 29th at Sandy was 736. The mill started cutting on June 28th, 7,561 f.b.m. being produced in the two days at the close of the month.

No 2 Steppingley (Flitwick)



Flitwick Camp

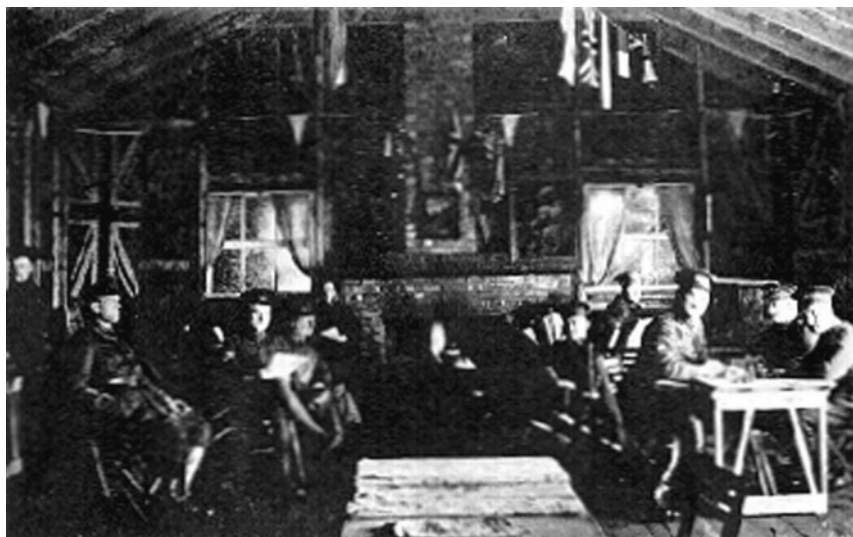
This detachment is rapidly nearing the end of its operations in Flitwick. Under Capt. P. H. Jory a steady supply of logs this month has been maintained for the Canadian mill. The timber cut this month has been principally hardwood. (See under Bush).

No. 3 Downham Hall, Brandon.

During the early days of this month the Officer Commanding (Major A.B.R. Kenny) has been giving special attention to the plans for this operation to which the Company move at the conclusion of the work at Ampthill. Major Kenny made a cruise of the timber on this estate in April and rendered to District Headquarters a very complete and detailed report on the operation under date 25th April. All necessary arrangements were made for an advanced party. This left Ampthill on June 14th and consisted of Lieut. A. G. Read conducting 2 N.C.O.'s and seven men. This advanced party was conveyed by A.S.C. lorry by road, leaving at 9 am and arriving at Downham Hall at 3 p.m. This party were engaged first in assisting the men of the Labour Company in alterations to Downham Hall being carried out by the D.O.R.E. Thetford. A week later on the arrival of the mill parts at Brandon station, this party, strengthened now by two teams, were engaged in transporting the mill parts from Brandon Station (2½ miles). Company Quarter Master Sergeant Ford was sent from Ampthill to superintend the checking of the parts. The work was hampered towards the close of the month by an outbreak of influenza among the men at this small detachment. Major Kenny has been personally engaged in completing the arrangements for the mill site and the construction of a siding from this site to the G.E.R. Main line (Brandon to Thetford). At the time of writing all is in line for the construction of the mill.

Entertainment

Y.M.C.A. Programmes of concerts have been maintained, and packed houses give ample proof that these are appreciated by the men. During the month we were entertained by Bob. Barry of Luton, on two occasions since by the Zigzags of Bedford and once by the Woodpeckers of this Company. Under the direction of Lieut. A.G. Read a first class concert party is being whipped into shape. Judging by the excellent way in which the boys are working out, and by the many words of appreciation from all who heard them, the Y.M.C.A. is



Inside the Y.M.C.A.

working forward to a goodly number of concerts by the party during the coming fall and winter. The other activities have followed the usual lines. The reading and writing room is usually well patronized. The canteen has had a fairly good supply of necessities with the exception of cigarettes. Sunday evening sing-songs were maintained during the months but will be discontinued through July and August. A cinema machine, loaned by the Y.M.C.A., has afforded a good show once a week. Altogether the month from the "Y" view-point, has shown progress. Officers and men alike are doing their best to co-operate in making the "Y" a home.

Attached Labour

At the beginning of the month of June there were one hundred and twenty-eight Portuguese attached to this Company. Under the able direction of Mr. H. Hatton, the Quartermaster, there has been no reoccurrence of the trouble experienced last month. The Portuguese have been content and their work for this company has been satisfactory. On June 13th thirty five of the Portuguese were dispatched to London for repatriation, leaving the strength at ninety-three. On June 20th twenty two labourers arrived at the camp to increase the total number of attached to one hundred and fifteen. This was further reduced by the withdrawal on June 26th of another twenty five for repatriation to Portugal. This left the strength at the end of the month at ninety. These were distributed as follows:- Felling in the bush 19; employed at mill 37; on transport 15; total on Production 71; non-effectives are accounted for as follows :- Company employ 15, sick 4, the Quartermaster is assisted by two interpreters.

Discipline

The officer Commanding is Major A. B. R. Kenny who has been very busily engaged in planning the Brandon and Sandy operations as well as directing the work at the Ampthill operation. The second in Command is Capt. P. H. Jory, J. M. Wilkinson in charge of Sandy Detachment. Lieuts. R. Girdlestone and R. C. J. Welch were attached to this company from the Base Depot on 25th June. The former succeeded Lieut. Wilkinson as Transport Officer and Lieut. Welch was detailed in charge of Pit-prop and clearing operations. Capt. H.L.C. Leitch ceased to be on Command at this Company on June 13th. The discipline of the men continues to be excellent. There were nine orderly room cases this month, chiefly minor cases.

Signed ...Archer G. Read LIEUT. & ADJT. For O.C. No 126 Forestry Company,

Canadian Forestry Corps.

Note.

The comment about the Portuguese in the June 1918 report was a reference to the problems experienced earlier. For instance in April sixty-eight men were reported "malcontents refusing to work". They claimed their six months contracts had run out. In May forty-seven who were on strike went to London, they were away five days. On their return the Board of Trade announced they were arranging to repatriate seventy-seven men who refused to sign new contracts. The strike started on April 22nd and they recommenced work on May 9th.



Portuguese Camp below Coopers Hill



Mechanical Transport in Ampthill

Points of interest from The Summary of Operations in Ampthill, and other sources.

The following are odd extracts or notes from the *Summary of Operations in Ampthill*. They are included to highlight or give clues of camp life, to where the timber was cut, where the rails were laid and where the locomotive was used.

Until the main camp was built, the Headquarters Orderly Room was set up in an untenanted inn "Bird in Hand" for two months. (The Bird in Hand was on Park Hill near the Old Police Station. Incidentally German POW's were billeted there later).

The areas cleared were almost entirely on the Duke of Bedford Estate, work commencing on Coopers Hill as soon as the men arrived on the 25th August 1917. "They were pushed as the camp site had to be cleared for erection of tents for the main party", the tents were in place ready for the first reinforcements on the 5th September." "Then the English rains commenced and a good bit of discomfort followed in consequence." The tents sufficed until the main camp was erected, built on a square, it consisted of an Orderly Room, Mess Room, Kitchen and Guard Room on one side, the Y.M.C.A. and Sleeping Quarters

forming the other long side. The Officers Mess and Quarter Master Stores closed the two ends, all facing the square. The minimum possible amount of sawn lumber was utilized in the structures, “slabbing” being used instead. (The waste timber and bark cut off when squaring logs).

Rations and Forage.

Rations and Forage were drawn from the Officer in Charge of Supplies, Bedford, this meant a daily trip by lorry or Ford van; with no storage facilities frozen meat went bad if left longer. Rations for the men consisted of one pound of bread, one pound of meat, two ounces of bacon, two ounces of sugar, one half ounce of tea and one quarter ounce of salt. Early in 1918 the War office ordered reduced rations* but by supplementing them locally rations were maintained.

*Presumably due to the ever increasing U-boat stranglehold on imports, we can only guess how many ships loaded with timber from Amphill were sunk.

Living conditions.

The entire hutment was comfortable and no complaints were voiced by the men during the winter months. A hot shower bath system was installed to add to the comfort, prior to that the men were motored into Bedford every two weeks.

Areas Affected (See Aerial photo's pages 11 &12)

Cuts acquired 1917

<u>Cuts acquired 1917</u>	<u>Location</u>
1/ Coopers Hill	Amphill firs
2/ Middle Piece	Amphill firs
3/ Breakheart Hill	West of Fordfield Road Amphill
4/ Money Pot Hill	Amphill
5/ Blackhafield's Plantation	Millbrook
6/ Barn Piece	Millbrook
7/ Moor Close	Millbrook
8/ Heydon Hill	Millbrook
9/ Sandlandfield Plantation	Maulden
10/ Well head Plantation.	Maulden

Acquired early 1918

11/ Flitwick Plantation	Flitwick
12/ Priestley Plantation	Flitwick
13/ Off Coopers Hill (bought from Oxford University – larch suitable for pit props.	



Vancouver Hoist

Horse transport was used entirely in clearing out Nos. 1 and 2 cuts on Cooper's Hill, the entrances being in one case forbidden to heavy mechanical transport and in the other cases the roads were too soft to bear their weight.

Laying of rail started 3rd October 1917- just inside the field beyond the overhead bridge at the Midland station. The task of laying 1.25 miles to No 3 bush took three days. Later on the large Vancouver hoist was placed .25 of a mile further on and the track was extended. The hoist was used to haul loaded cars up a

23% grade known as Money Pot Engine Hill. Track was laid down the hill and continued to No. 6 cut. After No. 6 bush was cleared, the track was lifted and used for hauling from the lower section of No. 3 cut, then carried on to No. 4.

At Millbrook two lines were run in to feed to the Scotch Mill, one from Moor Close and the other from Heydon Hill. Trucks were run down the inclines loaded and pushed back by hand.

On the main line, from the Vancouver hoist, a light engine was used for hauling

Throughout the lines were of 25 pound steel with 4.25 inch spikes. On the mill line 2,300 ties were used to the mile.

The locomotive made from 6 to 8 trips a day bringing 30 to 70 logs each trip.

Only two cars were used each trip as the track was too light for braking the loads. The steepest gradient on the mill line was 8%.

At Maulden a track was laid to get the logs from Nos. 9 & 10, approximately 1.5 miles of rail sufficed as ground was level – teams of horses were used for moving the cars.

At Priestley Plantation, where No. 2 Detachment was located, rail was used around the lower slope of the cut (1.25 miles).

During January and February two shifts were worked.

Later on an average of 15 cars a day were supplied.

The Scotch Mill was first erected at the village of Millbrook, to handle the hard wood and soft wood from Heydon Hill and Moor Close until February 1918. It was then moved to Green End Maulden.

Heydon Hill was a high piece of land, and on the North side there was a rifle range used by the army volunteers from Ampthill Camp for training between 1914 and 1916 and many trees had been hit by stray bullets which damaged the saw blades.

The majority of the sawn timber from Millbrook was shipped on the London and North Western Railway at Millbrook station (LMS not formed until 1923) 1.20 miles from the mill. The timber sawn at Maulden was shipped from Ampthill Station, being transported by motor lorries and loaded straight on to the cars. The third camp, No 2 Detachment was situated near the village of Steppingley in Flitwick Plantation. The camp consisted of stables, three living huts, a kitchen and mess room and a Y.M.C.A. hut all built in ten days.

The Canadian Mill was to the North of Midland Station at Ampthill.

During the month of February 1918 the cut was not as large as expected. For several evenings in the middle of the month the lights had to be extinguished in compliance with air raid warnings and much time was lost.

In Maulden during 1918 they were handicapped, “owing to the timber being mostly down timber, as this piece of bush was caught by a blizzard some two years ago and the trees were laying two and three deep”. (This would have been the “great gale” of 1916 which is well recorded locally). The timber sawn at Maulden was shipped from Ampthill Station, being transported by motor lorries and loaded right on the cars.

Some local people were employed on a contract basis to assist with transport.

Attached Labour

The Canadians were assisted in their work by a force of Portuguese personnel. Arriving on November 22nd 1917 their strength varied but it reached 140 by the end of March 1918. They were housed in a camp below the Canadian H.Q. on Cooper’s hill comprising eighteen Armstrong huts and a Cookhouse. “They were employed about the operation doing mainly the unskilled manual labouring jobs, in order that the skilled labour of the Canadians might be used to its utmost capacity”.

It appears the Portuguese were never happy in the Camp, they suffered considerably during the cold weather not being used to the dampness and chill of England and they had problems with the food available. A recorded comment from the time **“Woe betide the Quarter Master who issued beans the slightest bit musty, or oil that was stale, for these men were connoisseurs, and the whole camp would be around him with dishes in hand, every man explaining his grievance in his own way”**.

Morale was obviously low as they were often on strike.: - *All the evidence that we have was recorded by the Canadians.*

Light Steam Engine

The locomotive used by Canadian Forestry Corps at Ampthill Bedfordshire.

Running name - CARDIFF

Type - 0-6-0 Tank

Cyls - Outside Cylinders

Gauge - 3.00 Ft

Builder - Kerr, Stuart & Co Ltd

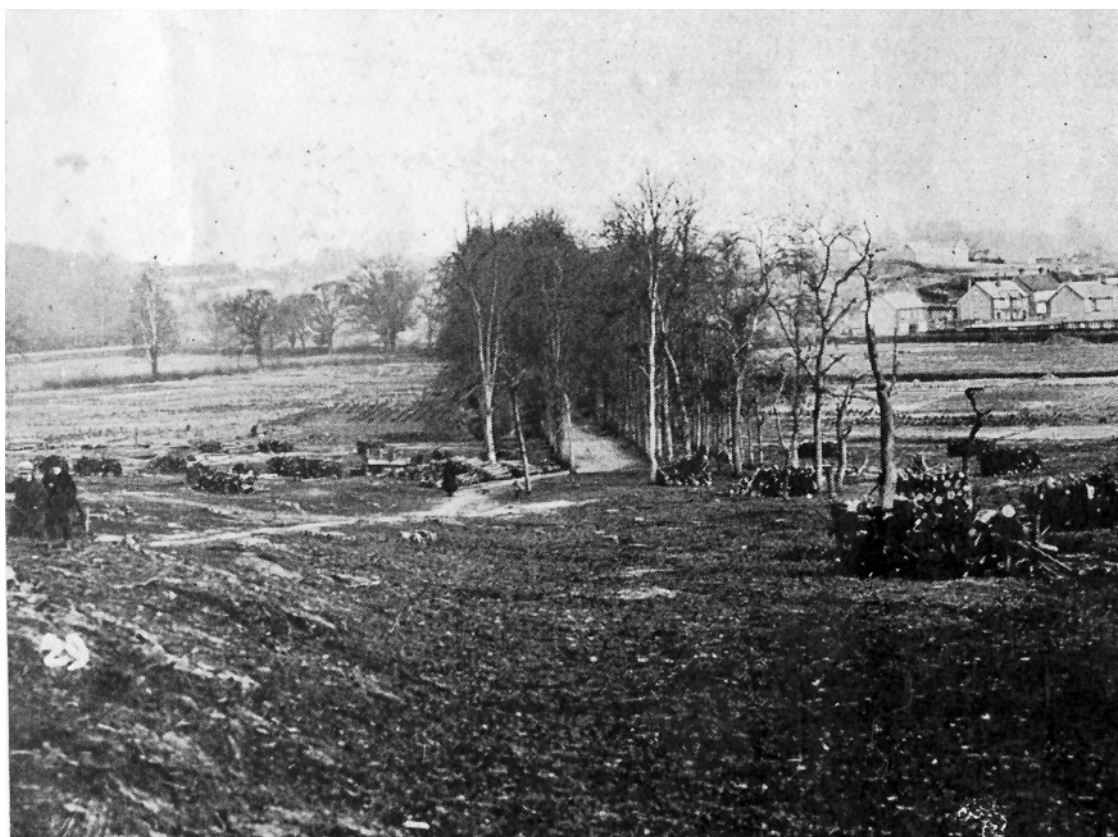
Works number - 3084

Date built - 1917



Light Steam Engine Recorded History

New to the Home Grown Timber Committee and sent to the Canadian Forestry Corps, at Ampthill, Bedfordshire; Later at Harrogate Corporation Waterworks, Masham; later LMS, Gorple Reservoir, near Hebden Bridge, 1928-1934 at least; SST (12) in May 1943 and October 1943 used for hauling ships armaments and or ballast at Scapa Flow in the Orkneys.



View from the Head Quarters down the Alameda after the trees had been felled. The houses in the background are in Chandos Road. The War Memorial was erected at the end of the Avenue in 1922

In all there were over 70 such operations in Britain, starting in Windsor Park on 13th May 1916. With a lead like that from the King no wonder the large Landowners like the Duke Of Bedford let them in. The lumber camps were all Canadian, men machinery and methods.



Modern Aerial Photograph of the area affected by the Canadian Foresters in WWI, annotated with areas where timber was cut and the locations of mills and camps.



Same photograph without annotations, note uniform tree planting patterns, this gives some indication of the replanted woodlands and the large area affected.

Rifle Range

This RAF aerial photograph taken in 1947 clearly shows the rifle range mentioned in the text. It was used to train the volunteers who were stationed in Ampthill Park between 1914 & 1916. The park was then owned by the Duke of Bedford who financed the operation. Stray bullets lodged in the surrounding trees blunted the saws causing delays in timber output. The range was destroyed when the Millbrook proving ground was constructed in 1968. The trees in this area had not been replaced.



RAF Aerial photograph 1947 showing WW1 Rifle Range at Millbrook.

Extracts from the Ampthill Urban District Council (AUDC) Minute Book



Children playing in the Firs at the turn of the century.

5th June 1917.

That this council do strongly protest against the felling of the pine wood known as "Coopers Hill Plantation", Ampthill being a small part of the woodland area in the neighbourhood proposed to be felled by the Government on the grounds that such a plantation is one of the main features and chief attractions of the Town and provides the only open space in proximity to the Town to which the public have access. (Ampthill Park then being officially closed to the

public) and also on the grounds of health giving properties of the pines which have made Ampthill for many years a health resort for many visitors.

In the Event

The contract between the Duke of Bedford and the Controller of Timber Supplies was signed on September 13th 1917, in addition to Ampthill Firs, it also covered woods in Maulden (Wellhead Plantation, Sandlandfield's Plantation), Millbrook (Moor Close, Middle Piece, Breakheart Hill, Money Pot Hill, Blackhaffields Plantation) and Lidlington (Heydon Hill). These woodlands together with parts of Old and New Wavendon Heath in Aspley Heath were sold for £76,606.

Two Clauses in the contract required the purchaser to :- Remove all rails and sleepers and leave all rides and drives properly levelled up and rolled and in as good condition as they are at present.

Remove the said railway and hoists and restore the surface of the land together with any fences cut through or removed to their present state and condition.

AUDC cont. 18th September 1917

A letter was presented from the War Department Land Agent, Bedford as to a narrow gauge railway being laid along a part of Station Road for the purpose of the Canadian Forestry Corps' operations in Ampthill and the clerk reported that after consultation with the Chairman he had replied that "The Council accepted no responsibility as regards the road, but raised no objections to the proposals".

Ampthill Parish Magazine.

October 1917

The Rector, Rev. D May.

"The ravaging of woods, by our own hands, needs to be thought of by contrast with the ravaging of hearths and homes by the enemy; then we gain a sense of proportion".

Local Involvement

Very little evidence survives of local involvement in the operations, fortunately the photo of the steam tractor below is still in the Lockey family.



This Steam Road Tractor, No. FE1874 Built by Foster Co Ltd. in 1915 was owned by John Lockey of Maulden and contracted out to the Foresters. It is seen here in front of Maulden School loaded with logs, presumably bound for Ampthill station where it would have been unloaded straight onto rail trucks. The load appears to comprise of common pit props. A second tow bar can be seen at the rear of the truck so the tractor probably towed multiple trucks. The four man crew were Herbert Myall, (?) Northwood, Charlie Woodcraft and Tom Sharp.



Maulden Quarters, this cottage at Green Lane is little changed today.

Items left behind



Cap Badge found in the Alameda
some 97 years after it was lost.
Left hand tree broken off.



New Cap Badge of the
Canadian Foresters overseas.



Section of rail found on pine Hill.
Throughout the lines were of 25 pound steel with 4.25
inch spikes. On the mill line, 2,300 ties were used to the
mile.

Such was the insatiable requirement for timber; the organisation was extended to France.

Canadian Forestry Activities in WW1 Europe

Canadian forestry units are said to have “helped to defeat the submarine... more surely than a fleet of ships” an enthusiastic claim but it had some substance. U-boat activity caused a diminishing fleet of merchantmen to carry the timber, munitions, food, forage and other essentials. It was logical to cut home grown timber to relieve the pressure. In May 1916 at the request of the British Government 1600 Officers and men, complete with equipment were sent to Britain to start operations. The transfer of skilled Canadian Woodsmen across the Atlantic continued throughout the war, by September 1917 Sir Douglas Haig was able to report that his armies had become “almost self-supporting” where timber was concerned. The Armistice found 12,127 Canadian foresters in France and 9967 in England, a major contribution to the war effort.



The Canadian National Memorial. Situated on the site of the Battle of Vimy Ridge this is a monument to the 66,655 Canadians who fell in the First World War.



The trenches at Vimy Ridge conserved as a memorial to the battle. Some of the foresters fought here including the author of the Amphill booklet and Major Kenny both wounded in 1917.



A tunnel at Vimy used by the troops.



This cloaked figure of a sorrowing woman represents Canada, a young nation mourning her dead. Located on the East side of the memorial, it was carved from a single 30 tonne block of limestone.

References and Acknowledgements

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Photographs:- Steam Tractor by kind permission of Mr. Howard Lockey, WW1 photos from *126th Coy Canadian Forestry Corps*, modern photographs by the author.

Cap Badge & Section of Rail found by Mr. Gordon Stone of Amphill.

