CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
Walla Walla District
Bldg. 602, City-County Airport
Walla Walla, Washington

IMMEDIATE PRESS RELEASE

29 December 1951

Corps of Engineers films "STORY OF A SALMON," "BIRTH OF A GIANT," and "A GIANT GROWS" are high in popularity throughout the country. As their availability on a loan basis becomes better known to the public, requests are mounting daily - and these requests are coming from all parts of the country - from New England to the southern states, through the midwest from the Canadian Border to Mexico, and up and down the Pacific Coast. And now inquiries have come to the Walla Walla District office as to availability of the films for showings abroad.

"THE STORY OF A SALMON" is being revised and will be retitled "FISH PASSAGE ON THE COLUMBIA" and will deal in part with anadromous fish making safe passage of McNary Dam. The other two pictures, "BIRTH OF A GIANT" and "A GIANT GROWS", portray steps in the building of the great dam which will deliver 980,000 kw of electricity when completed in December of 1956. This power would be sufficient to light the San-Francisco-Oakland area. If all the concrete destined to be used in McNary Dam were stretched out in a straight 1-cubic yard line, it would extend as far as from Walla Walla to Los Angeles or about 2/3 the length of the Great Wall of China; and steel of all kinds to be used would be ample to build three big battleships. Early estimate on concrete is 1,850,660 c.y. and on steel 247,500,000 pounds.

"THE BIRTH OF A GIANT" and "A GIANT GROWS" have been shown on television stations as well as to a wide variety of assembled audiences.

The problem is not whether there will be a sufficiently large demand for the films, but rather how to keep that demand supplied. It is gratifying, indeed, to observe the continuing evidence of how deeply all parts of this country are interested in these pictures and how well those requesting loan of the films take care of them. Faith in the public is at a high level in this office, because almost without exception reels are returned promptly and in good condition.

CLICK

Corps of Engineers, Walla Walla District
Bldg. 602, City-County Airport
Walla Walla, Washington

January 15, 1952

IMMEDIATE PRESS RELEASE

Wallula Cemetery, Wallula, Washington, will be submerged when the reservoir behind McNary Dam fills to normal pool elevation in 1953. The Corps of Engineers, supervising construction of the dam on the Columbia, will relocate the old burial ground. There are some 200 graves, of which 120 have been found and identified. Another 25 or 30 identities are known, but their graves not yet located. Efforts are being made to trace every grave. Anyone who knows anything which might aid the search please contact the Chief of the Real Estate Division, Walla Walla District, Corps of Engineers, City-County Airport, Walla Walla, Washington, telephone 5500. Following is a list of known burials, without trace of next of kin to deceased:

FENDAL, JIM
GLENN (Baby Glenn) Mother, Mrs. Nettie Shannon, somewhere in California
HAYS, HAROLD
HAYS, JIM OR JOHN
HIBBS (Daughter of Samuel Hibbs)
HIBBS, SAMUEL (Company "H", 107th Illinois Infantry)
HIBBS, LIZZIE (Wife of Samuel Hibbs)
LEEPER, ALBERT R. (107th Illinois Infantry)
MCCOMB, CHARLIE
PAGE, SAMUEL
PERKINS (3 members of Perkins family)
PURVIS, BILLIE
RUCKER, AMBROSE (Drowned at Nine Mile)
STAFFORD, JOHN
STALLS
SHUFFENBERGER, J. (Company "C", 11th Pennsylvania Cavalry)
SMITH, O. B.
TAYLOR
JENNER, ORLIE (Brother and 2 sisters, somewhere in California)
MORAN, PATRICK
WHIPPLE, JOE
SCHNEIDER (2 infants. Father and Mother last heard of in Stockton, California 30 years ago)

Relocation will be by contract, under formal advertising methods. This plan must be submitted to the Chief of Engineers, U. S. Army, for approval. [illegible] will not be undertaken until the spring of 1952.

Removal

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, WALLA WALLA DISTRICT
BUILDING 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

CIVENG-45-164-53-87
6 May 1953

ADVANCE ABSTRACT

Advance abstract of bids received in the Office, Corps of Engineers, Walla Walla District, Building 602, City-County Airport, Walla Walla, Washington, 2:00 p.m. (P.S.T.) 5 May 1953, in response to Invitation CIVENG-45-164-53-87 dated 3 April 1953, for main unit transformers, units 11 through 14, McNary Powerhouse.

Time of Delivery: a. Three transformers for generators No. 11 and 12, before 15 November 1955; b. Accessories, tools, appliances, and spare parts, before 15 November 1955; and c. Three transformers for generators No. 13 and 14, befcre 1 May 1956.
TERMS: Net, No Discount

Appropriation: 21x3000 Maintenance and Improvement of Existing River and Harbor Works, Major Capital Outlay: Construction, McNary Lock and Dam, Columbia River, Oregon and Washington.

BID NO.	NAME AND ADDRESS OF BIDDER	BEFORE EVALUATION TOTAL BID	AFTER EVALUATION TOTAL BID
1	GENERAL ELECTRIC COMPANY P.O. Box 690 Pasco, Washington	$995,328.00	$1,178,883.60
2	PENNSYLVANIA TRANSFORMER CO. A McGraw Electric Co. Div. Adams Ave. Cannonsburg, Washington County, Penna.	1,122,254.00	1,354,204.80
* 3	MOLONEY ELECTRIC COMPANY 5390 Bircher Blvd. St. Louis 20, Missouri	983,228.00	1,190,973.60
4	WESTINGHOUSE ELECTRIC CORP. 309 S.W. Sixth Ave. Portland 4, Oregon	1,202,686.00	1,402,303.20
** 5	ENGLISH ELEC. EXPORT & TRADING CO. LTD., 23/25 Beaver Street New York 4, New York	898,081.00	1,074,307.20
** 6	FERRANTI ELECTRIC, INC. 30 Rockefeller Plaza New York 20, New York	857,600.00	1,000,776.00

* Subject to revision if spare parts are duplicates of same being furnished under previous contract.

** Foreign concerns are subject to Buy American Act.

UNIT SCHEDULE NO. CIVENG-45-164-53-87

Item No.	Estimated Quantities	Unit	Description
1.	6	Each	56,500 KVA transformers and appurtenances
2.	150	Man Day	Services of erecting engineer
3.	1	L.S.	Accessories, tools and appliances
			SPARE PARTS
4.	1	Each	196 KV bushing
5.	1	Each	46 KV bushing
6.	2	Each	15 KV bushing
7.	1	Each	Set of gaskets for cover, manhole, and handholes
8.	1	Each	Oil pump with motor
9.	1	Each	Set of contacts and coils for relays and contactors
10.	1	Each	Oil-to-water heat exchanger
11.	1	Each	Set of replacements for parts likely to be damaged by operation of the pressure relief device

UNIT PRICE SCHEDULE NO. CIVENG-45-164-53-87

Item No.	Bidder No. 1	Bidder No. 2	Bidder No. 3	Bidder No. 4	Bidder No. 5	Bidder No. 6
1	$162,974.00	$183,209.00	$161,200.00	$197,391.00	$147,500.00	140,100.00
2	56.88	60.00	50.00	60.00	30.00	50.00
3	Not Req'd	3,477.00	No Charge	Included	80.00	None Req'd
4	3,780.00	4,251.00	3,780.00	3,780.00	4,580.00	**
5	227.00	168.00	228.00	227.00	153.00	**
6	259.00	*	260.00	259.00	48.00	**
7	236.00	347.00	235.00	236.00	215.00	**
8	1,320.00	956.00	955.00	956.00	997.00	**
9	100.00	45.00	100.00	25.00	31.00	**
10	2,766.00	4,555.00	2,700.00	3,598.00	2,380.00	**
11	5.00	25.00	10.00	None Req'd	49.00	**

* Bidder No. 2, Item No. 6, bid as total for 2 units as $176.00
** Bidder No. 6, Spare Parts bid as Lump Sum Total of $9,500.00

CORPS OF ENGINEERS, U. S. ARMY
Office of District Engineer
WALLA WALLA DISTRICT
Bldg. 602, City-County Airport
Walla Walla, Washington

PRESS RELEASE July 30, 1951

CORPS OF ENGINEERS TO RELOCATE OLD CEMETERY

The site of Wallula Cemetery at the edge of the old town of Wallula will be under water when the reservoir behind McNary Dam fills to normal pool elevation in 1953. The town, too, will be inundated. The Walla Walla District, Corps of Engineers, under whose supervision the dam on the Columbia River is being built, is faced with the task of relocating the old burial ground.

Earliest known interment was about 1870, based on recollections of old-timers, but it is thought the cemetery antedates that period. Latest known interments were in 1931 and approximately 1934. The cemetery contains about 200 graves. One hundred twenty have been found and identified, and in addition, the identities of 25 or 30 other individuals have been established, but the graves of these latter have not been located. Efforts are being made to trace every grave in the cemetery, and in line with this, anyone having information which might prove helpful in the search is urged to contact the chief of the Real Estate Division, Walla Walla District, Corps of Engineers, telephone 5500. If by letter, address: District Engineer, Walla Walla District, Corps of Engineers, City-County Airport, Walla Walla, Washington, attention: Chief, Real Estate Division.

The Engineers are getting occasional requests from families who wish to handle reinterment on an individual basis. In such cases, families will be given the same unit price as that granted the contractor for each case. There is no cemetery association of authority for the Engineers to deal with, therefore, it has been, and will be, necessary to make a reasonable and diligent effort to contact next-of-kin.

It is planned to remove all bodies as a unit and to reinter them in a relocated spot yet to be selected. Relocation will be by contract under formal advertising methods. Invitations to bid will be sent to funeral directors, monument companies, and other qualified contractors. This plan must be submitted to the Chief of Engineers, U. S. Army, for approval. Removal will not be undertaken until the spring of 1952.

Corps of Engineers, Walla Walla District
19 E. Poplar St., Walla Walla, Wash.

19 July 1949

For Immediate Release

The graves of Indians in burial grounds along the Columbia river in the area affected by McNary Dam will remain untouched and will be covered with a mantle of water when the reservoir is created behind the dam, Col. William Whipple, Walla Walla District Engineer, Corps of Engineers, reported upon his return from a meeting of the general council of the Umatilla, Walla Walla, Cayuse and Yakima tribes at Umatilla Agency.

The general council of the four tribes adopted a resolution expressing the desire that the graves of their forebears remain undisturbed, and stating that the Indians had no objection to the impounding of water in McNary reservoir. The council session, attended by about 70 Indians, was presided over by Isaac Patrick, one of the few living Indians who speaks the Cayuse dialect.

The discussion centered on whether the graves should be moved or left where they are and was conducted in Nez Perce, the official dialect of the council. However, five different dialects were spoken during the course of the meeting. Participating were James Kanine, 90-year-old chief of the Walla Wallas; Willie Locatse, who is known as the Roundup chief; Wilson Charlie, representative of the Yakimas; and Gilbert E. Conner, Nez Perce, who is the council's official interpreter. The Yakima tribe will consider the question at a meeting the first of the month.

Accompanying Col. Whipple from the Walla Walla District Engineers office were B. C. Christensen, Max Tisor and Howard Preston. Louis R. Caywood, archeologist, Vancouver, represented the National Park Service, and E. G. Swindell, Portland, represented the Indian Service. Darrell Fleming of the Yakima reservation and Superintendent Earl Wooldridge and Walter Sheldon of the Umatilla Agency, also were present. Only Col. Whipple and Superintendent Wooldridge addressed the council, speaking briefly.

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WALLA WALLA DISTRICT
Bldg. 602, City-County Airport

August 2, 1951

IMMEDIATE PRESS RELEASE

A contract for construction of the Union Pacific relocated railroad bridge across the Walla Walla River at Wallula and the overpass for Washington State Highway No. 3, also at Wallula, has been awarded to J. A. Terteling and Sons, Incorporated of Boise, Idaho, Colonel W. H. Mill District Engineer, has announced.

Terteling's low bid was $510,276.00. Three other contractors made offers for the contract, bids for which were opened on July 17. General Construction Company of Portland, Oregon, offered $538,145.00; State Construction Company, Seattle, Washington, offered $567,168.00; and Guy F. Atkinson Company, Portland, Oregon, offered $546,776.00. The Government estimate, without profit, was $507,799.23.

Work under this contract is to commence within ten calendar days after the receipt by contractor of notice to proceed, and one hundred eighty calendar days from that date of receipt shall be allowed for completion of underpass structure and detour. All remaining work included under this contract shall be completed within two hundred seventy calendar days after date of receipt of notice to proceed. The time stated for completion shall include final clean-up of the premises.

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
WALLA WALLA DISTRICT
Bldg. 602, City-County Airport
Walla Walla, Washington

2 August 1951

PRESS RELEASE

McNARY DAM MECCA FOR NORTHWEST BYLINE WRITERS

Some of the Northwest's top newspaper writers have made trips to McNary Dam during recent weeks, and particularly during the current migration upstream of chinook and blueback salmon, steelhead, and other fish.

Most recent of those to visit the dam have been Walter Mattila and Alfred Monner of the Oregon Journal, Melvin Shoemaker and Allan J. deLay of the Oregonian, Hill Williams and Don Becker of the Tri-City Herald, Roland E. Miller, Walla Walla Union Bulletin, and Ron Gillmeister of the East Oregonian.

Farther back, there was Roscoe Laing, field editor of Pacific Enginee Bill Reilly of the Spokane Chronicle, and Larry Davies, San Francisco, West Coast representative of the New York Times.

These writers find the massive structure with its multi-purpose aspects, its enormous quantities of steel and concrete, and its future power generation capacity (it will furnish 980,000 kilowatts of electricity - enough to light the entire San Francisco-Oakland area) a fecund source of story material. There is always a story at McNary Dam - with occasional high spots. Its construction goes forward twenty-four hours a day, and this is the unfolding picture which these and many other writers portray for the public.

NEWS RELEASE

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
BUILDING 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

10 December 1952

BUILDINGS AND IMPROVEMENTS SITUATED WITHIN THE MCNARY LOCK AND DAM PROJECT AREA FOR SALE BY PUBLIC BID

Colonel Mills, District Engineer, Walla Walla District, Corps of Engineers, announces that this office is now receiving sealed bids, in a single copy, on buildings and improvements located near Wallula, Attalia, Burbank and Pasco, Washington. Bids will be publicly opened at 2:00 p.m., P.S.T., 22 December 1952, in Building 710, Corps of Engineers, City-County Airport, Walla Walla, Washington.

The sale list consists of 12 bid items including the Wallula School, houses, farm outbuildings, etc.

During the period 15 December through 19 December 1952, a temporary field office will be maintained at the former Pacific Fruit Express Company Ice Plant Office at Wallula, Washington, between the hours of 9:00 a.m. and 4:00 p.m., P.S.T. Inspection of the property must be arranged with the representative of the Real Estate Division at this location.

Interested persons may secure Invitation for Bids No. NPWRM 53-4, with attached bid form, from the Office of the District Engineer, Building 602, from the Real Estate Division, Building 710, City-County Airport, Walla Walla, Washington, and also at the temporary field office.

Corps of Engineers, Walla Walla District
Bldg. 602, City-County Airport
Walla Walla, Washington

FOR IMMEDIATE RELEASE

RAISING McNARY POOL NOT TO OCCUR TILL FALL

Colonel F. S. Tandy announced today that after careful consideration a decision was made by the Corps of Engineers to delay filling the McNary Reservoir to its normal operating pool level of 335-40 foot (above mean-sea level) till fall of this year. The decision was based upon two important considerations involving the need for shipping the bumper wheat crop of the region to downstream ports and also the difficulties encountered by the sustained high discharges in the Columbia River at this time of the year. A new target date of late September or early October to fill the pool was not the result of any unusual construction problems. The District Engineer stated that his stepped-up program of construction and preparation within the reservoir have been expedited on schedule and but for the late spring floods and navigation problems, filling the pool could have gone ahead as scheduled in August. The Corps considers it of prime importance to complete a job on schedule and had considered the earlier pool filling date as an investment in time to forestall any contingencies that might arise in construction. In order to expedite construction, the Corps had even proposed to cool the hugh mass of concrete by use of ice manufactured at the construction site by a giant ice plant.

Navigation interests and wheat farmers have stated to the Corps the importance of being able to utilize the large navigation lock at McNary Dam for the shipment of wheat downstream during the 30 day period when closure

of the lock would have been essential to complete the construction of the lock sill. These same interests indicated that it would otherwise be necessary for large amounts of grain to be dumped on the ground and again reloaded if navigation was blocked by earlier closure of the navigation lock. They pointed out that such a proceedure of the double handling would create additional expense as well as the inevitable loss of some grain. Colonel Tandy stated that in deferance to the many farmers producing wheat in the Inland Empire, he considered it of prime importance to keep open the Columbia River which is a natural highway for wheat shipments during the harvest period, rather than target for the earlier closure. Navigation interests stated that there is also a demand for more petroleum products during the harvest season than normally and closure of the navigation lock at this time would be objectionable from that standpoint. Flood waters have interrupted use of the navigation lock by river traffic for the past week. When the navigation lock is completed by the addition of 40 feet more of concrete to the upstream sill, floods will no longer interfere with river navigation.

Sustained high flood flows in Columbia River passing McNary Dam have also been instrumental in making the earlier target date of filling the pool difficult by inconveniencing construction work to the point where favorable working conditions no longer exist. Cool weather which has continued currently over the Columbia Basin during the spring has delayed the usual spring run-off normally brought on by snow-melt in mountain areas by almost three weeks. These high flows which have been sustained by the low temperatures and above normal precipitation are expected to continue above normal until after August 1st.

Some advantages, however, will be gained from the additional time which

will elapse until the pool is filled in the fall. By mid September the fall Chinook run of Salmon should have passed McNary Dam and only a small number of fall Steelhead, which spawn in the spring, will be migrating upstream.

State park facilities in the reservoir area which has yet have not been completed will receive the advantage of the additional period of time for completing work. The Washington State Park Board has recently received an allotment of money from the Corps of Engineers as part of the displacement payment program of improvements in the reservoir area to improve the site of Sacajewea Park. The Washington and Oregon State Park Boards are also planning to construct other park facilities in the reservoir area.

Regardless of the later pool filling date, the Engineers are confidant the first power will be generated at McNary Dam in December of 1953. Two units of 70,000 kw will be added to the northwest power pool at that time and two more units will be added at three months intervals thereafter, until all 14 units are operating by December of 1956 to produce 980,000 kw of power.

FND

1953

Corps of Engineers, Walla Walla District
Bldg. 602, City-County Airport
Walla Walla, Washington

FOR IMMEDIATE RELEASE

AWARD FOR SAFEST DAM CONSTRUCTION DURING APRIL WON BY WALLA WALLA DISTRICT

Colonel F. S. Tandy, Walla Walla District Engineer, announced today that the Walla Walla District has been awarded the North Pacific Division safety flag.

The award, which was made by Colonel A. H. Miller, Executive Officer, in the absence of the District Engineer, consists of a safety flag to be displayed as a visual symbol of effective accident prevention on the civil works dam projects within the North Pacific Division, which has the lowest injury frequency for the month. The North Pacific Division, which embraces portions of eight states, has currently under construction seven large multi-purpose dams. The McNary Lock and Dam project and the Pasco-Kennewick levee project, which are being constructed under the jurisdiction and supervision of the Walla Walla District, have each been given a safety flag to display during the month of May, or retain for display for an additional period should the McNary Dam project be declared the contest winner for May.

The record of no injuries to contract personnel for the month of April by the McNary project while a total of 390,000 contract man hours were worked, represents the most outstanding achievement of all participating projects in the current contest. Colonel E. C. Itschner, North Pacific Division Engineer, announced that the record reflects credit on all personnel, both Government and contractors who have made

this record possible.

A continuing and comprehensive safety program is maintained throughout the North Pacific Division, as well as in other Divisions of the Corps of Engineers, to insure that safeguards and precautions are taken to prevent personnel injury or death, as well as damage to structures, materials and equipment both in the civil and military fields of construction. All Government employees have a share in the responsibility of carrying out the program.

The District Engineer also stated that a large share of the credit for a successful accident prevention program is due the contractor and his personnel. Besides carrying out their construction requirements, the contractor maintains a continuous safety school program. His employees are furnished such items of personnel protective equipment and apparel as hazards of the work require, and he has appropriately trained first aid personnel on the job. Contractors working on the McNary Dam and Pasco-Kennewick project are; McNary Dam Contractors, Guy F. Atkinson Company, Cascade Constructors, Willamette Iron and Steel Company, M. H. Hasler Construction Company, D. & H. Construction Company, Lewis A. Hopkins Company, General Electric Company and Premier Gear and Machine Works.

END

Corps of Engineers, Walla Walla District
Bldg. 602, City-County Airport
Walla Walla, Washington

FOR IMMEDIATE RELEASE

MAJOR GENERAL S. D. STURGIS, CHIEF OF ENGINEERS, TO VISIT PACIFIC NORTHWEST

In line with the policy of the Corps of Engineers to keep well informed on the problems and desires of local interests and in order for the Chief of Engineers to acquaint himself with work of the Corps, he has currently planned to visit the North Pacific Division from 29 June to 3 July 1953 inclusive. He will arrive in the Walla Walla District of the Corps of Engineers, which comprises a portion of 6 states, late Wednesday afternoon on July 1. He will stay overnight in Walla Walla and the next morning make a brief visit to the Walla Walla District Offices and also to the McNary Lock and Dam Project returning to Pendleton, Oregon for a luncheon at noon on Tuesday July 2. After leaving Pendleton, the General and his party will make an aerial inspection of some of the proposed and potential project areas, arriving in Boise about 5:00 p.m. the afternoon of July 2. The General and his party will meet with local interests in Boise on Thursday evening to discuss the problems of the region and a dinner will be given in his honor. On Friday morning he will return to Washington D. C.

The following covers information on the history of Major General Samuel D. Sturgis who was assigned as Chief of Engineers early in 1953.

Samuel D. Sturgis was born at St. Paul, Minnesota, July 16, 1897. His Army background included his father, Major General Samuel D. Sturgis, who commanded the 87th Division in World War I, and Brevet Major General Samuel D. Sturgis, his grandfather of Civil War fame. His uncle, Lieutenant J. G. Sturgis, an officer with the 7th Cavalry, was killed in the Battle

of Little Big Horn in 1876.

General Sturgis was appointed to the U. S. Military Academy from North Dakota in June, 1915, and graduated on June 12, 1918, following the footsteps of his father (Class of 1884) and his grandfather (Class of 1847). He was commissioned on that date a second lieutenant in the Corps of Engineers, Regular Army.

His first assignment was with the 3rd Engineer Training Regiment at Camp Humphreys, Virginia (now Fort Belvoir). Soon thereafter he attended a special course at the Engineer Officers' Training School at Camp Lee, Virginia. He then was assigned to the 9th Engineers (Mounted) at Camp Courchesne, New Mexico, where he served successively as company commander, adjutant, and battalion commander.

In February 1919, General Sturgis again was ordered to Camp Humphreys where he attended the Engineer School of Application, graduating in June, 1920. As part of the student course, he spent the summer of 1919 in Europe studying the combat and logistical operations of the AEF and our allies on the Western Front. Upon graduation from the Civil Engineering course, he continued on duty at the Engineer School as a student in the Basic Course of Military Engineering until January, 1921, when he was assigned as adjutant of the 13th Corps Engineer Regiment.

In August, 1922, he became an instructor in the U. S. Military Academy, where he served for four years in the Department of Engineering and in the Department of Mathematics. During the summers of 1923-1925, he instructed in practical military engineering and was engaged in the surveying and preparation of a map of the general West Point region used for cadet instruction.

On October 4, 1926, General Sturgis was stationed in the Philippines and served as adjutant, and, later, commanding officer of the 14th Engineers

for nearly three years. While on this duty he was employed on various strategical studies throughout the Philippine Archipelago, obtaining knowledge which was invaluable on his return for the reconquest of the Philippines, nearly 18 years later, as chief engineer of the Sixth Army. During this early period he participated in the mapping of Luzon and initiated work on the defenses of Bataan.

Following service in the Philippines, he was assigned to Company A, 9th Engineers, Mounted, his old battalion, at Fort Riley, Kansas. This unit constituted the Engineer demonstration and training unit for the Cavalry School. While stationed there he became aware of the need for modern engineer mechanical equipment to keep abreast of mechanized warfare, and applied for and received the first of such equipment made available to an Engineer troop unit of the Army. This became the pilot test which resulted in the subsequent provision of the bulldozer, the diesel shovel, the air compressor, and other modern construction machinery for our Engineer troops in World War II.

In August, 1933, General Sturgis entered the Command and General Staff School at Fort Leavenworth, Kansas, and was graduated in 1935. He then was assigned as assistant to the District Engineer at Eastport, Maine, on the Passamaquoddy Tidal Power Development. Later he served for two years as District Engineer and liquidated that project when funds were transferred. Following the Ohio River Flood in 1937, he was detailed with the Huntington, West Virginia, Engineer District, and served as executive officer during construction of flood control and navigation works in the Ohio River and its tributaries.

In September, 1939, he entered the Army War College. Upon graduation in June, 1940, he was assigned as District Engineer at Vicksburg, Missi-

ssippi. During the following two and a half years the greatest flood control works on the Mississippi were prosecuted under the new Flood Control Act of 1941, and yearly $200,000,000 were expended by the Vicksburg District in construction of airbases, cantonments, ordnance works, industrial plants, hospitals, and other installations essential to mobilization of man power and military industry for rapid prosecution of World War II.

In December, 1942, General Sturgis was transferred to Providence, Rhode Island, as engineer of the newly organized XIII Corps. A few weeks later his services were requested by General Walter Krueger as chief engineer of the Sixth Army, and he proceeded to Australia. For more than three years, he served as chief engineer of the Sixth Army, in charge of all airbases, port, and Army construction in 22 amphibious operations from Australia to Japan. During this period he participated in the New Guinea, New Britain and Admiralty Islands campaigns; the invasion of Leyte, the conquest of Luzon; and the occupation of the Japanese islands.

In February, 1946, General Sturgis was appointed Air Engineer at Air Force headquarters. He was assigned to Operations Training Division, War Department General Staff for staff duty in June, 1948, and in May, 1949, became engineer of the Missouri River division, with station at Omaha, Nebraska.

General Sturgis assumed command of the Sixth Armored Division at Fort Leonard Wood, Missouri, in February, 1951.

A year later he was transferred to the European Command, and in March, 1952, became cammander of the Communications Zone of that Command.

In November, 1945, General Sturgis was awarded the Silver Star for gallantry in action on Luzon, Philippine Islands from January 9 to June 30, 1945. The citation stated that, Engineer, Headquarters Sixth Army, General

Sturgis made frecuent visits to front line areas to keep abreast of the rapidly changing engineer situation and to enable him to make prompt decisions regarding engineer operations to be undertaken to meet the ouickly shifting tactical operations.

He was awarded the Legion of Merit in March, 1945, for "exceptionally meritorious conduct in the performance of outstanding services in the Southwest Pecific Area from June 15, 1943 to September 25, 1944."

He was awarded the Bronz Star Medal in March, 1945, for meritorious achievement in connection with military operations against the enemy from June 1 to August 4, 1943. The citation stated that he had solved "numerous and complex engineering problems in the development of a vitally important base for the support of operations."

In February, 1946, he was awarded the Distinguished Service Medal for performance of duty as Engineer of the Sixth Army, from September, 1944 to October, 1945. The citation states that he displayed a high degree of professional skill while planning and executing an engineering program of unusual scope and complexity in connection with Sixth Army operations in the Philippines and on the cessation of hostilities, he reorganized all engineer activities to support troops in the occupation of Japan.

PROMOTIONS

General Sturgis was promoted to first lieutenant (permanent) June 12, 1918; to captain (temporary) the same date; to captain (permanent) April 17, 1920. In the reduction of the Army in 1922, he was reduced to first lieutenant and served in that grade until 1933, when he again was appointed captain. He was promoted to major (permanent) March 1, 1940; to lieutenant colonel (temporary) June 12, 1941; to colonel (temporary) February 1, 1942; to lieutenant

colonel (permanent) July 4, 1942; to brigadier general (temporary) November 10, 1944; to colonel (permanent) March 11, 1948, to brigadier general (permanent) September 1, 1949, with date of rank from July 27, 1948; to major general (temporary) June 20, 1951, with date of rank from April 10, 1949.

END