

HOLING THROUGH

NEWS BULLETIN OF **THE MOLES** • 11 W. 42ND STREET, NEW YORK 18, N. Y.

An Organization of Tunnel and Heavy Construction Men

DECEMBER, 1945

O.W. Swenson and Miles Killmer Will Receive 1946 Construction Awards at Feb. 6 Dinner



Oscar W. Swenson

ONE OF THE FEW MEN alive today who actually participated in the pioneer work of constructing transcontinental railroads in the North and West, Oscar William Swenson has been selected by The Moles for the 1946 non-member Award for construction achievement. Now in his 82nd year — when a youngster he saw both General Custer and Sitting Bull—he has witnessed the construction industry progress from the use of hand labor and horses to the most highly developed mechanized equipment; from transportation by snowshoes to the airplane.

His work, starting with the supervision of logging and milling operations in Minnesota, gradually spread to include the building of railroads in all parts of the United States and Canada, dams in California, tunnels in the East and West, railroad terminals and harbors in Nova Scotia, piers and docks in New York Harbor, drydocks in Philadelphia and

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Stage is All Set for Annual Award Dinner

Applications for tickets to The Moles' Award Dinner at the Roosevelt Hotel, Wednesday evening, Feb. 6, 1946, are now being received, according to an announcement by Capt. Thomas A. Scott, chairman of the Award Committee. Attendance will be limited to 600 members and guests. Reservations, at \$10 per ticket, must be made not later than Jan. 3. After that date it is probable that no tickets will be available, but if there are any, assignments will be made to tables set up on the mezzanine of the hotel's

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Load Lightened for Atwater and Hanly

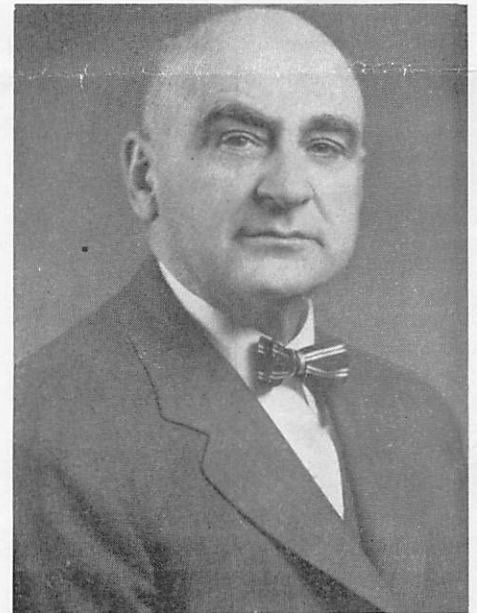
Salaried Ass't. Secretary Will Handle Administrative Detail at Moles Headquarters Office

AN IRREPARABLE LOSS to The Moles in the resignation from office of Treasurer Ralph W. Atwater, whose health and private business interests prevent him from continuing to carry the heavy burden of administrative duties which he has borne so unselfishly and so competently for many years, was averted when the Executive Committee, at a special meeting Nov. 29, authorized the employment of personnel to relieve him and Secretary Bill Hanly, another overworked Mole officer, of much of the detail which the present offices of treasurer and secretary entail.

New Assistant Secretary

The Executive Committee's action creates the new salaried position of Assistant Secretary to which John B. Hanly, brother of Secretary Bill Hanly,

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Miles I. Killmer

OVER A PERIOD OF 40 YEARS, dating from the construction of the Pennsylvania Railroad's tunnels under the East River, New York, in 1906, and extending to the present-day project of completing the Brooklyn-Battery tunnel on which work, begun in 1941 and interrupted by the war, has recently been resumed, Miles I. Killmer, vice-president and general manager of Mason & Hanger Co., New York contractors, and winner of The Moles' 1946 annual Award to a member "for outstanding contributions to construction achievement", has few, if any rivals in claiming a world's record for length and variety of experience in subaqueous tunneling under compressed air.

Most of the important under-river tunnels for rail or vehicular transit in the metropolitan district of New York, including the several subway tubes linking Manhattan and Brooklyn, the Holland and the Lincoln tunnels under the Hudson River between New York and New

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Oscar W. Swenson

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Norfolk, airports in Nassau, mining operations in Montana and India, roads and docks in Persia, as well as countless buildings and bridges in other localities.

O. W. S. was born in 1864 in Chisago City, Minn., 30 mi. from St. Paul, and attended country school. He then became a member of an engineering survey party engaged in the location of a railroad from St. Paul to Duluth. Later he attended Carlton College at Northfield, Minn.

Enters Railroad Work

For a short while he worked in the engineering and purchasing departments of the St. Paul, Minneapolis & Manitoba Railroad (now the Great Northern Railway), which was then thrusting into the Northwest.

In 1885 O. W. S. joined the organization of the four Foley brothers, Timothy, Thomas, John and M. H., who had arrived from Canada and started in business in the '70s. He was soon in charge of their extensive logging and milling operations. When the timber limits were exhausted, he entered the construction branch of the business and progressively became manager of construction, director, secretary-treasurer and vice-president. He is now president of Foley Bros., Inc., of New York.

He began his railroad construction activities in the northwestern part of the United States, extending from St. Paul to the Pacific Coast, where he was in charge of building various portions of the Great Northern and the Kootenay Valley, Bedlington & Nelson Railroads (from Bonners Ferry, Ida., to Nelson, B. C.). After 1900 he participated in extensive operations for the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific, and the Algoma Central Railroads. This work extended from Quebec in the East through the Rocky Mountains in the West to the Pacific Coast.

Foley Bros., Inc., and their associates constructed more than 26,000 mi. of railroad and O. W. S. was in active charge of much of this work. Other operations included construction of the Connaught Tunnel through the Rockies in 1912 and the rebuilding of Halifax Harbor, Nova Scotia, in the same year.

Inspection Trips on Snowshoes

As most of this construction work was performed through territory so wild and rugged that horses or vehicles could not be used, it was necessary for O. W. S. to make exploration and inspection trips on snowshoes, involving in some cases a 600-mi. hike. As a result, his contemporaries conceded him the unofficial

Miles I. Killmer

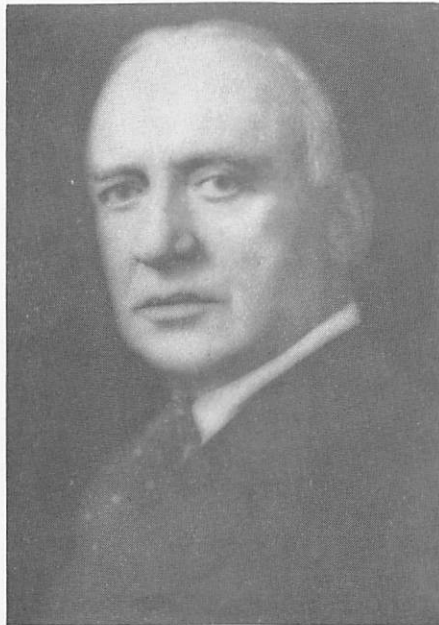
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Jersey and the Brooklyn-Battery tunnel now under construction, have enlisted his abilities as a construction specialist. Except for one dam-building project and an interlude of 17 months spent as a Captain of Army Engineers with the A.E.F. in France during the first World War, Killmer's professional career has been devoted largely to compressed air tunneling, generally rated as one of the most arduous, difficult and hazardous operations in the category of heavy construction.

Started as Sand Hog

A native of Pennsylvania and of Pennsylvania Dutch stock, he taught in a country schoolhouse for a year before entering Penn State College to study engineering. During summer vacations he played professional baseball with one of

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AWARDEE COMMITTEE CHAIRMAN is Capt. Thomas A. Scott, of Merritt-Chapman & Scott Corp. Members of all other committees worked with him in making the selections.

walking championship of Canada. Even today — at 81 — he likes his 19 holes of golf and tires out many a younger opponent on long-distance competition. On his 72nd birthday he played 72 holes — the caddy weakened and Swenson carried his own bag the last nine.

In the course of his lengthy trips, O. W. S. became well acquainted with the Indians, as well as the animal life of the locality. As a youngster he saw General Custer pass through St. Paul en route to his last battle. Later he saw Sitting Bull, captured by the soldiers and imprisoned in the same city. His construction activities brought him in con-

"HOLING THROUGH" MAKES BOW IN NEW TYPE DRESS

"HOLING THROUGH" greets Mole members this month in a new, modernized format and type dress.

The change from offset printing, involving the reproduction of type-written text, to standard letterpress printing employing metal type and half-tone engravings, has been made, with the approval of the Executive Committee, to improve the general appearance and readability of our news bulletin and make it worthy of the position of increased importance which The Moles, organization of tunnel and heavy construction men, has attained in the construction industry.

We hope you like "Holing Through" in its new form.

ROBERT K. TOMLIN
Chairman, Publicity Committee

Load Is Lightened

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has been appointed. He has established his office at The Moles headquarters, 11 West 42nd St. (phone: LOngacre 5-1830) and will have a secretarial assistant to handle correspondence and organization routine. John Hanly recently received his discharge as sergeant from the Army Air Forces after more than 3 years' service, most of the time in West Africa. Under this new setup the administrative detail of conducting the business affairs of The Moles, which has expanded enormously in volume during recent years, will be competently handled under the general supervision of the treasurer and the secretary.

Advance word of Ralph Atwater's proposed resignation as treasurer, because of poor health and the demands of his

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tact with men who were devoting their lives and energies to building the Northwest. These included James J. Hill, president of the Great Northern Railway; Sir Henry Thornton, president of the Canadian Northern Railroad; Lord Shaughnessy, president of the Canadian Pacific Railway; and Sir Harry Oakes, the great mine owner and developer.

Mr. Swenson was chairman of the Heavy Construction and Railroad Contractors Division of the Associated General Contractors of America in 1937. In that year he was also a member of the Governing Board and the Executive Committee of the A.G.C.

Harry Leeuw, Moles Founder and First President, Dies

Henry A. Leeuw, first president of The Moles, died at the Harkness Pavilion of the Columbia Presbyterian Medical Center in New York City on Oct. 18. He was 62 and had been chief superintendent of construction for Allen N. Spooner & Son, Inc., New York harbor contractors, for



the past 22 years. He directed construction of piers, underwater pipe and cable laying and other harbor construction.

A native of New York City, Mr. Leeuw was graduated from Cornell University and attended the Cooper Union Engineering School. While working on the Hudson tubes of the Hudson & Manhattan Railway Co., he served under the direction of William V. McMenimen, Mole member and last year's Award winner. He was also construction engineer on the huge dirigible hangar at Lakehurst, N. J.

With James H. Fitzgerald and Alex M. Stagg, Mr. Leeuw founded The Moles in 1937. He was also a member of the American Society of Civil Engineers. Surviving are his widow, Mrs. Mae V. Bergen Leeuw, and a daughter, Mrs. Louis Ragnonetti.

Stage Is Set

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ballroom. Refunds on tickets will not be made.

Ticket allotments will be on the same basis as in previous years: One ticket will be assigned to each member requesting one or more tickets; then, a second ticket will be assigned to each member requesting two or more tickets; then, a third ticket will be assigned to each member requesting three or more tickets and this process will be repeated until the 600 tickets are allotted.

Dinner arrangements will be directed by Ham Penn, able chairman of the Program Committee.

Plaques Distributed to Former Award Winners

BECAUSE BRONZE was placed in the category of war-critical materials during the last three years it was not possible to give to the six most recent winners of The Moles' Awards for Construction Achievement the handsome plaques emblematic of the honor conferred upon them. Instead, they received photographic facsimiles, with the promise of the actual plaques when war restrictions were lifted.

Secretary Bill Hanly now announces that the Gorham Co., New York silversmith, has been able to obtain material

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Load Is Lightened

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own dredging business, was presented to Messrs. Johnson, Warwick, Penn, Spooner and Hanly at an informal meeting Nov. 5 in connection with final arrangements for The Moles' Frolic. The discussion emphasized that The Moles have been most fortunate in obtaining through the years the voluntary services of men so vitally interested in the organization that they have contributed to it more of their time than they could reasonably afford. Nevertheless the consensus was that the point has been reached where The Moles can no longer depend on this voluntary service. Realizing the necessity for prompt action, the Executive Committee authorized the establishment of an Assistant Secretary's office and set up a budget to provide for its maintenance. Members are requested to clear all organization matters, correspondence and phone calls through the new Moles headquarters office, rather than through the individual offices of Atwater and Hanly.

Atwater a Charter Member

Relieved of the detail of their former work under the new arrangement, Treasurer Atwater and Secretary Hanly will continue in office and will guide the new Assistant Secretary in the performance of his duties. The good news that Ralph Atwater has agreed to continue in the office of treasurer will bring to the minds of veteran Moles the fact that he was a charter member, elected Nov. 25, 1937. Since that time he has headed committees in charge of annual dinners, clambakes, award dinners and Frolics. He was first vice-president and chairman of the Program Committee in 1939-40, and had been secretary-treasurer from 1941 until 1944, when these two offices were separated.

Albert D. Saunders Dies

ALBERT DUDLEY SAUNDERS died on Sept. 18 at his home in Great Neck, L. I., after a brief illness. He was president of A. M. Hazell, Inc., and vice-president of the Arthur A. Johnson Corp. His association with Arthur Johnson, Mole president, began when he came to America from England 36 years ago and, with the exception of 3 years, continued until his death. He was 55 years old.

Mr. Saunders was prolific in designing new methods of construction. He supervised the preparation of the site for the New York World's Fair, as well as the construction of sections of New York's Independent subway and several tunnels. He was general manager for the three joint contractors on the construction of the \$37,000,000 Army Air Base at Bermuda.

Always active in civic affairs, he was a former president of the Great Neck Board of Education. He served on the Membership Committee of The Moles.



Surviving him are his widow, Mrs. Helen Sidley Saunders, three sons, Lieut. (j.g.) Dudley A., Tech. Sgt. Gerald E., and John D. Saunders, and a daughter, Miss Helen A. Saunders.

Adm. Moreell Heads Material Division

Vice Admiral Ben Moreell, Honorary Mole who headed Navy's Bureau of Yards and Docks since 1937, has been named Chief of the Material Division in the Office of the Assistant Secretary of the Navy. He received The Moles' non-member Award in 1943.

Admiral Moreell has been succeeded as Chief of the Bureau of Yards and Docks by Rear Admiral John J. Manning, a frequent guest at Moles functions.

Gilbert M. Ramsey, Architect, Is Dead

GILBERT MILES RAMSEY, 54, architect for the Shell Oil Co., died Oct. 2 at French Hospital in New York. Funeral services were held at Middleboro, Mass., his birthplace.

Associated with Shell for 10 years, he helped design the company's manufacturing buildings and service stations. He



attracted notice in architectural circles when he introduced to the United States the first building constructed solely of structural steel and glass. He was a member of The Moles' Publicity Committee and of the New York Society of Architects.

Mr. Ramsey was a graduate of Harvard College School of Architecture and of the School of Architecture at Columbia University. He also had studied at Boston University, the New School, City College of New York and New York University.

Committee Members Pay Tribute to Harry Leeuw

On behalf of the Membership Committee, Chairman Luther G. McConnell, at the Nov. 29 meeting of officers and trustees, presented the following resolution on the recent death of Harry A. Leeuw, a member of that committee:

Resolution

"Your Membership Committee wishes to record the regret of all members on the death of Harry A. Leeuw. A long-time member of the Committee, he endeared himself to all by his rare personal qualities. His wide acquaintance and his keen judgment of men added greatly to the deliberations of the committee. We shall miss him at every meeting."

Miles I. Killmer

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the minor leagues. After graduation in 1906, he started work at \$60 a month as a chainman on the East River tunnels of the Pennsylvania Railroad and was promoted through various grades to that of inspector. In 1910 he became tunnel foreman for the contracting firms of Arthur McMullen and Snare & Triest on the building of New York's Lexington Ave. subway. Four years later, as assistant engineer with the New York Public Service Commission, he served under Division Engineer Clifford M. Holland (who later directed construction of the vehicular tubes under the Hudson which bear his name) on the rapid transit tunnel under the East River between lower Manhattan and Montague St., Brooklyn.

On his discharge from the Army in 1919, Killmer again worked under Holland, who had been appointed chief engineer of the joint New York and New Jersey Tunnel Commissions. As construction engineer on the 32-ft.-dia. subaqueous twin tubes, Killmer spent most of his time "down in the hole" under air pressure until the job was finished in 1926. During the course of this work he was subjected to the enormous air pressure of 48 lb. per square inch, an ordeal only rarely experienced by deep sea divers.

Joins Mason & Hanger

On Jan. 1, 1928, he joined Mason & Hanger Co. as general superintendent and has remained with that organization ever since. For this company he has been in charge of two East River subway tubes for the New York Board of Transportation—the Fulton St. and the Rutgers-Jay St. tunnels—between Manhattan and Brooklyn. In 1934 he took charge of constructing both 32-ft.-dia. tubes of the Lincoln vehicular tunnel built under the Hudson for the Port of New York Authority. He directed field operations on the Rays Hill tunnel on the Pennsylvania Turnpike and then handled the building of Merriman Dam at Lackawack, N. Y., one of the major structures on the Delaware River Aqueduct project. This dam was about half completed in 1943 when war shortages of materials resulted in an order to suspend work.

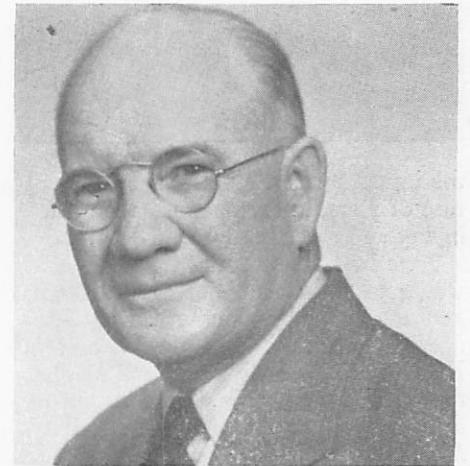
On Brooklyn-Battery Tunnel

Now Killmer has returned to his old love—direction of sand hog operations in completing the New York half of the great Brooklyn-Battery under-river tunnel that will connect lower Manhattan with Brooklyn via Governors Island in New York Harbor. Work on this Mason & Hanger contract, stopped by the war in 1943, has recently been resumed and Killmer is again on the firing line—super-vising the unwatering of the flooded sec-

Roy E. Ross Dies in Chicago

The death of Roy E. Ross on Sept. 28 followed an illness which had confined him to his Westfield, N. J., home for almost a year. He died at the Morrison Hotel in Chicago where he had gone to attend the funeral of one of his business associates.

Mr. Ross was born in Bloomington, Ill., in 1882 and started with the Bates & Rogers Construction Co., of Chicago, in 1904 as timekeeper. He was successively foreman, assistant superintendent and superintendent on railroad work in the Far Northwest. In the early 1920s he was made general superintendent on work in the Middle West. Later he was in charge of the new Musconetcong Tunnel for the Lehigh Valley Railroad at West Portal, N. J., and was then made eastern district



manager with offices in New York. When war broke out, he returned to Chicago to participate in the building of the Kingsbury Ordnance Plant and the blast furnaces for the American Steel & Wire Co. at Duluth, Minn.

He leaves a widow, Mrs. Georgia Murphy Ross, and three sons, Roy Daniel, Robert E., and John W. Ross.

tion of the partially completed project, reconditioning or replacing air-compressing plant and other equipment, negotiating labor agreements and preparing to jack the shield eastward on its journey through the silt underlying New York Bay to the point of holing through with the tube which is pushing westward from the Brooklyn shore.

Eminently qualified for membership in the organization which this year is conferring its highest honor upon him, Killmer joined The Moles in 1938. He is also a member of the American Society of Civil Engineers.

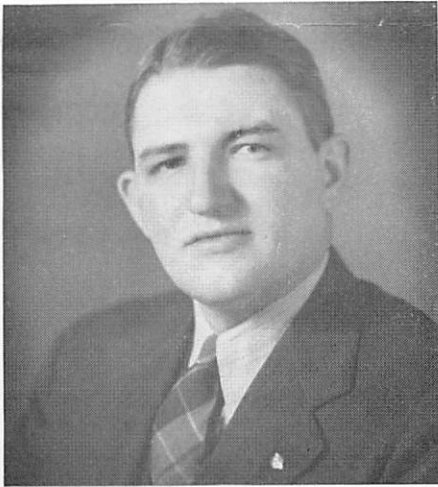
Crimmins Trustee

Thomas Crimmins has been named a trustee of The Moles, succeeding the late Alf Hjort. He heads the Thomas Crimmins Contracting Co. and is a member of The Moles' Finance Committee.

Members Total 317

As of Nov. 29, 1945, the most recent meeting of the Executive Committee, Secretary Hanly reported that the number of members of The Moles totals 317. This total is made up of 310 active members, 2 inactive members and 5 honorary members.

New Assistant Secretary



JOHN B. HANLY, veteran of Army Air Forces with three years of service in West Africa, will relieve Treasurer Atwater and Secretary Hanly of organization detail. He was elected a Mole member Dec. 12;



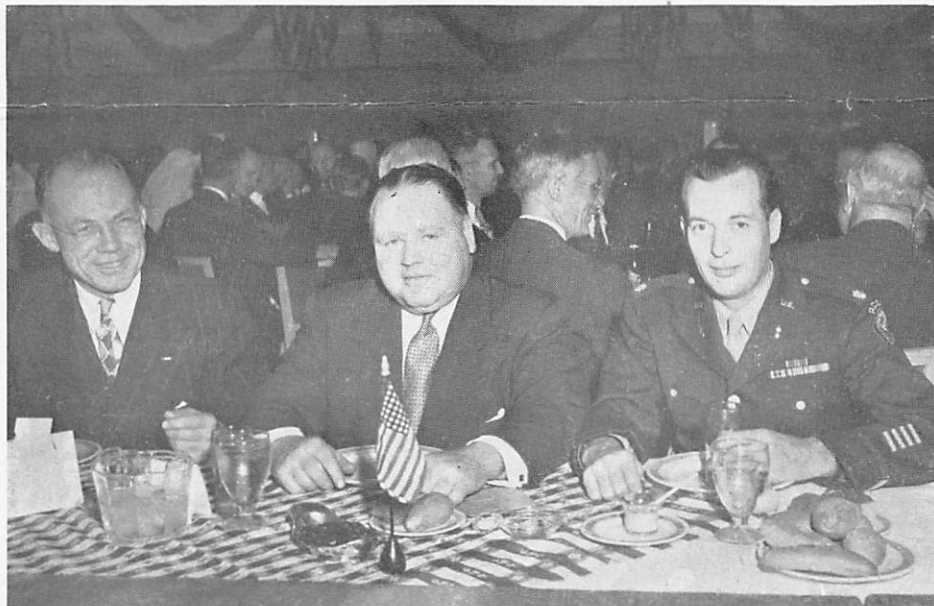
LINING UP in their Frolic caps are (left to right): Vice-President Al Warwick, Secretary Bill Hanly, Program Committee Chairman Ham Penn and Treasurer Ralph Atwater.

H. O. Penn Meets With Advisory Group

MOLE MEMBER Hamilton O. Penn, president of the Associated Equipment Distributors, was invited by President Eric A. Johnston of the U.S. Chamber of Commerce to the initial meeting of the Construction Industry Advisory Council in Washington Nov. 1. Conference objectives were to bring about a better understanding of problems confronting government, labor and industry, with particular reference to construction. The meeting resulted in appointment of committees which will report findings by Jan. 1.



GREETINGS ARE EXCHANGED at Nov. 7 Frolic by J. F. Cook (left), vice-president, Central Hanover Bank & Trust Co., and O. W. Swenson, 1946 non-member Award winner.



BACK FROM THE WARS for Moles Frolic are (left to right): Comdr. Kendric F. Doane, USNR; Capt. Hugh V. (Pat) Roden, USA; and Maj. Edward Ehrbar, USA.

Executive Committee To Meet Every Month

BECAUSE of the growing volume of administrative matters that demand attention in The Moles organization President Arthur A. Johnson has announced that the Executive Committee, comprising all officers, trustees, and committee chairmen, will meet regularly on the third Tuesday of every month. Supplementing these meetings there will be held, periodically, larger gatherings to include all standing committee members, in addition to members of the Executive Committee.

Mole Foley Reports From Himalaya Camp

From "somewhere in the Himalayas", Lieut. Edward W. Foley, Jr., 779th Engr. Pet. Dist. Co., wrote to another Mole member shortly before V-J Day. His letter says, in part:

"Now that the war is over in Europe, I suppose they will be transferring some of the fellows I know over to this Theater. So far I have never noticed anyone I know having an APO number here. There is an enlisted man with a trucking company over here who used to work for us but I have never run across him.

"We have a very fine camp site up in the Himalayas and so far have been exceptionally healthy. The mountaineers, like the mountaineers of West Virginia,

Modernized Certificates Sent to Moles' Members

RESTYLED membership certificates have been sent to all Moles, except those still out of the country with the armed forces. Dimensions are the same as formerly so the new certificates will fit in the same frames as the old ones. Members who do not receive the new certificate by Jan. 1 or who do not find it entirely satisfactory are asked to inform Secretary Bill Hanly.

make excellent corn whiskey so we are not too much bothered by the liquor shortage. Too bad the postal regulations prevent my sending you home some."

Sons of Moles Serve in Armed Forces

There has been much water over the dam since the last issue of "Holing Through" requested the names of sons and daughters of Mole members in the armed services. The war has ended and it is probable that some of the men listed below have since been discharged. We believe, however, that Moles will still be interested in hearing about the sons and daughters of fellow members who served their country. They include:

Capt. Robert Crimmins, 102nd Engineers, son of Thomas Crimmins.

Sp. (A) 1/C Joseph F. Foley, Jr., USNR, son of Joseph F. Foley.

Lieut. John D. Gaskin, USA, son of John D. Gaskin.

Lieut. James E. Gibbons, Jr., Corps of Engineers, son of James E. Gibbons.

Karl Gilman, 2nd Asst. Engr., Merchant Marine, and **Lieut. Roger H. Gilman**, USNR, sons of Charles Gilman.

James W. Jenkins, Army Aviation Cadet, son of Forrest L. Jenkins.

Capt. Graham G. McConnell, Medical Corps; **Pfc. John G. McConnell**, Combat Engineers; and **Sp. 1/C David G. McConnell**, USNR, sons of Luther G. McConnell.

Lieut. James E. MacDonald, Jr., Signal Corps, son of James E. MacDonald.

Pvt. Mary P. McDonald, Marine Corps Women's Reserve, daughter of John I. McDonald.

Cpl. Edmund A. Prentis, Engineer Corps, son of Edmund A. Prentis.

Pvt. John A. Reilly, Army, and **Fireman 1/C Edward A. Reilly**, Navy, sons of John A. Reilly.

Lieut. Dudley A. Saunders, Seabees, and **Pfc. Gerald E. Saunders**, Quartermaster Corps, sons of A. D. Saunders.

Ensign William W. Shelbourne, Jr., USNR, son of William W. Shelbourne.

B.M. 2/C William S. Spencer, Seabees, son of Charles B. Spencer.

Capt. Peter Gossman, Medical Corps, and **1st Lieut. Daniel J. Barrows**, Engineer Corps, son-in-law and nephew of Lazarus White.

ELECTED TO MEMBERSHIP IN THE MOLES SINCE THE LAST ISSUE OF "HOLING THROUGH"

EDWARD P. ALBRIGHT, Contract Mgr.
Underpinning & Foundation Co., Inc.
155 E. 44th St.
New York 17, N. Y.

FRED GRAHAM BIRCH, President
S. Birch & Sons Construction Co.
Great Falls, Mont.

CHARLES G. DANDROW,
N. Y. Dist. Mgr.
Johns Manville Sales Corp.
22 E. 40th St.
New York 16, N. Y.

RALPH E. DESIMONE,
Res. Constr. Mgr.
Merritt-Chapman & Scott Corp.
17 Battery Place
New York 4, N. Y.

JULIAN DICKINSON, Supt.
Spearin, Preston & Burrows, Inc.
50 Church St.
New York 7, N. Y.

JOHN R. FLICK
Flick Contracting Co.
1515 East Bay Ave.
The Bronx 59, N. Y.

WALTER H. GAHAGAN, President
Gahagan Construction Corp.
90 Broad St.
New York 4, N. Y.

J. R. GLAESER
1332 Powersdale Ave.
Youngstown, Ohio

FRANK M. GROVES, President
S. J. Groves & Sons Co.
19 Rector St.
New York 6, N. Y.

ROBERT McLEOD HAND, Supt.
Merritt-Chapman & Scott Corp.
17 Battery Place
New York 4, N. Y.

RUDY J. HOFF, Asst. Treas. &
Gen. Supt.
Johnson, Drake & Piper, Inc.
86 Trinity Place
New York 6, N. Y.

LT. COMMDR. ANDREW S. KLAY
Construction Supt., U.S. Navy
Third Naval District
90 Church St.
New York 7, N. Y.

CHARLES LOSE, JR., Gen. Supt.
Caisson & Foundation Corp.
500 Zerega Ave.
The Bronx 61, N. Y.

LOUIS J. NEWBURG, Vice-President
Gahagan Construction Corp.
90 Broad St.
New York 4, N. Y.

JAMES A. ROSS, President
Sprague & Henwood, Inc.
Scranton, Pa.

CHARLES STILLMAN, Constr. Engr.
& Supt.
Linde Griffith Construction Co.
152 Passaic St.
Newark, N. J.

Plaques Distributed

(Continued from page 3)

for the past-due plaques and that they have been presented to the following non-member and member Award winners:

1943—Admiral Ben Moreell (non-member) and Frank W. Barnes

1944—Lieut. General Brehon Somervell (non-member) and Arthur A. Johnson

1945—Frank Crowe (non-member) and William V. McMenimen.