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## ARMY PEARL HARBOR BOARD EXHIBIT No. 6

## HOUSE OF REPRESENTATIVES

## COMMITTEE ON MILITARY AFFAIRS

WASHINGTON, D. C.

In re : Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

*County of Los Angeles, ss :*

ALICE ANSTEY, who resides at 938 East Edgemore Road, Los Angeles, California, first being duly sworn, deposes and says :

I have been employed as a hotel maid by the Biltmore Hotel for fifteen years, and am now employed there in that capacity. During the last four years, I have been working on the ninth floor, and there are apartments on that floor as well as suites.

I first saw HANS WILHELM ROHL about four years ago, when he used to occupy Apartment Z. He usually would have dinner at about 8:30 P. M. About four years ago last February, I know Rohl gave a big dinner party in Apartment Z, and I know the man whose picture you now show me was present. (John H. Weiner shows picture of THEODORE WYMAN, JR. to affiant with Wyman's name covered). I don't recall any other men at that party except Rohl and Wyman, who became extremely drunk. The liquor was brought up there by the case. During the course of the evening there were about twenty young girls who kept coming in and out of the Apartment all evening, and the party was still in progress when I left to go off duty at about 10:30 P. M. The girls appeared to be cheap, commercial party girls of the type that frequent the Main Street bars and night places.

After this first party, I saw Rohl and Wyman on a great many occasions when they had wild drinking parties of the same general type. The same cheap looking type of young girls paraded in and out all evening.

In cleaning up the various suites on the ninth floor, used for the parties, Suites Q, Z and W, there were twin beds, and I always found them pushed together.

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I would find lip-stick on the pillow cases and bedclothes, towels strewn over the floor and hair pins and bobby pins all over the room. At these subsequent parties, there would usually be four or five girls during the evening. While the parties were underway, I could never get into the bedrooms because they were always locked. Mr. Rohl always called Wyman "Ted" or "Teddy". On each and every occasion when these parties occurred, I have seen girls sitting on Rohl's lap and Wyman's lap, and all the indications that would naturally lead me to believe that these girls were simply being hired to cater to the sexual whims of the two men, because different girls were used from time to time, and as I was the maid on that floor, I went in to take fresh supplies of towels and had ample opportunity to observe what went on.

Rohl had a party in Apartment Q on the Ninth Floor about six weeks ago. He had no baggage and registered alone. Rohl had a tall, blond girl with him and said she was his nurse. They had dinner together and he said he had just come from the hospital where he'd had his gall-bladder removed. On this occasion a lot of liquor went up to this Suite, both Rohl and the nurse were drinking and Rohl got drunk.

About two months ago, in Apartment Q, on the Ninth floor, Rohl gave a party and there was a dark little girl who looked like a Mexican. That was after Rohl just left the hospital following the gall-bladder operation. On this occasion he also came in with the same blonde nurse, and the brunette, the blonde nurse and Rohl were all drinking and a great deal of liquor was brought in. On this occasion the twin beds were shoved together and the mattresses were placed crossways on the beds, and on the bed-clothes and pillow-slips were evidences of lip-stick, and there were rouge-stained cigarettes, used towels, hair pins and bobby-pins strewn about the bedroom. At about 10 P. M. the blonde shoved the brunette out of the apartment and into the hall and shut the door. This blonde,

whom Rohl stated was his nurse, was almost always with him on these many parties.

I saw Wyman alone in the hotel about a year ago and haven't seen him since.

Alice Anstey  
ALICE ANSTEY.

Subscribed and Sworn to before me this 18 day of December, 1943.

FRIEDA SEGEL.

[SECRET]

STATE OF CALIFORNIA,  
County of Los Angeles, ss:

JUANITA BLACKWELL, first being duly sworn, deposes and says:

I went to work for Hans W. Rohl approximately sixteen years ago, on Rodeo Drive in Beverley Hills, then to Shaddow Place, then to the Talmadge Apts., then to their present residence. I was cook and cared for the house. At 8159 Hollywood Boulevard, Theodore Wyman, Jr. was a guest. Mr. Rohl often spoke of Wyman when we were living in the Talmadge Apartments in about 1936. It was shortly after we had moved from the Apartments that Mr. Rohl took Dr. Lewis and his wife on a cruise aboard the yacht "Vega," to the Hawaiian Islands.

Major Wyman never remained overnight—he usually discussed business with Mr. Rohl during these visits, and used to stay for dinner. Every other day or so Major Wyman would telephone Mr. Rohl, and I would answer the phone, and he would, of course, tell me who he was. Major Wyman frequently was driven to the Rohl residence by a soldier in an army car.

Werner Plack used to telephone infrequently, would ask for Mr. Rohl, and would, of course, tell me his name when I answered the telephone.

Many times after Wyman went to Honolulu, he and Mr. Rohl would talk for quite a long time on the long-distance telephone, and I have heard Rohl swear at him during these conversations. Rohl certainly wasn't afraid of Mr. Wyman at all. During these long-distance conversations Wyman and Rohl would discuss business, and I heard Rohl speak of hangars, runways, and landing fields. Mr. Paul Grafe also used to phone Mr. Rohl from Honolulu about business, too.

JUANITA BLACKWELL.

Subscribed and sworn to before me this 14th day of December, 1943.

R. E. COMBS,

*Counsel for State Fact Finding Committee on Un-American Activities; #ACR59.*

JOHN H. WEINER,  
W. BRUCE PINE

Mr. T. E. Connolly was interviewed by Mr. John H. Weiner, Investigator for the Committee of Military Affairs, House of Representatives on December 11, 1943 at his office, 461 Market Street, San Francisco.

Question. Your name is T. E. Connolly?

Answer. Yes.

Question. Where do you reside?

Answer. I reside at 2400 Fulton Street, San Francisco.

Question. Are you acquainted with Hans Wilhelm Rohl?

Answer. I am.

Question. When and under what circumstances did you first meet him?

Answer. I met H. W. Rohl sometime prior to 1925, probably at some contractor's gathering because I knew him as such. The exact date and exact circumstances I don't remember.

Question. Are you acquainted with Colonel Theodore Wyman, Jr.?

Answer. I am.

Question. When and under what circumstances did you first meet him?

Answer. The year and date I do not have. I first met him when he came to Los Angeles as a captain in the United States Army Engineers and was in charge of construction activities in that area.

Question. Do you remember who introduced you to him?

Answer. It was very possible that I introduced myself. If a formal introduction was arranged, I don't think that was so. I would rather say that I went over there to get some plans or offer a bid. I certainly met him in his office in an official capacity.



Question. In other words, it is possible that you went over to discuss with him contracts, etc.?

Answer. Certainly. I have done that many times.

Question. It is a fact is it not that you are a stockholder in the Rohl-Connolly Co., a Nevada corporation doing business in California?

Answer. Yes, sir.

Question. Where is the principal place of business?

Answer. Los Angeles, California.

Question. Wasn't it formed in 1932 by Frank S. Cliff, F. E. Leader and a man named Peterson? Who are these gentlemen?

Answer. I don't know. Of course, it was formed in Nevada—they may be the attorneys, those must be the qualifying directors—absolutely unknown to me.

Question. Isn't the corporation's principal place of business 511 N. Carson Street, Carson City, Nevada?

Answer. It might be so recorded but our principal place of operations has been Los Angeles.

Question. Didn't the California Commissioner of Corporations in May of 1932 issue a permit for the sale of 40,000 shares of the capital stock of the concern to H. W. Rohl, Irma Dickey and yourself?

Answer. If so, I don't think that was acted upon. My recollection is there is only 20,000 shares out.

Question. What consideration, if any, did you give the corporation for your shares?

Answer. Cash.

Question. How much, what amount, do you remember?

Answer. I think \$200,000.

Question. How many shares were originally issued to you?

Answer. I think 10,000 shares.

Question. What office did you hold in December of 1940?

Answer. The latter half of December, 1940, I was president.

Question. Did Rohl ever state to you that he knew Wyma prior to meeting you?

Answer. No, sir.

Question. Was it your general custom to confer with Rohl from time to time on important projects in which your firm was engaged?

Answer. Yes, sir.

Question. Are you acquainted with General Virgil Lee Peterson of Washington, D. C.?

Answer. I met General Peterson, who was then Colonel Peterson, when he was in charge of the Los Angeles District when we bid our first section of the Los Angeles-Long Beach breakwater.

Question. Were you in Washington on December 18, 1940?

Answer. Yes, sir.

Question. Were you in Washington on January 17, 1941?

Answer. I was there on the evening of that day. I was in a plane from Los Angeles to Washington during the day on January 17th.

Question. Were you in Washington, January 21, 1941?

Answer. Yes, sir.

Question. While you were in Washington on these dates, Mr. Connolly, isn't it a fact that you were there discussing the contracts that you had in the Hawaiian Islands?

Answer. No, sir. When I was there in December we were discussing the Hawaiian contracts. When I was there on January 17th to appear before the naval board on January 18th regarding the building of naval bases and Bermuda installation was mentioned, but we had gone there to try and obtain construction of a dry dock at San Diego. We prepared questionnaires and on January 22nd we appeared before the naval board and made our submission regarding the construction of the dry dock at San Diego and refused our consideration of any work in Bermuda or Newfoundland.

Question. While you were in Washington, did you receive any long distance calls from Mr. Rohl?

Answer. Whether I received them or not—I talked to him. If I didn't receive them, I made them.

Question. During your visits to Washington to either negotiate or conclude government contracts for your firm for installation of fortifications in the Hawaiian Islands, Mr. Rohl called you in Washington?

Answer. I had telephonic communication with Mr. Rohl when I was in Washington concerning these contracts. Whether he called or I called, I cannot state, but we did have telephone conversations.

Question. Regarding the contracts?

Answer. Yes. The first knowledge I had of a potential contract in the Hawaiian Islands was on Monday, December 16, 1940, when I was called in Denver, Colorado by Mr. Rohl from San Francisco who stated that Colonel Wyman was here from the Hawaiian Islands seeking contractors to perform certain work over there and that he, Rohl, wished me to meet a certain plane at Cheyenne and go on east with Colonel Wyman and endeavor to get the contracts. I asked what type of contracts they were and Rohl answered that the Colonel would explain that to me. I was unable to get on a plane at Cheyenne so I flew to Chicago and got on a plane with Colonel Wyman and flew from Chicago down to Washington. We went to the Carlton Hotel where we could get no rooms and we were expecting Mr. Paul Grafe. He had not yet arrived so we occupied his room. I met John Martin, Mr. Rohl's attorney, who told me he was in Washington in the interests of acquiring citizenship or furthering citizenship applications for Mr. H. W. Rohl. When I thought that there was a likelihood that we would acquire the contract I further thought that I should have Mr. Rohl resign as an officer of the Rohl-Connolly Co. and substitute myself and I so 'phoned him and it was so done, and he was neither officer nor a director of the Rohl-Connolly Co. until after he obtained his naturalization papers.

Question. In other words Mr. Connolly, at your insistence he resigned as an officer or a director of the company?

Answer: That's right.

Question. But still retained his stock?

Answer. That is right.

Question. Subsequent to receiving the contract for the Hawaiian Islands, did Mr. Rohl discuss with you the nature of the contract, etc.?

Answer. No. There was no detailed discussion of this contract at all. Personally I never saw a written description of it or a blueprint on any part of it. Rohl and I discussed the necessary financial arrangements, advancement of monies because after all we were financing this. We were building certain airfields. We knew what that meant, just simply movement of materials and stabilization of a base without a blueprint at all. When you are told to run a 7500 runway we knew what it takes.

Question. But it would be most usual for him to discuss with you the nature and type of contract that you received for the Hawaiian Islands?

Answer. Yes. I don't doubt but what we mentioned building an airport there. I don't think that we ever got into some of these installations out there, I don't think Rohl and I ever discussed anything of that nature. We talked of those warning stations because I was curious as to what they were. That's all that I know that we ever got into any detail about.

Question. I believe that's all, Mr. Connolly.

J. E. CONNOLLY.

Witness

JOHN H. WEINER,

Dec. 11-43.

PASADENA, CALIFORNIA, *December 14, 1943.*

At the request of Mr. John H. Weiner, investigator for the Committee of Military Affairs, House of Representatives, Mr. E. T. Foley made the following statement:

To the best of my recollection, my first meeting with Colonel Theodore Wyman, Jr. occurred during the construction of the Fort Peck Dam, ten years or more ago. Our Company was one of a group of contractors that unsuccessfully bid for the spillway of this dam, and Colonel Wyman at that time was one of the engineer officers on this work. I believe he was a captain at that time. This meeting was short and purely in the line of the business at hand.

My next meeting with Colonel Wyman, as I recall it, occurred in about 1937 on completion of the San Gabriel Dam. At that time, Colonel Wyman, then a major, was in charge of the engineering work on the Los Angeles River, and the West Slope Construction Co. rented to the Government a portion of the plant that had been used on the San Gabriel Dam.

I have never had any social relations with Colonel Wyman.

The circumstances surrounding the connection of Foley Brothers, Inc. with the Rohl Connolly Co. in the construction of the Haines Cutoff to the Alcan Highway are briefly as follows:

Foley Brothers, Inc. representatives went to Edmonton early in February at the request of Colonel Theodore Wyman, Jr., the Division Engineer of the Northwest Division of the U. S. Engineers Corps.

Colonel Wyman stated that it was necessary that the Haines Military Cutoff Road be completed in the fall of 1943 and that he desired that Foley Brothers, Inc. undertake the work jointly with Rohl Connolly Co. as that firm owned a considerable amount of floating equipment suitable for ocean transport of personnel, construction machinery and material to Haines, Alaska. Prior to this time there had been no transactions between these firms although Foley Brothers, Inc. knew that Rohl Connolly Co. was a well established and successful firm. It was known that both Mr. Rohl and Mr. Connolly had been actively engaged in construction in the Pacific Coast district for many years and there was no knowledge or suspicion on the part of anyone connected with Foley Brothers, Inc. that Mr. Rohl was anything but an American citizen. It was known that prior to this time he had been engaged on Army work in the Pacific area. The press accounts of the investigation of the California Committee on Un-American Activities came as a complete surprise. This Haines Cutoff work is the only work on which Foley Brothers, Inc. have ever been associated with Rohl Connolly Co. or with Mr. H. W. Rohl.

After this unfavorable publicity in connection with Mr. H. W. Rohl occurred, representatives of Foley Brothers, Inc. again went to Edmonton and told General L. D. Worsham, Colonel Wyman's successor as Division Engineer, that Foley Brothers, Inc. entered into this association at the Army's insistence, that through no fault of its own, Foley Brothers, Inc. found itself in a very awkward position, and that Foley Brothers, Inc. would withdraw and consent to the cancellation of the letter of intent, if the Army so desired. General Worsham pointed out that the work was urgent, that this procedure would result in unnecessary delay and agreed to the suggestion of both firms that Mr. Rohl be entirely disassociated from the work. Negotiations were completed with General Worsham and contract entered into.

By arrangement with Mr. T. E. Connolly, now president of Rohl Connolly Co. Co. the construction was entirely handled by Foley Brothers, Inc. and Mr. Rohl was never on the work.

The road was completed on schedule and below the estimated cost, a result which is very creditable to everyone connected with the project.

E. T. FOLEY.

Witness

JOHN H. WEINER

Dec. 14-43

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON MILITARY AFFAIRS,  
Washington, D. C., March 18, 1944.

#### INTERVIEW

Present: Colonel Earl E. Gessler and H. Ralph Burton.

Mr. BURTON. Please state your name and position that you hold.

Colonel GESSLER. Colonel Earl E. Gessler, Corps of Engineers, at present Division Engineer of the Middle Atlantic Division, Baltimore, Maryland.

Q. How long have you been with the Engineer Corps?

A. Since 1915.

Q. Did you at any time have occasion to participate in negotiations which led up to the awarding and signing of contracts for defense projects in the Hawaiian Islands to the Hawaiian Constructors, Inc?

A. No, sir.

Q. Did you have occasion at any time to participate in negotiations in which Colonel Theodore Wyman, Jr. took part?

A. No, never in any negotiations.

Q. Do you know anything about any contract awarded to the Hawaiian Constructors?

A. I know there were such contracts, I possibly have seen them when I was in the Chief of Engineers Office.

Q. There was a contract for certain installations in Hawaii which was negotiated and finally signed on December 20, 1940, and some of the persons connected with those negotiations were Hans Wilhelm Rohl, Paul Grafe and T. E. Connolly. Do you recall any of these?

A. I recall the names. Yes, sir.



Q. Did you ever come in contact with any of them?

A. I never met any of them, no, sir.

Q. At what place were you stationed in 1940?

A. I was Chief of the Finance Section at that time, which included the Contracts and Claims Branch.

Q. Do you recall having any dealings with Hans Wilhelm Rohl, T. E. Conolly, or Paul Grafe?

A. No, sir.

Q. Did you ever have occasion to participate in any negotiations leading up to the awarding and signing of a contract for the Canol Project in Alaska.

A. As a general rule I did not participate in any of the negotiations. I do not remember having seen it before it was executed or after it was executed. I do know there was such a contract.

Q. You had no personal contact with either the negotiations or the awarding of the contracts for the installation of defense projects in Hawaii, the Pacific Islands, or the Canol Project in Alaska?

A. That is true. It may be that my assistants may have had something to do with it. I can give you their names and perhaps that would be helpful.

Q. I would be very glad if you would.

A. At that time there was connected with the contract work, David Ogden, Now Brigadier General, in the South Pacific, I think; possibly Watler Pincus, a Major, also in the South Pacific; also Brig. Gen. D. L. Newman, but if it were Newman it could not have been Ogden. I forget just what the date of relief was there. They are the only officers who might have had contact in the contract section.

[1] STATEMENT OF MR. CYRIL J. HARRINGTON, 2142 EWING STREET, LOS ANGELES, CALIFORNIA. NORMANDY 16774.

Interviewed by: Mr. John H. Weiner, Investigator, Committee on Military Affairs, House of Representatives.

Question. What is your name?

Answer. Cyril J. Harrington.

Question. Where do you live, Mr. Harrington?

Answer. 2142 Ewing Street, Los Angeles, California.

Question. Were you ever employed by the Biltmore Hotel, in Los Angeles?

Answer. Yes.

Question. How long were you so employed?

Answer. From September 20, 1936 to November 5, 1940.

Question. What were your duties?

Answer. House officer.

Question. Do you know Hans Wilhelm Rohl?

Answer. Yes.

Question. Do you know Colonel Theodore Wyman, Jr.?

Answer. Yes.

Question. While you were employed at the Biltmore Hotel, did you have occasion to meet either of these men there?

Answer. Yes.

Question. Do you know of your own knowledge if Mr. Rohl had, from time to time, been a guest at the hotel?

Answer. Yes.

Question. Would Mr. Rohl retain a room or a suite?

Answer. It would be a suite or apartment—an apartment, if available.

Question. Did you develop quite an acquaintance with Mr. Rohl?

Answer. Yes.

Question. For that reason, you had many opportunities to visit his suite?

[2] Answer. Yes.

Question. Did you ever see Colonel Wyman there?

Answer. Yes.

Question. What would usually be the condition of Mr. Rohl and Colonel Wyman on your visits?

Answer. I would say that Rohl, most of the time, was apparently drinking. Of course there was always liquor there and usually Rohl and Wyman would be in conversation.

Question. Have you ever seen girls in Mr. Rohl's suite or apartment?

Answer. Numerous times—many times.

Question. Would these parties last late?

Answer. Yes, because I didn't go on duty until 11:30 P. M.

Question. Do you know Mr. Svendrup?

Answer. Yes.

Question. Will you please state the time or times that you saw Mr. Svendrup, while he was registered at the hotel, in the company of Mr. Rohl or Colonel Wyman?

Answer. Mr. Svendrup was in Mr. Rohl's apartment and he called requesting that his suite be cleaned during his absence. Ray Moore, handyman around the hotel, was sent to Svendrup's room to clean it and he found a purse. Ray Moore called me and I found approximately \$3.00 in the purse and I knew that Mr. Svendrup and the girls were visiting in Mr. Rohl's apartment. I took the purse to Rohl's apartment and turned it over to them and Svendrup was very much perturbed, saying that I should have left the purse in his room and that I should not touch anything in the room. At this point, Mr. Rohl ordered Mr. Svendrup to leave his apartment and go back to his own room and take his girl friend. Mr. Rohl resented the fact that Mr. Svendrup talked to me the way he did.

Question. Did Mr. Svendrup leave and take his girl friend?

Answer. I don't know that he left at that moment, but he did leave shortly thereafter.

[3] Question. What was the apartment or suite number of Svendrup on that occasion?

Answer. I believe it was 7315 and 7316.

Question. Had you seen these girls around the hotel previously?

Answer. Yes, three or four times.

Question. What would you say the occupation of these girls might be?

Answer. My opinion is that they were good time girls. I had seen them in the rooms of Rohl and Svendrup at different times.

Question. Did you ever see Colonel Wyman in Svendrup's apartment?

Answer. To the best of my knowledge, I only saw him there once.

Question. Do you recall about what time it was?

Answer. About 7 A. M.

Question. Had he been there all night?

Answer. Apparently.

Question. What was his condition?

Answer. He had been drinking. Of course, I wasn't employed at the hotel at this time, but I had been at the hotel the night before and had met Svendrup who had told me to be at his apartment at 7 the next morning, stating that he wanted to talk to Mr. Rohl about a position I was to get in Honolulu and the reason I had to be there so early was because Svendrup told me he was leaving the city early.

Question. I believe that is all, Mr. Harrington. Thank you.

Cyril J. Harrington

Mr. CYRIL J. HARRINGTON.

Subscribed and sworn to before me this 22nd day of December, 1943.

[SEAL]

FRANCES H. PURTELL,  
*Notary Public in and for the County of Los Angeles, State of California.*

My Commission Expires Oct. 6, 1947.

SECRET

A F F I D A V I T

[1]

STATE OF CALIFORNIA

*County of Los Angeles, ss:*

WALTER HORNE, being first duly sworn, deposes and says:

That he is a native born American citizen, now of the age of 53 years, and that he has resided on the West Coast of the United States of America for the past fifty years.

That during said period of time, he owned the German-built yacht, "Contender," formerly known as the "Arm Gaard," which vessel was built and owned by a German Prince, Lippe.

That said vessel during affiant's ownership was known as the Contender with its home port at Long Beach, California and that said Contender was moored along side of a vessel known as the "Pandora" and that the records will disclose that said Pandora was registered in the name of the said Rohl because said vessel was less than 75 feet in length, and therefore could be registered in the name of an Alien German.

That while affiant was the owner of said vessel, Contender, he met the said Hans Wilhelm Rohl and had many conversations with him, including conversations regarding the construction of said Contender, but during said conversations, said Rohl was very arrogant, boastful of all things German, and claimed that his Uncle occupied a high position as Managing Director in the Hamburg-American line and the North German Lloyd Steamship Co.

That in 1928, affiant entertained several persons upon his yacht the Contender, among which was Felix Von Luckner, commonly known during World War No. 1, as the German Raider, that affiant did not invite the said Rohl to said entertainment, and that thereafter, the said Rohl no longer renewed his friendship and acquaintance with the affiant, and that said Rohl represented that he visited with the said Von Luckner, and claimed close acquaintance with all visiting Germans of high rank in business and in Diplomatic Service of the German Republic.

That during the acquaintanceship between the said Rohl and affiant, a large sea going vessel with its home port in New York which affiant was informed was purchased by the said Rohl for \$47,000, was believed to be registered in the name of Floyee Rohl, who was a native born American, and that by said registration any perfunctory examination of the record would disclose that said vessel, the Vega being in excess of 75 feet in length was owned by an American citizen in truth and in fact that said vessel "Vega" was purchased and controlled by the said Hans Wilhelm Rohl, a German alien in violation of U. S. Maritime laws.

That affiant was informed and believes that said Hans Wilhelm Rohl is the same person who secured upon the recommendation of an American Army officer known as Major Wyman, construction contracts from the United States Engineering Department in excess of \$100,000,000.

That affiant is informed and believes that the said vessel, Vega, was chartered by the Engineering Department of the United States Army through said Major Wyman for \$75,001, and that said charter provided that said vessel, Vega, was to be used in the war effort, but instead the said vessel under said charter was used to haul a load of liquor to Honolulu at the instigation of the said Major Wyman, and that said \$75,001 was authorized by the said Major Wyman, and was actually paid by the United States Government to the then wife of Hans Wilhelm Rohl, a German alien.

[2] That affiant is informed and believes that said vessel sailing with the said cargo of intoxicating liquor from the harbor of San Pedro was never used for any purpose of National Defense or as set forth in the charter thereof.

That affiant believes that the method of registration of said vessel Vega and the chartering thereof, and the wrongful use of said charter, was and is a fraud upon the United States Government.

That affiant is informed and believes that the said Rohl was at Pearl Harbor, Honolulu, prior to December 7, 1941, and had complete detailed information of all of the offensive and defensive installations of the War Department, and that he knew on said date of the location of American Naval vessels, American planes, fortifications and other vital installations, and that the aforesaid knowledge of the said Rohl at that particular place at that particular time, was too serious to be a mere coincidence, which in affiant's opinion should be thoroughly investigated by officials of the Government high enough not to be biased, prejudiced, or influenced in any manner whatsoever.

Affiant further states that in his opinion, the Government investigators should go deeper than the records disclose upon the surface, so that there may be apprehended all *Alien Spies* working under cover against the best American interests, and in league with agents of Germany or Japan, and that all persons so apprehended should lose their citizenship, and all of their worldly goods and ill-gotten gains available should be confiscated, and that they should be deported to the countries from which they originally came.

And that it should not be forgotten that the fathers and mothers who mourn their dead soldiers and sailors who lost their lives in this war, and who have received Awards of Merit and Distinguished Service Medals, would want to return these Awards to the United States Government so long as the said Major Wyman is allowed to retain any merits or the Distinguished Service Medal granted him, and that he should be subjected to an impartial Court Martial, and



treated as found guilty, according to his just deserts and the best American tradition.

WALTER HORNE.

9425 Wilshire Blvd, Beverly Hills, California.

Subscribed and sworn to before me this 24th day of December 1943.

AGNES KYLE.

*Notary Public for Aforesaid County and State.*

SECRET

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON MILITARY AFFAIRS  
*Washington, D. C.*

In Re: Hans Wilhelm Rohl  
STATE OF CALIFORNIA  
*County of Los Angeles, ss:*

H. J. KING, who resides at 904 South Oakland Street, Pasadena, first being duly sworn, deposes and says: I was on active service in the Army Engineers from December, 1917 to September, 1919, with the rank of Major when I resigned in 1929. I studied engineering at Northwestern University, where my son is now a professor.

About January 15, 1942 I had completed a project at San Luis Obispo, and learned that a tunnel man was needed in the Hawaiian Islands, and was eventually employed by Paul Grafe for Hawaiian Constructors, and arrived in Honolulu on February 16, 1942, and lived in the Pleasanton Hotel until January 25, 1943.

I met Hans W. Rohl a day or two after I arrived. He was drunk when we met, and although I saw him many times thereafter, I never did see him when he was fully sober; and he was never in the full possession of his faculties during the time I saw him.

The work being done during the period when Col. Theodore Wyman, Jr. was in charge, was quite muddled. This was due to a variety of causes, some being the fact that there was a natural state of confusion following the attack on Pearl Harbor, and a constantly-changing tactical situation throughout the Pacific theatre. Among the business people who come in contact with Col. Wyman there was a general impression that he was extremely arbitrary.

After Col. Wyman left, the situation began to improve; more equipment began to arrive and our program was much more definite.

I was there when Rohl's yacht the Vega arrived in February of 1942, and I used to see it tied to the dock from time to time. The U. S. Engineers Department took over the Vega upon her arrival, but so far as I know they never used the boat, because she just remained tied up, and was never sailed at all.

When I arrived I laid around for about thirty days before Rohl got sufficiently sober to put me to work. On about March 15, 1942 I commenced work as Area Superintendent for Area 14, which included the Ewa area. After a little over two weeks had elapsed I was appointed General Superintendent for Hawaiian Constructors—April 3, 1943, and thenceforth until I left I had complete supervision over all field work.

Generally speaking, the work that had been accomplished under the supervision of Col. Wyman prior to December 7, 1941, was pretty lousy; and when the people in the Hawaiian Islands who were familiar with this work—officers and civilians alike—learned that Colonel Wyman had been awarded the Distinguished Service Medal "for exceptionally meritorious and distinguished service in the performance of duty of great responsibility as District Engineer, Honolulu (T. H.) Engineer District, from October 14, 1941, to March 15, 1942," it was a source of considerable amusement.

(signed) H. J. King  
H. J. KING.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

(signed) John H. Weiner  
JOHN H. WEINER.

SUBSCRIBED and SWORN to before me this 18 day of December, 1943, by H. J. King and John H. Weiner.

Frieda Segel.

SECRET

IN RE HANS WILHELM ROHL  
STATE OF CALIFORNIA,  
County of Los Angeles, ss:

*Statement of Mrs. Gertrude Marcus*

I reside at 2007 W. Third Street, Los Angeles; have been employed for the last seventeen years by the Biltmore Hotel, Los Angeles; for the last four years have been desk clerk assigned to the ninth floor.

I have known Hans Wilhelm Rohl for several years as a patron; he most usually requested quarters on my floor, since one of the suites has a refrigerator. He most always was drunk, and it was a common practice for him to have cheap looking girls visiting him; they would stop at my desk for directions, but after a while they got wise and came up the back elevator.

His male companion on these parties was the man whose picture Mr. Weiner showed me. Mr. Rohl would sometimes call him Ted and sometimes Mr. Smith. I now know his name is Colonel Wyman, but I have not seen him recently. When Wyman and Rohl would leave together, they would be pretty plastered. When Mr. Rohl was here about a month ago the bellboy, Charles Hays, said: "You ought to see how Rohl is bleeding; you know he was operated on for gall bladder".

MRS. GERTRUDE MARCUS.

Subscribed and sworn to before me this — day of December, 1943.

This statement taken, and signature witnessed by John H. Weiner, Investigator for The Committee on Military Affairs, UNITED STATES HOUSE OF REPRESENTATIVES.

John H. Weiner,  
JOHN H. WEINER.

Subscribed and sworn to before me this 24th day of December, 1943.

FRIEDA SEGEL.

[1]

A F F I D A V I T

STATE OF CALIFORNIA,  
County of Los Angeles, ss:

FERMAN K. PICKERING, being first duly sworn, deposes and says:

I was employed by Bechtel-Price-Callahan in San Francisco as Cost Clerk. I left Oakland, California June 6, 1942, arriving in Edmonton, Canada June 10, 1942. I then proceeded to Waterways, Canada, arriving there June 12, 1942. During my two weeks' stay, I lived at the New Franklin Hotel at Fort McMurray, which is approximately one and one-half miles from Waterways. I arrived in Waterways with my immediate superior, Mr. E. W. Bailey and Mr. J. H. Cooper, Assistant Administrative Manager for Bechtel-Price-Callahan. We were met at the depot by Mr. Robert Hoffman, who introduced himself as the Construction Superintendent for Bechtel-Price-Callahan. After the departure of Mr. Bailey and Mr. Cooper, which took place a few days after their arrival, and when we, according to instructions of both Cooper and Bailey, ordered some office supplies, we learned that Bechtel-Price-Callahan apparently was unknown locally, but that the firm which had established credit was known as Hoffman and Boyce. I learned that the employees were paid in cash and had never heard of Bechtel-Price-Callahan but thought they were working for Hoffman and Boyce. The cash for the payroll was handled by Mr. E. E. Beckett, who also believed he was working for Hoffman and Boyce rather than Bechtel-Price-Callahan. His remark was "Who is Bechtel-Price-Callahan?" I never met Mr. Boyce and in spite of numerous inquiries, never was able to find anyone who knew him.

The two front rooms of the New Franklin Hotel, where I lived, at Fort McMurray, were occupied by Mr. Robert Hoffman and Colonel Theodore Wyman, Jr. of the United States Engineers, who was in charge of the Northwest Division. For a period of two weeks I saw Colonel [2] Wyman nearly every day with the exception of two occasions when he didn't leave his room. Mr. Robert Hoffman seemed to be a very close friend as well as business associate of Colonel



Wyman. Mr. Hoffman told me that he had been with the Hawaiian Constructors and had worked with Colonel Wyman in the Hawaiian Islands. It was general gossip among the men that Colonel Wyman was a heavy drinker and no apparent effort was made to conceal this fact. On several occasions I saw Colonel Wyman when he was, in my opinion, drunk. On several other occasions I saw him when, in my opinion, he had been apparently drinking heavily. Upon another occasion, Mr. Robert Hoffman told me that he was very much worried as Colonel Wyman was out of liquor and had asked him to get some, which was difficult, as Edmonton, the nearest legal source for liquor, was over three hundred miles away.

One night, at Waterways, at the Northern Alberta Railway depot, Colonel Wyman asked the Railway Agent to spot some cars that had arrived that day loaded with prefabricated barges. He was told that it would be a matter of a couple of hours before an engine was available. The Colonel, who obviously had been drinking, told the agent that he and the other Canadians were incompetent and that "If you can't run the God damned railroad, I'll take it over and run it myself."

One evening, while having dinner, seated close to Colonel Wyman's table, the Colonel, who apparently hadn't seen us up to that time, asked Mr. Robert Hoffman who we were. Mr. Hoffman replied that we were administrative employees sent from Edmonton several days prior to that time. The Colonel asked Mr. Hoffman if he had hired us. Mr. Hoffman replied that he hadn't and the Colonel said, blustering, "Send them back to Edmonton. We don't want them here." On another occasion, at the New Franklin Hotel, Mr Hoffman was talking to a man who had approached him in reference to buying a saw mill for \$25,000. Mr. Hoffman replied that he had no authority to spend \$25,000. At that point, Colonel Wyman approached and asked Mr. Hoffman, "Who the hell [3] is going to spent \$25,000.?" Mr. Hoffman replied that no one was; that the man had a saw mill that he wanted to sell for that amount. Colonel Wyman asked Hoffman what use they had for the lumber and was told that it could be used in building barges. Colonel Wyman said, "Go ahead and buy the God damned thing." Earl Harcourt, who was a Bechtel-Price-Callahan Transportation Advisor and who had worked in the surrounding country for a number of years, told me that the saw mill in question wasn't worth over \$5,000, as it had stood idle for some time. Whether or not this deal was consummated, I do not know.

I talked to Mr. Everett Seaberry, whose title was Project Manager on the Canal Project. By way of introduction, I asked Mr. Seaberry if he was not Bechtel-Price-Callahan's Project Manager to which he replied: "I'm supposed to be, but don't have a damned thing to say about anything that is being done."

After being in Waterways for two weeks, I returned to Edmonton on June 27, 1942, where I remained until July 27, 1942. I found the town full of idle men who were drawing salary and subsistence, which in the case of, for instance, a tractor operator, amounted to about \$20.00 per day, with subsistence allowance. From my arrival back in Edmonton until July 27, 1942, I was on a travel status, drawing salary and subsistence allowance with no work assigned.

Robert Finney who wrote "Canada Moves North" was on the Bechtel-Price-Callahan payroll with the title of Chief Expediter at, I was told, a salary of \$1,000 per month. It was my understanding that all administrative salaries of \$200 or more per month had to be approved by the United States Engineers.

Before I left Waterways, I met a Mrs. Cooper and another girl, whose name I cannot recall, who told me they had also worked with Colonel Wyman in the Hawaiian Islands prior to coming to Canada.

Gertrude Campbell, who called herself the Colonel's personal representative, told me that she had been with the Engineers in Los Angeles; from Los Angeles she had gone to Hawaii, where she worked directly under Colonel Wyman and had gone to Canada from [4] Hawaii. I flew from Edmonton to White Horse in the same plane with Miss Campbell. After staying in White Horse for two days, we proceeded to Skagway, Alaska, by train, also accompanied by Miss Campbell, who was the Colonel's personal representative on the Canal Project #2 at Skagway, Alaska. Miss Campbell told me, in the presence of my wife and others, that on the morning of December 7, 1941, in the Hawaiian Islands, Colonel Wyman, who was then District Engineer, came to the office after the Japanese attack, in a drunken condition and in civilian clothes, and changed to his uniform in full view of the girls in the office. Colonel Wyman meantime



shouted directions to those in the office and passed out guns to anyone who seemed to be able to operate firearms.

Ferman K. Pickering,  
Mr. FERMAN K. PICKERING.

Subscribed and sworn to before me this 7 day of January, 1944.

MARIE A. DODGE,

*Notary Public in and for the County of Los Angeles, State of California.*

My Commission Expires May 28, 1947.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON MILITARY AFFAIRS,  
*Washington, D. C.*

In re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

*County of Los Angeles, ss:*

Lieutenant L. M. STAUB, 11166 Sunset Boulevard, Los Angeles, California, U. S. Navy, Reserve, first being duly sworn, deposes and says:

I first met Colonel Theodore Wyman, Jr. about 1938; I have seen him on H. W. Rohl's yacht, the Vega, four or five times, and on each and every occasion Wyman was so drunk that he was utterly obnoxious and incapable of transacting any business; when I was first introduced to him, Colonel Wyman criticized my appearance and was very insulting to me; he would pour whisky on the floor and drop his burning cigarettes on the carpet.

Mrs. Floy Rohl once stated to me that she didn't like Wyman, but that H. W. Rohl, her husband, had to tolerate him for business reasons.

I was acquainted with Werner Plack, having met him in about 1935 or 1936, and know that he spent most of his time at Gert Von Gundhardt's home in Beverly Hills. Plack also told me that he visited at Frank Morgan's home in Beverly Hills.

L. M. Staub.  
L. M. STAUB.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

John H. Weiner.  
JOHN H. WEINER.

Subscribed and sworn to before me this 24th day of December, 1943.

FRIEDA SEGEL.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON MILITARY AFFAIRS,  
*Washington, D. C.*

In re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

*County of Los Angeles, ss:*

REA B. WICKISER, whose residence is 1522 Rodney Drive, Los Angeles, California, first being duly sworn, deposes and says:

I was born in Lima, Ohio, in 1908, educated in that state, and went into tunnel construction work in Michigan, worked on the Boulder Dam project, on the Southern California Aqueduct and Parker Dam, and went to Honolulu on the Alinanau Crater project under the supervision of Major Bruce Hill, then worked running quarries and making estimates for the U. S. Engineers on the California Central Valleys Project, then worked for Mr. H. J. King on the Pennsylvania Turnpike, then on a shaft and tunnel for the Navy in Bremerton, Washington, then to Parker Dam driving penstock tunnels, then to San Luis Obispo.

In about May, 1941, I heard that Territory Airport Constructors had gotten a contract for building five airports in the Hawaiian Islands, and contacted Phil Shirley, of Gunther-Shirley Company, and was hired to take charge of rock excavation in the Islands for Territory Airport Constructors, having signed the contract on July 18, 1941.

I went to the Island of Maui in July, 1941, and started supervising rock excavation work there. Colonel Theodore Wyman, Jr., was supervising all this work for the Army Engineers. I then worked on an airport on the Island of Hilo as

superintendent for Territory Airport Constructors. No particular difficulties were encountered until the United States went to war, and the engineers bought all our equipment for the Army, and we assigned our contracts over to the Army Engineers, and our personnel went to work for Hawaiian Constructors. My first job was to mine Hilo Airport which consisted of placing boxes of explosives in a definite pattern below the grade of the runways—this being immediately after Pearl Harbor. This was under Col. Theodore Wyman, Jr. The grades on the runways were changed nine times by the Army Engineers, necessitating changing positions of the demolition boxes. Since an invasion was feared, I was put to work with a crew of my men to stand by on a 24-hour emergency. Two Army demolition experts were stationed at Hilo as advisors, but in fact I had to instruct them. I was really in charge of the "scorched earth" program. I requested soldiers be assigned to my detail, and this was done.

I was next sent to Pahoia as superintendent to take charge of very secret work. I was instructed by the Engineering Corps, headed then by Wyman, not to leave the dirt in the tunnel and not to dump it outside. My one small blueprint indicated the tunnel's course as making a 62° turn to the right off an exit. I finished the job 2 days ahead of schedule, and was asked drive another one at Pahoia, but the Engineers failed to locate it for me; so I had to locate and drive it, which I did in 15 days; the plan showed a 62° turn to the left, but after we had completed it, the Engineers brought out another set of plans showing the 62° turn to the right instead of the left. This was all under Wyman's supervision.

I then went to Kahuku to drive another tunnel of the same type through rock, necessitating mechanical equipment. Believing the work was needed in a hurry, I asked for equipment, but Wyman's engineers in Honolulu wouldn't give us any equipment, so we did the job by hand.

My wife was then evacuated from Honolulu to the mainland, and I decided that things were in such a mess I would leave, and got a medical release from my contract by the engineers, but I stayed on under Mr. King until we left together on January 25, 1943. Was general superintendent of all underground construction from June, 1942 until our contract was fulfilled.

From the experience I had with Wyman's Engineers, when I found he received the Distinguished Service Medal, I thought somebody had slipped up somewhere along the line, and that Washington just didn't know what had been going on.

Referring to the testimony given by Ray Anderson, where he insinuated that Pleasonton was a place of debauch, but this is not true. The female help in this hotel was never allowed above the first floor.

The food about which Anderson complained was furnished by the Army Engineers, and was a livable ration.

He mentions a vehicular tunnel as being dug by soldiers, whereas I dug it myself in 1935.

(Signed) Rea B. Wickiser,  
REA B. WICKISER.

This statement, taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

(Signed) John H. Weiner,  
JOHN H. WEINER.

SUBSCRIBED and SWORN to before me this 18 day of December, 1943, Rea B. Wickiser and John H. Weiner.

FRIEDA SEGEL.

HEADQUARTERS HAWAIIAN DEPARTMENT,  
OFFICE OF THE DEPARTMENT COMMANDER,  
Fort Shafter, T. H., 24 September 1942.

In reply refer to: AG-201.22  
Re Contract No. W-414-eng-602

HAWAIIAN CONSTRUCTORS,  
Punahou Campus, Honolulu, T. H.

DEAR SIRS: The Hawaiian Department commends your organization on its achievements as noted below.

The completion of Runway A at Wheeler Field in 30 days is particularly noteworthy. This project was started on the morning of July 24, 1942 and the completed and paved runway, 300' wide by 6,200' long, was turned over to and used by

the Air Force on the morning of August 25, 1942, a record for runway construction which it is believed has never been equaled in this area.

Special credit is due to Herbert J. King, General Superintendent, who, by reason of his training, experience and unselfish devotion to the job, brought about the coordination of forces necessary for these achievements.

Specifically to be commended are your Tunnel Department, headed by R. B. Wickiser, General Tunnel Superintendent, his able assistants, and the organization under his jurisdiction. Within 90 days, not only was this organization perfected, but notable advances were made in tunnel construction which are the more remarkable in view of the difficulties, obstacles and unforeseeable contingencies to be overcome.

The outstanding work of the grading organization headed by John Crockett, Excavation Superintendent, also merits recognition. The grading of Waiale Gulch Airfield, involving in excess of 600,000 yards of excavation, was completed in 34 days. At Wheeler Field, the grading and placing of foundation rock base course on Runway A was completed in 20 days.

Special appreciation is also merited by the asphalt paving crew under Donald D. Cook, Asphalt Superintendent. This crew, I am informed, started asphaltting the base course on Runway A at Wheeler Field before more than half of the course had been laid and so coordinated its work with other operations that the entire project could be completed in record time.

Very truly yours,

Delos C. Emmons,  
DELOS C. EMMONS,  
*Lieutenant General, U. S. Army,*  
*Commanding.*

[1]

*Headquarters,*  
SAN BERNARDINO AIR SERVICE COMMAND,  
SAN BERNARDINO ARMY AIR FIELD, CALIFORNIA.

STATEMENT OF MR. EMIL ZUCCA.

RESIDENCE: 1141 MAGNOLIA STREET, SAN BERNARDINO, CALIFORNIA.

Interviewed by John H. Weiner, Investigator, Committee of Military Affairs, House of Representatives, Washington, D. C.

Statement taken at San Bernardino Air Service Command, San Bernardino Army Air Field, California, December 23, 1943.

Q. Please state your name.

A. Emil Zucca.

Q. Where do you reside, Mr. Zucca?

A. 1141 Magnolia Street, San Bernardino, California.

Q. Where are you employed?

A. San Bernardino Air Service Command.

Q. What is your occupation?

A. Senior Aircraft Mechanic.

Q. Were you ever employed by the U. S. Engineer Department, South Pacific Division, Los Angeles District?

A. Yes.

Q. What were your duties?

A. Chauffeur.

Q. To whom were you assigned?

A. District Engineer.

Q. And who was that?

A. Major Theodore Wyman, Jr.

[2] Q. How long were you employed in that capacity?

A. I started in February, 1936, and I worked there until March of 1942.

Q. How long did you actually drive for Major Wyman?

A. About 3 years and 7 months.

Q. Was that a government car?

A. Yes.

Q. Were you acquainted with the first Mrs. Wyman—Ella Wyman?

A. Yes.

Q. Also the second Mrs. Wyman—Ruth Wyman?

A. Yes.

Q. Do you know Hans Wilhelm Rohl?

A. Yes.



Q. Had you had occasions to drive Major Wyman in the evenings and early mornings?

A. Yes.

Q. Did you ever have occasion to drive Major Wyman to the Biltmore Hotel?

A. Yes.

Q. Do you know, from your own knowledge, who he was going there to visit?

A. No, sir.

Q. Have you ever had occasion to go up to Mr. Rohl's apartment in the Biltmore Hotel?

A. Yes, sir.

Q. What would be these occasions?

A. On different occasions, I have gone to Mr. Rohl's apartment to take Major Wyman cigarettes, and his brief case—on occasions.

Q. Who would be in the apartment on these occasions?

A. Mr. Rohl, Major Wyman, sometimes would be alone; and on other occasions, there would be Mr. Svendrup, and Paul Graffe.

[3] Q. As a rule, would you have to wait for Major Wyman?

A. Yes.

Q. How late, if you remember, would you have to wait for him on some occasions?

A. Oh, anywhere from 9:00 until 2:00.

Q. Where would you then take him?

A. Home.

Q. Do you remember the address?

A. 221 Woodruff, West Los Angeles.

Q. It was also customary, was it not, for you also to drive Major Wyman and his friends around to the various night clubs?

A. I have, on occasion. Yes.

Q. Please name some of the night clubs that you have taken Major Wyman and his guests.

A. Earl Carroll's, Cafe La Maze, Little Jane Jones' club, the Trocadero, and the Ambassador Hotel.

Q. Who would usually be along on these parties?

A. Mr. Rohl, Major Wyman, Mr. Svendrup, Captain George Withers, Captain Clatterbos, Paul Graffe. There was also one man whose name I don't remember. . . . medium build.

Q. On these trips, Mr. Zucca, you always used the government car, did you not?

A. Yes, sir.

Q. Would you then have to wait until the party was over and take them home?

A. Most of the time.

Q. How late would you have to wait to take the parties home?

A. Around midnight or one o'clock.

Q. But there have been occasions that you just took out Mr. Rohl and Major Wyman to the same type of places?

A. Yes, sir.

[4] Q. Would you be paid extra for this work?

A. Occasionally I received a tip.

Q. Please state the various night clubs or country clubs where you took Mr. and Mrs. Rohl and Major and Mrs. Wyman.

A. The Bel-Air Country Club. Different hotels. It is impossible for me to remember all the names.

Q. Please state if there have also been occasions when it was necessary for you to take Mrs. Wyman shopping.

A. Yes. I have taken both of them shopping.

Q. And that, also, was in the government car?

A. Yes.

Q. To the best of your recollection, Mr. Zucca, please state the various banks that you took either Major Wyman or Mrs. Wyman.

A. The Bank of America at Seventh and Figueroa, and the Bank of America at Westwood Village.

Q. On your visits to Mr. Rohl's apartment in the hotel, while Major Wyman and these men were there, did you see evidences of liquor?

A. I have, on occasions.

Q. Have you ever driven Major Wyman down to the Los Angeles Yacht Club?

A. Yes.

Q. Do you know who he was to meet there?

A. I presume Mr. Rohl.

Q. Have you ever been on the Vega?

A. No. But I have seen it.

Q. Have you ever taken Major Wyman from the hotel to homes other than his own?

A. Yes.

[5] Q. Do you know whose homes you took him to?

A. I drove him to Mr. Rohl's home, and Captain Clatterbos' home, and Captain Withers'. Those are the only ones that I recall.

Q. Would you leave him there, or would you wait for him?

A. Sometimes I would leave him there, and sometimes I would wait.

That is all Mr. Zucca. Thank you very much.

EMIL ZUCCA.

Subscribed and sworn to before me this 23rd day of December, 1943.

EDWARD C. STRUM.

My Commission Expires April 28, 1944.

[1]

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON MILITARY AFFAIRS,  
Washington, D. C., February 3, 1944.

#### INTERVIEW

Present: Herman J. Galloway, John M. Martin, H. Ralph Burton, Joseph G. Colgan.

Mr. MARTIN All of the Rohl-Connolly Company work performed prior to the negotiated contract for construction work in the Hawaiian Islands was performed pursuant to an invitation for bids and an award for them at public letting. The first negotiated contract that Rohl-Connolly became interested in was known as the Hawaiian Constructors contract about December 18, 1940. Present were Mr. Paul Grafe, then Vice President of the Callahan Construction Company, Mr. T. E. Connolly, the President of the Rohl-Connolly Company. Mr. Grafe also is either Vice President or Attorney in Fact for the Gunther-Shirley Company.

Mr. BURTON. Could you state just what interest Rohl had in any of the companies making up the Hawaiian Constructors?

Mr. MARTIN. The same interest as the three had in the Caddoa Constructors, that being 40 percent participating interest; 40 percent participating interest was held by W. E. Callahan and 20 percent by Gunther-Shirley Corporation. The Rohl-Connolly [2] stock was then owned 50 percent by T. E. Connolly through his ownership in the T. E. Connolly Co., Inc., 25 percent was owned by Floy E. Rohl, Rohl's wife, and 25 percent was held by H. W. Rohl, so that Rohl had 10 percent interest in those contracts. That was later reduced by selling a participating interest to Ralph Wooley and the Hawaiian Contracting Company.

Mr. BURTON. I understand that Rohl was the directing head of the Hawaiian Constructors on the Hawaiian contracts.

Mr. MARTIN. That is true only from on or about the 26th or 27th of September 1941 on which date he first arrived. Prior to that date he had nothing to do whatsoever with the Hawaiian Islands contract or with work being performed there. He probably was consulted as to the necessary finances the Rohl-Connolly Co. would have to advance toward an operating fund.

Mr. BURTON. Isn't it true that Colonel Wyman was in Washington in December of 1940 when this contract was negotiated?

Mr. MARTIN. I personally met and talked with Colonel Wyman in Washington, D. C. on December 18, 1940.

Mr. BURTON. You state there were a number of supplements dated December 20, 1940?

Mr. MARTIN. Yes, I served as Attorney for Hawaiian Constructors from the very inception of the contract until the completion of the work about a year ago. By that I mean I personally dictated from Washington to my Los Angeles Office the joint venture agreement.

Mr. BURTON. I would like to ask you to repeat what you said about the Far Eastern Air route.

[3] MARTIN. You asked me about Mr. Rohl's being in charge of the Islands. It is my understanding that on or about the 25th of September, 1941 Mr. Rohl took a clipper to the Islands and immediately took direct charge of a major portion of the project. I understand from him that he was there on December 7, 1941 and that on or about December 10, 1941 he received from the Commanding General

an order to construct for the Government the five ferry command bases from the United States to Australia. Within 35 days after the receipt of such order he had completed those 5 ferry command bases.

BURTON. Do you know anything of the relationship of Leif J. Sverdrup of the firm of Sverdrup and Parcel and later the firm of Sverdrup and Parcel and J. Gordon Turnbull, to the Hawaiian Constructors?

MARTIN. I have spent, as attorney for the Bechtel-Price-Callahan Company, a considerable amount of time on their problems. On one occasion I flew to Edmonton and spent a portion of a month there as attorney for Bechtel-Price-Callahan who had the contract for what is known as the Canal Project. While there were only three names on the contract, there were probably 10 or 12 who had been contributing their efforts to that project. I do not believe a supplemental contract was made so as to bring all those people in as contractors to that project. I did come into contact with that firm in connection with the Canal project. I have never contacted them in connection with the Rohl-Connolly Company. It is my recollection that Sverdrup has served as the consultant in my work with other clients.

[4] BURTON. Do you know whether or not Sverdrup is an associate or close personal friend of Hohl?

MARTIN. I am sure he is not. I never met Sverdrup. I have represented Mr. Rohl as his attorney and I would say also as his attorney in fact for a period of more than 15 years and I don't know the man Sverdrup.

BURTON. Do you know about how many supplements there were to the original contract which was W-414 eng 602 signed December 1940?

MARTIN. Approximately 40.

BURTON. Do you know anything of negotiations which are pending now relating to the termination settlement of the contract with the Hawaiian Constructors? Have you had anything to do with them?

MARTIN. It is my understanding that conferences concerning that matter have been had with my office, probably with my brother, Frank L. Martin, Jr. I have had some discussion with those interested in the Hawaiian Constructors, but I have no detailed information of that now. I can say to you I believe the present status would show that on approximately \$100,000,000 worth of work completed by Hawaiian Constructors, there is a major portion of it on which no settlement has been made either as to determination of fees or the issuance of final estimates of the making of final payments themselves.

BURTON. Are those negotiations taking place in California or in Hawaii?

MARTIN. I am personally not handling them and I can't give you any help on that subject. It is my recollection that a decision was [5] reached by Mr. Connolly, Mr. Grave, and Mr. Shirley that that matter was to be handled by their partner Mr. Wooley who resides in the Islands and that Mr. Wooley has the assistance of Mr. Middleton who has been in continuous active charge of the office for Hawaiian Constructors in the Islands throughout the entire period of the contract.

BURTON. Will you continue your statement regarding Colonel Wyman?

MARTIN. When I said a few moments ago I personally saw Colonel Wyman in Washington, D. C. about the 18th of December, 1940, I had in mind a joint conference with Mr. Connolly, Mr. Grafe and Mr. Wyman which was prior to the date when the contract was signed for the work. I only spoke to Colonel Wyman in greeting because I had known him in Los Angeles. I don't recall there was any business discussion at all in that conference. I had shortly adjourned to a conference with Mr. Connolly and Mr. Grafe at which time I learned of their wishes for a joint venture. The negotiations for that contract were handled by Mr. Connolly personally with Mr. Grafe, General Schley and General Robbins in Washington and a Major Neuman. Mr. Rohl was not present in Washington and to the best of my knowledge, knew none of the terms or provisions of that contract or had anything to do with it until on or about September 25, 1941. I make that statement because sometime in 1929 Mr. Rohl had come to my office and handed me his original declaration of citizenship and inquired of me whether there wasn't some means by which he could [6] now proceed to obtain his final papers, I told Mr. Rohl he had waited too long, that the 7 years period had already expired. He said he was quite anxious to expedite the obtaining of his papers and wondered if I didn't know of somebody who knew a way that the procedure could be shortened, calling to my attention the fact that his wife was an American. I told him I would write to Washington, D. C. and try to think of something that would enable him to obtain citizenship without starting all over again. In the early spring of 1941 Mr. Rohl came to my office



and handed me an order of Colonel Wyman, District Engineer, directing that he report as a consultant in the Islands in connection with the work of the Hawaiian Constructors. I at that time discussed with Mr. Rohl the possibility of the Department issuing him a permit authorizing him to go to the Islands. It is my recollection that I thought probably the order by the District Engineer would be sufficient for him to go, but that I felt for him to go in the capacity where the order itself disclosed that the contract was secret, this order showed it was a secret contract, would not be wise. I advised Mr. Rohl he shouldn't attempt to assume responsibility for a secret project at a time when he wasn't a citizen of the United States. Mr. Rohl asked me if I would explain to General Robbins why Mr. Rohl was not obeying that request of Colonel Wyman. I told him [7] I would and I think there was a lapse of probably several months. Other subsequent requests had been made by Colonel Wyman who apparently was rowing with Paul Grafe, in which Rohl was again requested to come to the Islands and it drifted along until about August 1941 when I had come to Washington and handed to General Robbins a photostatic order directing that Rohl go to the Islands and I believe that Colonel Lorange and a civilian attorney for the Chief of Engineers named Stephen were there. It is my recollection that General Kingman, who was then Acting Chief of Engineers, was brought into the discussion and that Kingman thereupon wrote a letter to Mr. Schofield. Was it Schofield? The letter was dated about August 28, 1941, and Mr. Schofield is head of the Department of Immigration in which General Kingman stated that there could be no question of Mr. Rohl's loyalty to the United States; that his services were badly needed in the islands, and that he understood he had a petition pending with the court in Los Angeles for his naturalization and would they do what they could to expedite the hearing on its merits by the Federal court. It is my recollection that Mr. Stephen delivered that letter by hand to Mr. Schofield and that Mr. Schofield then wired his office at Los Angeles asking that they expedite a hearing of the Rohl petition, and while in Washington I was advised that it had been set for September 15. At that hearing my brother appeared as attorney for Mr. Rohl.

BURTON. Did Mr. Rohl have any one else employed as attorney?

MARTIN. Only as my associate. At that time my brother was ill and [8] I had Mr. Cannon aid me. He was on a number of cases with me and probably had an active part in this hearing on September 15, although I was not personally present. That is just my recollection.

COLGAN. Did I understand he had taken out his first papers?

MARTIN. He took out his first papers at Sacramento in about 1913 to 1915.

BURTON. Do you want to tell of Rohl-Connelly's Company participation in contracts having to do with the Government or is there something you want to say before then?

MARTIN. I previously stated that the first contract for Government work awarded the Rohl-Connelly Company on a competitive bidding basis was for the Hawaiian Constructors. The second contract, and I believe the only other Government contract ever awarded the Rohl-Connelly Company, or in which it participated other than on a competitive bidding basis is what is known as the Haines Cut-off contract, which is a secret contract of the War Department. The contract, I believe, was signed by a General Worsham, Division Engineer of the Northwestern Engineering District. I believe a letter of intent was signed by Colonel Wyman about February 9, 1942. The Rohl-Connelly Company had no active participation in the prosecution of the Haines Cut-off work. That was a highway which was being built to avoid a bottleneck in the Alaskan Highway, about 160 miles long. It started at a place called Haines. The Rohl-Connelly Company had a considerable amount of marine equipment that was then being used under a rental agreement by Navy contractors doing breakwater work and Army contractors doing breakwater work in Los Angeles Harbor. Foley Bros. and Rohl-Connelly Company were asked [9] to join in a 50-50 proposition in the execution of this secret contract. The primary reason for doing this was to gain the permission of the Rohl-Connelly Company to terminate the rental agreements for this marine equipment for the Army and Navy work so that the marine equipment would be available for the Haines Cut-off job, which contract was signed and a very considerable portion of the Rohl-Connelly Company equipment was made available.

BURTON. You mean that the Rohl-Connelly Company retained their financial interest in the contract but did not have any active participation in it?

MARTIN. That is correct.

COLGAN. You spoke of ten or more subcontractors on the Canal project?—or was it supplemental contracts?

MARTIN. What I said was the original contract with the Bechtel-Price-Callahan Corporation—that is, special features of the work were performed by other companies; they were selected to perform those special tasks and it is my recollection that those companies were not made parties to the original contract, with the full knowledge and approval of the contracting officer. Mr. Rohl had no interest either directly or indirectly in the Canal project.

BURTON. Do you know whether Mr. Rohl was over in Alaska during the period of construction work?

MARTIN. I do not believe that he has ever been in Alaska at any time. Not to my knowledge.

BURTON. Is the Bechtel-Price-Callahan one corporation?

MARTIN. The Bechtel Corporation is just one corporation, the W. W. [10] Callahan Corporation is another. The Bechtel-Price-Callahan is the same Callahan Corporation that was interested in the Hawaiian Constructors.

BURTON. What was the name of the Callahan Company which was in the Hawaiian Constructors?

MARTIN. W. E. Callahan Construction Company.

COLGAN. Can you give us some of Mr. Rohl's background prior to 1926?

MARTIN. I can cover that whole field but it would take a little time. Mr. Rohl was educated as a mechanical engineer at one of the universities in Germany. As a young man he went to South America. He had been in South America in charge of a special force there on mining properties. What I think should really happen here, as I can hit just the high points, I will have my brother prepare a statement, or have Rohl come here so that we have accurately all information you want. I have heard so much broadcast against Mr. Rohl that I am beginning to wonder as I do not know any of the things that I have heard broadcast. I have heard Fulton Lewis, Jr. broadcast about the \$75,000 yacht. The yacht belonged to Mrs. Rohl, she received \$1 for the leasing of it and that is all she received. (He here made mention of the Senator Tenney investigation, and stated that he obtained copies of the transcript and personally delivered a copy of it to Major General Roberts and to Attorney General Biddle on March 9, 1943).

BURTON. Do you know how much the Government spent in reconditioning the Vega?

MARTIN. No. It was the best maintained and kept boat on the Pacific [11] coast when the Government took it. I do know this. I know that the object of Colonel Wyman in taking it was to use it in certain South American countries as a survey project, but through the lack of cooperation the original use, to make a survey of the shortest route from these countries to the island, was never realized. It was to be used as a survey boat, a secret survey.

BURTON. Certain South American countries would not cooperate?

MARTIN. That is my information. It is secondhand, I learned during the time that the facts transpired. Colonel Wyman could give you better information than I can. There are certain islands that could have been used, which would have shortened our route, certain South American countries made this impossible. It was to have been used as a survey boat. The boat was subsequently purchased by the Government contract.

BURTON. I think by the Navy.

MARTIN. I am using broad terms.

BURTON. Is Mr. Grafe an American citizen?

MARTIN. I have no information at all. I always assumed he was.

GALLOWAY. I know this. He was going to Rose Polytec in Terre Haute, Indiana, where I lived. I was practising law there before the World War and he was there and was a friend of friends of mine.

MARTIN. So far as knowing it, I do not know. I do know this, I know him well enough to know that he is a very loyal, aggressive man, whose ability is well recognized in the industry. He pushed through and built Madden Dam, and has done a great deal of construction [12] work, tunnels, dams, etc. for the Government, and that he is the manager of the Policy Committee for the Canal Project and has given largely of his personal time. While Lewis was broadcasting about him he was worth of the Arctic Circle doing his work, no radio broadcasts could get through there and he did not know what was being said about him. Mr. Rohl and Mr. Grafe are both aggressive men and you cannot be aggressive without stepping on someone's toes. I do know they are loyal to this country and their loyalty cannot be questioned. I do know that one of the



natural effects of the Fulton Lewis broadcasts and activities is to hamper our war effort and our preparedness program. I do know that when you do anything of this nature that you effect the mental punch of a man by destroying his peace of mind and destroying his ability to accomplish construction projects, or anything else. I feel that men who are engaged in putting forth their efforts in that direction under war conditions, should have support and not be interfered with. I will say for Mr. Rohl, Mr. Grafe, and Mr. Connolly, they are willing to come here. All I have to do is pick up the telephone and they will come here voluntarily, without service of subpoena.

BURTON. It is gratifying to know that.

MARTIN. I know something of the difficulties that are being encountered on the Canal project. But it is my understanding that they have discovered one of the largest potential oil fields that have ever been discovered on the North American continent; rich in 100 octane gas, oil, etc. If that is true, it should be worth developing, and [13] as to the cost of development, maybe their commercial development would be very high in dollars, but if it is to be measured in the human lives saved then the cost is immaterial.

I served as a pilot in the Army 27 years ago, my brother was a pilot, my son is an Army pilot, and I have a daughter who is married to a Naval officer. I am somewhat prejudiced when I see anyone blackmailing, getting publicity for mudling, or for other reasons injuring the fellow who is doing this work. I have to sympathy for him.

I was personally informed by the Speaker of the California State Legislature that the Jack Tenney Committee received appropriations for the calling in of those witnesses and taking of testimony on the representation that it was taking that testimony at the special instance and request of Attorney General Biddle. I received a copy of the transcript, and I personally delivered it to Attorney General Biddle. I advised him of the information I had received from the Speaker of the Assembly. I advised him in the presence of witnesses that Tenney had stated he had taken that testimony at the special instance of Mr. Biddle. Mr. Biddle at once informed me that that statement was not true. That none of the proceedings were being done at the instance or request of the Attorney General or his department.

I know that the petition which the department prepared for Rohl for his citizenship in the Spring of 1941 could not be acted upon, could not get any recommendations or any action of any [14] kind on it. I finally found out that a person in Los Angeles had taken the position, with relation to the Rohl-Connolly Company, who owned the scows, tugs, etc., that these had been licensed by the Bureau of Navigation when Hans Wilhelm Rohl owned 25% of the stock of the Rohl-Connolly Company, whereas the participation of an alien is limited to 15%. I personally came to Washington and submitted all of the facts and all of the data to the Solicitor General for the Department of Commerce, who personally went through all the files and all of the data and reported back that he could find no moral turpitude; that it was not a case for seizure of the vessels. The vessels had been documented by a broker who did not know that Mr. Rohl was not a citizen and signed by a secretary, Irma Dickey, neither of whom knew of the limiting of stock to 85% American and 15% alien. The Rohl-Connolly Company was fined \$25,000. That was promptly paid by the Rohl-Connolly Company. The Department of Commerce in turn communicated direct with Mr. Schofield, head of Immigration and advised Mr. Schofield that so far as the Department of Commerce was concerned, they could find nothing as to why Mr. Rohl's petition should not be promptly acted upon, and with that determination by the Department of Commerce, and letter from General Kingman, Mr. Schofield did expedite the placing of the petition on the calendar. I was told, and I hesitated a moment ago to say, I learned not so long ago that the informer had been paid by the United States Government, a statutory portion of that \$25,000 penalty.

Of course, I assume that you are not interested in any [15] threats that may have been made to any of my clients as to what would happen in the event they did not pay off. I assume that it is your duty to determine any action you may take on the facts.

BURTON. I think it is important that you include in your statement anything that you may know of any threats which have been made to your client.

MARTIN. I do not want to bother you with something you are not concerned with.

BURTON. If there is anything within your knowledge that reflects in any way upon the credibility of a witness who has, or does appear before the Committee, I think it your duty to submit it.



MARTIN. Only recently, prior to coming to Washington, in a telephone conversation with Mr. Hans Wilhelm Rohl, I was informed by him that such threats had been made. He did not give me the details, but I understand that they had been made by person or persons scheduled to appear before your Committee. I asked Mr. Rohl whether he had personally seen such documents. He said that he had. I asked him how many. I think he said two. I asked him if he could furnish me with photostatic copies. He said he could. I told him that if Mr. Burton was interested in them, I would let him know. That is all the information I have on this subject.

BURTON. I think it proper at this point to say to you emphatically, and without qualification or the slightest question, that this Committee as such, or any of the members of the Committee, are absolutely above participating in anything in the nature of persecution of anyone, and if any threats directly or indirectly [16] are involved they should be submitted at once.

MARTIN. That is the reason I just made the statement, summary of my knowledge, my information from Mr. Rohl on that subject. I do not have in my possession or have I seen such threats relating to the telephone conversation I had with Mr. Rohl. I have but one interest here which is paramount, that is our preparedness program.

BURTON. A hearing, or an investigation, so far as this Committee is concerned, is never conducted for the purpose of publicity or smearing any one, and I can say without qualification that I have never encountered any such thing.

MARTIN. If you had an opportunity to talk with Mr. Rohl and Mr. Grafe, they could substantiate what I have said. If you could satisfy yourself from the key leads I am giving you here, I think you would be in a position to move with considerable dispatch. I am ready to bring these men here at any time you want them.

#### HANS WILHELM ROHL

Born in Lubeck, Germany, September 29, 1886.

His last foreign residence was Raneagna, Chile. He emigrated to the United States from Valpariso, Chile, on October 23, 1913, arriving in New York City on the S.S. "Santa Marta" and paid his head tax.

He came to the United States to work for Nevada Consolidated Mining Company. Went to Nevada and worked there for about a year.

In 1914 he went to Sacramento, California, where he was employed by George Pollock, contractor.

He had a common law marriage in Sacramento in 1914. Four children were born of this marriage.

On July 23, 1915, he filed Declaration of Intention in Superior Court at Sacramento. He registered for the draft in 1917. He did not surrender Declaration of Intention or claim exemption because of citizenship. He was given some sort of supervisory position on a project engaged in raising food stuff for the Army during World War I, on which project some 600 were employed.

Later took up residence in San Francisco and in 1925 had a common law divorce, by agreement providing for care of children and common law wife until she remarried. Wife has since remarried and her name is now Mrs. Clark. Mrs. Clark's last residence of which I have knowledge was Sacramento, California.

Married Floy Edith Hubert (nee Adams) in San Francisco on August 26, 1925. Floy Edith Adams was born in Iola, Kansas, on October 27, 1890. She was formerly married but divorced in San Francisco.

On November 27, 1924, sailed from New York on S. S. Deutschland to England. Spent week or less in Germany. Returned New York January 10, 1925 on S. S. France. Had visa from German Consul in San Francisco.

In 1931 made several trips to Mexico in connection with highway construction for Mexican Government.

In 1932 wife purchased Yacht Ramona in New York, and he sailed on boat through Panama Canal arriving at San Diego.

In 1937 Ramona sold, and wife purchased Yacht Vega in New York. He went aboard at Jacksonville, Fla., went through Canal, then to Honolulu, arriving there in January, 1938, and then to Los Angeles, arriving in February, 1938.

Registered under Alien Reg. Act in Dec. 1940.

February 3, 1941, filed preliminary application papers for citizenship with Butterfield.

March 10, 1941, took examination before Butterfield with two witnesses, T. E. Connolly and Dr. Karl Lewis. Filed petition for naturalization and appeared

before Judge Terrell, who excused the witnesses, but requested certified copies of his divorce proceedings, and of present wife's divorce proceedings.

On September 15, 1941, his petition was heard by the U. S. District Court at Los Angeles, and decree granting citizenship was entered.

On September 25, 1941, left by Clipper for Honolulu in accordance with written order of Colonel Wyman, dated January 22, 1941.

Mr. Rohl's reasons for refusing sooner compliance with Colonel Wyman's order of January 22, 1941, were fully explained to Major General Robins, U. S. Engineer Corps, about August 28, 1941, at which time General John J. Kingman directed a letter to Lemuel R. Schofield, head of the Department of Immigration and Naturalization in Washington. This letter in substance stated that Rohl's services were badly needed in the Islands and that he had declined to make his services available to Colonel Wyman until such time as the U. S. District Court in Los Angeles had heard and determined upon its merits his then pending petition for citizenship.

Mr. Schofield, on receipt of General Kingman's letter, wired his Los Angeles office requesting that Mr. Rohl's petition be placed upon the September 15 calendar for hearing in the Federal Court of Los Angeles. The petition was heard on September 15, decree of citizenship entered and on September 25, Mr. Rohl left by Clipper for Honolulu and for the next 14 months took active charge of work of the Hawaiian Constructors in the Islands.

At no time prior to the entry of his final decree of citizenship did Hans Wilhelm Rohl take any part in prosecution of the work or the performance of the Hawaiian Constructors' obligations, as during the period prior to Mr. Rohl's declaration of citizenship Mr. Paul Grafe was in the Islands in active charge of the work of Hawaiian Constructors. Mr. Rohl had no part in the negotiations or the Hawaiian Constructors contract as such contract was personally negotiated in Washington, D. C., by Mr. T. E. Connolly, president of Rohl-Connolly Company, Mr. Paul Grafe, vice-president of W. E. Callahan Construction Company, with General Schley, General Robins, and Major Newman.

During the period of these negotiations, Colonel Wyman was then serving as District Engineer in the Islands and was present in Washington for the purpose of making known to the Department his requirements, but the actual negotiations were primarily with the three other officers above-mentioned.

[Confidential]

WAR DEPARTMENT,  
Washington, May 23, 1944.

H. RALPH BURTON,  
General Counsel, House Military Affairs Committee,  
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: With reference to your oral request that you be furnished certain information with respect to the equipment which was purchased from Rohl-Connolly Company for use in connection with contract No. W-414-eng-602, there is enclosed a memorandum from the Office of the Chief of Engineers dated May 23, 1944 which, it is believed, contains the information desired by you.

Yours sincerely,

/s/ James P. Murtagh,  
JAMES P. MURTAGH,  
Major, Inf.

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.  
khu

WAR DEPARTMENT,  
OFFICE OF THE CHIEF ENGINEERS,  
Washington, 23 May 1944.

Address reply to Chief of Engineers, U. S. Army,  
Washington, D. C.  
Refer to File No SPEGS 3335 (Hawaiian Dept).  
Memorandum for Mr. Julius H. Amberg.

Special Assistant to the Secretary of War.

Atten: Major James P. Murtagh, Inf. Room 3D739, The Pentagon.

Subject: House Military Affairs Committee Investigation Rohl-Connolly Company.

1. Reference is to your memorandum for the Chief of Engineers dated 14 April 1944, subject as stated above.



2. Information responsive to the inquiries made by the Chief Counsel of the House Military Affairs Committee, relative to the equipment which was purchased from Rohl-Connolly Company for use in connection with Contract No. W-414-eng-602, has been secured from the Acting District Engineer at Honolulu, T. H., and is furnished below.

a. A list of the equipment involved. The following items of equipment were purchased from Rohl-Connolly Company for use in connection with Contract No. W-414-eng-602:

No. of units	Description	Unit price	Total cost
1	80-D Northwest Shovel, Serial No. 5437.....	\$30,000.00	\$30,000.00
1	80-D Northwest Shovel, Serial No. 5184.....	25,000.00	25,000.00
1	80-D Northwest Shovel, Serial 3872.....	20,000.00	20,000.00
2	Sullivan Class Wn. Air Compressors, Serial Nos. 19023 & 19024.....	4,500.00	9,000.00
1	Palmer International Generator, Serial No. 508186.....	2,500.00	2,500.00
7	Sterling Trucks, Model HCS, Engine Nos. 13622, 13604, 13701, 13659, 19789, 10398, 13605.....	9,000.00	63,000.00
1	Rex Double Pumcrete (Model 200).....	9,000.00	9,000.00
1	Lot Pumcrete Accessories and Parts.....	6,982.14	6,982.14
1	Heil Hoist (Model OT-73-80).....	941.03	941.03
	Total.....		166,423.17

b. The date on which the equipment was, according to the terms of the agreement, to be delivered. No written agreement was entered into prior to actual acquisition of the equipment by the Government. Arrangements were made in November, 1941, between Colonel Theodore Wyman, Jr., then District Engineer, Honolulu, and Mr. H. D. Rohl, of the Rohl-Connolly Company, for the plant in question to be made available for use under Contract No. W-414-eng-602. The transaction was consummated by issuance of Government purchase order to Rohl-Connolly Company 18 March 1942, after the equipment had been in the possession of the United States for approximately four months, i. e., considering both time in transit and time in use.

c. When the equipment was actually delivered in Hawaii.—The equipment was received in the Hawaiian Islands early in February 1942.

d. What caused the delay in transporting the equipment to Hawaii.—The equipment was originally scheduled for use on construction work being performed at Canton Island under Contract No. W-414-eng-602. The equipment was shipped from Los Angeles, California, on the Army Transport Ludington and was enroute to Canton Island at the time of the enemy attack of 7 December 1941, whereupon the vessel was ordered back to the United States and accordingly returned to Los Angeles. The equipment was then shipped to the Hawaiian Islands under war restrictions, where it was retained for utilization on defense projects.

e. How much was paid to Rohl-Connolly Company for the equipment and how much additional expense, if any, was incurred in transporting it.—Total payment in the amount of \$166,423.17 was made to Rohl-Connolly Company on 19 March 1942 for the equipment listed in subparagraph a above as representing its value at time of original possession by the Army. The equipment was purchased f. o. b. Los Angeles, California. Inasmuch as the equipment was shipped from that point via Army Transport, the actual additional cost incurred by the Army in transporting the equipment to Hawaii is not available.

For the Chief of Engineers:

/s/ Douglas I. McKay,  
DOUGLAS I. MCKAY,

Special Assistant to the Chief of Engineers.

[1]

WAR DEPARTMENT

Washington, May 22, 1944

H. RALPH BURTON,

General Counsel, House Military Affairs Committee,

519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: This will acknowledge receipt of two unsigned memoranda, addressed by you to Lt. Colonel Miles H. Knowles under date of March 22, 1944.



in which you requested certain information in connection with the investigation being conducted by your Committee of the award of construction contracts in Hawaii.

The Office of the Chief of Engineers has furnished the seven enclosures listed below which, it is believed, contain the information desired by you. In addition, that office has supplied the following comments with respect to the enclosures:

1. *Information pertaining to basic contract and supplements thereto numbers 1, 2, 3, 4, and 5:*

a. *Dates of the orders to proceed for all the schedules listed in summary.* Copies of all job orders, with addenda thereto, applicable to the basic contract and first five supplemental agreement are enclosed, together with an index identifying the relationship of the various job orders to the schedules of work in the contract and supplemental agreements (Encl. #1). These job orders constitute the notice to the contractor to proceed with the work, and list in each case the proposed commencement date and estimated date for completion of the work. It will be noted from the last column of the index (Encl. #1) that, in many cases, the contractor was directed to proceed with the various items of work under any one particular schedule on different dates.

b. *Progress charts for the same schedules.* Progress charts, as such, were not maintained for the various schedules. In lieu thereof, data covering actual progress of the work were kept on a job order basis, and with respect to the job orders applicable to the basic contract and supplements Nos. 1 to 5 thereto, are reflected in the information furnished in subparagraph 1c below.

[2] c. *Monthly reports showing percentage of completion of the work as determined from estimates made and approved by the Contracting Officer.* Extracts of partial payment estimates pertaining to work under the basic contract and first five supplemental agreements are enclosed (Encl. #2.) These payment schedules show the progressive percentages of completion of the applicable job orders as determined from estimates jointly made and agreed to by representatives of the contractor and the Government and approved by the Contracting Officer.

d. *Record of weekly reimbursements to contractor for payroll and material invoices for the year 1941.* No reimbursements were made to the contractor for payroll and material invoices for the year 1941, since all reimbursable salaries and wages were paid to the contractor's employees directly by the Government and all materials utilized on the projects were either furnished by the Government or payment therefor made directly to vendors in accordance with the direct payment option reserved in the contract.

e. *By whom the air raiding devices were supplied and when they were received by the District Engineer for the District of Hawaii.* The only work performed by the contractor at Aircraft Warning Service locations was the construction of camps, buildings, utilities, roads, tunnels, fencing, and such appurtenant work. The actual furnishing and installation of technical equipment was a responsibility and function of the Army Signal Corps. In connection with Job Order No. 2.0 (Original Contract, Schedule "B"), the cableway erected at Mt. Kaala was purchased from the Interstate Equipment Corporation, 18 West Jersey Street, Elizabeth, New Jersey, under Government Supply Contract No. W-414-eng-784, dated 30 April 1941.

f. *By whom the storage tanks for gasoline were supplied.* The gasoline storage tanks covered by Supplemental Agreement No. 2, Schedule "J", were furnished the District Engineer in plate form by the Army Air Corps. The tanks were then either prefabricated by the contractor at a central point and hauled to the site or the plates were transported to, and welded at, the installation site. Revised work under Supplemental Agreement No. 4, Schedule "G", provided for the substitution of nine (9) 40,000-barrel all welded steel underground gasoline storage tanks for the four (4) 50,000-barrel tanks originally specified. These nine (9) tanks were furnished and installed by the Hammond Iron Works, Warren, Pennsylvania, under Government Lump-Sum Construction Contract No. W-1101-eng-5309, dated 23 October 1941.

g. *Record of any complaints made by the Government concerning delays of the contractor during 1941.*—There is no record in this office (U. S. E. O., Honolulu, T. H.) of any formal complaints registered by the Government concerning delays of the contractor during 1941.

2. *Information applicable to basic contract and all supplements thereto:*

a. *Chart showing the organization of the Hawaiian Constructors as required by Article 16 of the contract.* Three separate charts, reflecting the contractor's organizational set-up as of 31 March 1941, 26 May 1941 and 10 October 1942, are enclosed (Encl. #3.)

b. Copy of Hawaiian District Order No. 1, dated 1 January 1943, terminating the contract and supplements to that date. The order mentioned has apparently been cited in error, since District Order No. 1 dated 1 January 1943 has no bearing on the termination of Contract No. W-414-eng-602. It is believed that reference is intended to District Circular No. 4, dated 12 January 1943, copy of which is enclosed (Encl. #4.) There is also enclosed copy of termination notice given the contractor on 11 January 1943 (Encl. #5.) Prior to issuance of the notice (Encl #5) terminating all work under the contract, as amended, the work provided for under Supplemental Agreement No. 43 (Parts 1 and 2) and Supplemental Agreement No. 23 (Parts 1 and 2) was terminated for the convenience of the Government by Change Order No. 12, dated 5 May 1942, and Change Order No. 13 (Part 1), dated 13 May 1942, respectively. Copies of both of these change orders are enclosed (Encl. #6 and #7.)

Yours sincerely,

/s/ James P. Murtagh  
JAMES P. MURTAGH  
Major, Inf.

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

7 Enclosures :

- 1—Cys Job Orders & Index
- 2—Cys Payment estimates
- 3—Three Organization charts
- 4—Cy Dist. Cir. No. 4
- 5—Cy termination notice
- 6—Cy Change Order No. 12
- 7—Cy Change Order No. 13 (Part 1)

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[Air Mail]

HEADQUARTERS UNITED STATES ARMY FORCES CENTRAL PACIFIC AREA

OFFICE OF THE COMMANDING GENERAL

APO 958

8 FEB. '44 BRW HS.

Officer Affixing.

10 FEB 1944.

Refer to File Engr-CCA-160

Subject: Information concerning contracts with Hawaiian Constructors, Sverdrup & Parcel and Territory Airport Constructors

To: The Chief of Staff, U. S. Army, Washington, D. C.

1. Information requested in War Department secret radiogram No. 84 dated 6 February 1944, for the House Military Affairs Committee, concerning all contracts awarded under the jurisdiction of this Headquarters to Hawaiian Constructors, Honolulu, T. H.; Sverdrup & Parcel, St. Louis, Missouri; and Territory Airport Constructors, Honolulu, T. H., is given below.

2. Information relative to Contract No. W-414-eng-602:

a. Total payments made to date other than reimbursements for supplies, materials and services:

- (1) To Hawaiian Constructors:  
\$541,031.35—Fixed Fee  
\$124,105.05—Rental and recapture of new equipment
- (2) To Hawaiian Contracting Company, Ltd.:  
\$317,123.58—Purchase of used equipment
- (3) To Rohl-Connolly Company:  
\$166,423.17—Purchase of used equipment
- (4) To W. E. Callahan Construction Co.:  
\$84,000.00—Purchase of used equipment
- (5) To T. R. Connolly, Inc.:  
\$57,500.00—Purchase of used equipment

The bulk of the supplies and materials utilized on the contract work were purchased by the Government from independent vendors and paid for directly by the Government to the several vendors. With few exceptions, [2] all personnel employed by the contractor on the work was paid directly by the Government. Of the sums reimbursed or paid by the Government under Contract





- a. Were contracts terminated at same time as Contract No. W-414-eng-602? No.
- b. If not, were they completed or terminated on some other date?

Contract No.	Completed or terminated	Date of completion or termination
W-414-eng-634.....	Completed.....	27 February 1941.
W-414-eng-808.....	Completed.....	24 April 1942.
DA-W-414-eng-511.....	Terminated.....	24 December 1942.
DA-W-414-eng-585.....	Completed.....	1 April 1943.
DA-W-414-eng-842.....	Completed.....	1 January 1943.

c. Amount paid under each contract and to whom paid:

Contract No.	Amount paid <sup>1</sup>	To whom paid
W-414-eng-634.....	Fee—\$1,300.00.....	Sverdrup & Parcel.
W-414-eng-808.....	Fee—\$13,600.00.....	do.
DA-W-414-eng-511.....	Fee—\$101,188.43.....	do.
DA-W-414-eng-585.....	Fee—\$20,469.00.....	do.
DA-W-414-eng-842.....	Fee—\$40,139.00.....	do.

<sup>1</sup> Other than reimbursements for supplies, materials and services.

d. If any of the contracts were terminated has a settlement been reached and full details of the settlement indicating what part of the work under the contract was performed:

(1) Contract No. DA-W-414-eng-511 is the only one of the contracts listed in this paragraph which was terminated prior to completion of all work thereunder. Final settlement has been reached in connection with the termination of this contract.

(2) Details of the settlement and percentages of work completed at each site under Contract No. DA-W-414-eng-511 are as follows:

[5] Site	Fee for design, plans, etc.	% compl.	Fee earned	Fee for supervision of constr. & constr.-management services	% compl.	Fee earned
Nandi, Fiji Islands.....	\$21,921	98	\$21,482.58	\$54,914	80	\$43,931.20
Narewa, Fiji Islands.....	5,270	98	5,164.60	13,214	45	5,946.30
Tontouta, New Caledonia.....	1,120	75	840.00	746	75	559.50
Plaines des Gaiacs, New Caledonia.....	15,998	75	11,998.50	10,665	75	7,998.75
Townsville, Australia.....	2,332	100	2,332.00	1,555	100	935.00
	\$46,641		\$41,817.68	\$81,094		\$59,370.75
Total fixed fee earned and paid.....						41,817.68
						\$101,188.43

<sup>1</sup> Approximately 60%.

e. If termination settlement negotiations are current, state present status of such negotiations and whether it is possible to estimate the amount ultimately to be paid. Payments listed under subparagraph 3c above represent final settlement in connection with the termination or completion of all of the above listed contracts.

## f. Information as to the personalities involved in performance of each contract.

Contract No.	Name and title of person involved	Nature of participation
W-414-eng-634.....	L. J. Sverdrup, Partner.....	Negotiated contract and performed contract work.
W-414-eng-808.....	L. J. Sverdrup, Partner.....	Negotiated contract only.
	D. C. Wolfe, Engineer-in-Chief.....	Performed contract work.
6] DA-W-414-eng-511....	L. J. Sverdrup, Partner.....	Negotiated contract and actively supervised contract work from inception of contract to about 25 April 1942.
	D. C. Wolfe, Engineer-in-Chief....	Supervised contract work from 25 April 1942 to termination of contract.
DA-W-414-eng-585.....	L. J. Sverdrup, Partner.....	Negotiated contract only.
	D. C. Wolfe, Engineer-in-Chief....	Actively supervised the contract work.
DA-W-414-eng-842.....	L. J. Sverdrup, Partner.....	Negotiated contract only.
	D. C. Wolfe, Engineer-in-Chief....	Actively supervised the contract work.

g. Name of War Department representative in the negotiation of termination settlement. Colonel B. R. Wimer, C. E., Deputy District Engineer and Contracting Officer, U. S. Engineer Office, Honolulu, T. H., negotiated the settlement in connection with Contract No. DA-W-414-eng-511, the only one of the above numbered contracts terminated prior to completion.

4. Information as to what part of performance of contracts was supervised by Hans Wilhelm Rohl, Paul Grafe, and Leif J. Sverdrup, and the installations and locations involved. (The following information supplements that contained in paragraph 3.)

Contract No.	Supervised by	Title and company	Approx. period	Nature and location of work
W-414-eng-602.....	Paul Grafe.....	Vice President, W. E. Callahan Construction Co.	20 Dec. '40 to 31 Dec. '41..	(Omission)
	H. W. Rohl....	President, Rohl-Connolly Co.	1 Jan. '42 to 24 June '42...	
[7] W-414-eng-634.	L. J. Sverdrup.	Partner, Sverdrup & Parcel.	21 Jan. '41 to 16 Feb. '41..	(Omission)
DA-W-414-eng-511.	L. J. Sverdrup.	Partner, Sverdrup & Parcel.	6 Nov. '41 to 25 Apr. '42..	(Omission)

5. Advise whether Hawaiian Constructors still have all of the construction work in the Hawaiian Department; if not, who does have it? Since the termination of Contract No. W-414-eng-602 effective 31 January 1943, Hawaiian Constructors have not performed any construction work in the Hawaiian Department (now Central Pacific Area). From 1 February 1943, all construction work has been and is now being performed by hired labor forces of the United States Engineer Office, Honolulu, T. H., with the exception of a few lump sum contracts which have been awarded by the United States Engineer Office to local contractors having available organizations and equipment for construction of temporary buildings and facilities in the Hawaiian Islands.

[8] 6. Advise specifically whether there was any other reason for the termination of construction contracts relating to work in New Caledonia other than the reasons which led to the general termination of Contract No. W-414-eng-602. The arrival of the task force and their taking over the construction prompted the termination of all work in New Caledonia under Contracts Nos. W-414-eng-602 and DA-W-414-eng-511.

7. Information as to all prime contracts and subcontracts awarded in areas of Territory of Hawaii or Southwest Pacific (including Canton Island, Christmas Island, the Fiji Islands, New Hebrides, New Caledonia, the Solomon Islands, Aitutaki, Tongatabu, Norfolk and Townsville, Australia) to the Territory Airport Constructors, or to any other company, corporation, partnership or syndicate in which Hans Wilhelm Rohl, Paul Grafe, or T. E. Connolly were in any way associated.

a. Contractor. Hawaiian Constructors, Honolulu, T. H., a joint venture composed of W. E. Callahan Construction Company, a Nebraska corporation; Gunther & Shirley Company, a Nebraska corporation; Rohl-Connolly Company, a Nevada

corporation; Ralph E. Woolley, operating as an individual of Honolulu, T. H.; and Hawaiian Contracting Company, Ltd., an Hawaiian corporation.

(1) *Contract No. W-414 eng-602.*

(2) *Amount of contract.* Total estimated cost of all work ordered by the Government prior to termination of the contract (including that not completed at the effective termination date) \$135,891,523.00, and estimated total fixed fee allowance with respect thereto \$1,035,892.00. These figures are approximate only, and are based upon the amounts set forth in the contract, as amended to date, plus the estimated cost of work ordered prior to termination but not yet incorporated into the contract by supplemental agreement and the estimated fixed fee allowance with respect thereto. Amounts included with respect to work not yet covered by contract have been proposed by the Government, but have not been fully or finally accepted by the contractor.

(3) *Date of award of contract.* 20 December 1940.

(4) *Estimated completion date.* Six months for original contract; indefinite thereafter.

(5) *Date or termination prior to completion of work.* 31 January 1943.

[9] (6) *Percentage of work completed at time of cancellation.* Approximately 65%.

(7) *By whom work was completed.* Essentially all projects not completed prior to termination of Contract No. W-414-eng-602 have been or are now being prosecuted by hired labor forces of the United States Engineer Office, Honolulu, T. H.

(8) *Date of completion.* The majority of the individual projects formerly covered by Contract No. W-414-eng-602 have been completed at various intervals since the termination of that contract effective 31 January 1943. A few of the projects are not one hundred per cent (100%) complete by reason of temporary suspension of the work at intervals due to low priority, nonreceipt to date of certain materials required in the work, etc.

(9) *Full details of any termination settlement concluded.* Negotiations are still in progress. No mutually satisfactory settlement is in sight.

(10) *Status of pending termination settlements, and amounts to be paid if that can be estimated.* Contract No. W-414-eng-602, as amended to date, does not cover all of the work ordered by the Government and performed by the contractor prior to termination, nor does it reflect all revisions within the contract which were directed by the Government prior to termination. Reference is made to tabulation entitled "Cost Estimates—Contract No. W-414-eng-602," forwarded to the Chief of Staff, U. S. Army by secret letter of this Headquarters dated 21 January 1944, subject "House Military Affairs Committee Investigation—Hans Wilhelm Rohl." Exhibits "A" and "B" of that tabulation cover all work included in the contract, as well as changes in these contract items which have not yet been covered by formal change order. The figures set forth in Exhibits "A" and "B" of the tabulation represent the final agreed estimated construction costs of the work covered by the contract, adjusted to reflect all revisions in these projects which were directed by the Government prior to final termination. All revised estimates listed in Exhibits "A" and "B" of the tabulation have been agreed to by the contractor and by the Government, with the exception noted by the contractor to deduction of \$700,000 from the estimated cost of work performed under Supplemental Agreement No. 4, Schedule G. The figures listed in [10] Exhibit "C" of the tabulation cover direct costs only on the balance of the work ordered by the Government and completed by the contractor as of the effective contract termination date, but not yet covered by supplemental agreement to the contract. The Contracting Officer and the contractor have agreed to these direct cost estimates and to the proportion of the work actually completed at the contract termination date. The Contracting Officer has proposed an allowance of seven per cent (7%) of direct costs to cover the estimated indirect cost to the contractor of performing all work listed in Exhibit "C." This allowance has been appealed by the contractor, but no final decision reached. The Contracting Officer has further proposed to the contractor an allowance of 25% of the maximum allowable fees approved by the Under Secretary of War for work under cost-plus-a-fixed-fee construction contracts with respect to the work included in Exhibit "C" of the aforementioned tabulation and not yet covered by the contract. The contractor has protested this proposed basis of computing the additional fixed fee allowance. However, based upon the estimates of cost, percentages of completed work and fixed fee allowance on which agreement has been reached, and using the additional amounts which have been proposed by the Government but not



accepted by the contractor, the total estimated cost of the work completed under Contract No. W-414-eng-602 at the effective contract termination date will approximate \$88,525,609.00 and the fixed fee allowance is presently estimated at \$800,000.

(11) *Personalities involved in work on behalf of each company.* See subparagraph 2c above.

(12) *War Department representative engaged in settlement negotiations.* See subparagraph 2d above.

b. *Contractor.* Territory Airport Constructors, a joint venture composed of W. E. Callahan Construction Company, a Nebraska corporation; Gunther & Shirley Company, a Nebraska corporation; and Paul Grafe, an individual of Los Angeles, California.

(1) *Contract No.* CCA-4140 (W-414-eng-854).

(2) *Amount of contract.* Approximately \$3,594,203.42.

(3) *Date of award of contract.* 19 May 1941.

(4) *Estimated completion date.* 10 September 1942.

(5) *Date of termination prior to completion of work.* 20 December 1941.

(6) *Percentage of work completed at time of cancellation.* (Omission.)

(7) *By whom work was completed.* The Upolu airport project was totally abandoned. The terminated work at the Hilo, Maui and Molokai Airports was completed by Hawaiian Constructors under Contract No. W-414-eng-602.

(8) *Date of completion.* (Omission.)

(9) *Full details of any termination settlement concluded.* Payment was made at the contract unit prices for all work in place as of the effective contract termination date in the total sum of \$679,813.43.

(10) *Status of pending termination settlement, and amount to be paid if that can be estimated.* The amount of the payment stipulated under subparagraph 7b (9) above represents final settlement.

(11) *Personalities involved in work on behalf of each company.*

Name of joint venturer	Name and title of official involved	Nature and extent of participation
W. E. Callahan Construction Co. and Paul Grafe.	Paul Grafe, Vice President of W. E. Callahan Construction Co. and trading as an individual.	Negotiated contract and actively supervised contract work.
Gunther & Shirley Company...	None.....	

[12] (12) *War Department representative engaged in settlement negotiations.* Colonel Theodore Wyman, Jr., C. E., then District Engineer, U. S. Engineering Office, Honolulu, T. H.

8. The original of the report of the Inspector General concerning Colonel Theodore Wyman, Jr., and Rohl-Connolly Company has been forwarded under separate cover via air mail.

ROBERT C. RICHARDSON, JR.,  
Lieutenant General, U. S. Army,  
Commanding.

CONFIDENTIAL

WAR DEPARTMENT,  
Washington, D. C., 14 January 1944.

Re: House Military Affairs Committee Investigation of Colonel Theodore Wyman, Hans Wilhelm Rohl, and Colonel Lief J. Sverdrup.

H. RALPH BURTON,  
Chief Counsel, Truman Committee,  
Old House Office Building, Washington, D. C.

DEAR MR. BURTON: In response to your oral request for a compilation of the contracts held by Colonel Lief J. Sverdrup and associates with the War Department, you will find annexed a compilation of the contracts giving the contract number, date, amount of contract and description and location of the work. These contracts are between the War Department and the following:

L. J. Sverdrup  
Sverdrup & Parcel  
Sverdrup & Parcel and J. Gordon Turnbull

You will note that several of the contracts listed herein have been awarded on a cost-plus-fixed-fee basis. The letters "FF" indicate the fee to the Architect-Engineer and the figure shown as "estimated cost of construction" indicates the amount to be paid the constructor under a separate contract.

Your attention is called to the fact that the contracts are all dated with the exception of one before 7 December 1941. Since that date, if any further contracts have been let to Colonel Sverdrup and his associates, they are under the jurisdiction of the Commanding General of the Hawaiian Department to whom inquiry is being addressed by this office for further information. You will note that this material is classified as confidential by the War Department, and it is respectfully requested that the Committee respect the War Department classification.

Yours sincerely,

/s/ Miles H. Knowles  
MILES H. KNOWLES  
*Lt. Colonel, JAGD*

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.  
Khm

SECRET

WAR DEPARTMENT,  
OFFICE OF THE UNDER SECRETARY,  
*Washington, D. C., 8 January 1944.*

Mr. H. RALPH BURTON,  
*Chief Counsel, House Military Affairs Committee,  
519 Old House Office Building, Washington, D. C.*

DEAR MR. BURTON: I refer below to memorandum dated 8 December 1943, from the Assistant Chief of Staff, G-4, regarding the contract with Hawaiian Constructors, in which Rohl-Connally was a joint venturer. This memorandum was transmitted to this Office through another War Department branch and was mistakenly filed in that branch until yesterday, when it was traced and then delivered to this Office. This accounts for the delay.

The above mentioned memorandum gives the following information:

By radio CM-IN-4957 (8 Dec 43) the commanding General, Central Pacific Area has advised that only one contract involving Hans Wilhelm Rohl has been awarded in that area. The number of this contract is W 414 Eng 602. It was awarded by the Honolulu District Engineer to Hawaiian Constructors, in which Rohl-Connally Company was a joint venturer. The contract was dated 20 December 1940 and was approved by the Under Secretary of War on 3 January 1941. It was terminated for the convenience of the Government, effective 31 January 1943, prior to completion of all work thereunder.

The total estimated cost involved in this contract was \$84,436,961 and the contract called for a fixed fee of \$1,014,690. As result of current negotiations in connection with the termination of this contract, these figures are subject to substantial revision.

The contract referred to above covered various construction projects located throughout the Hawaiian Islands, including air fields, fortifications and other defense projects. Airport facilities were also included for Canton Island, Christmas Island, Plaines Des Gaiacs on New Caledonia, and Nandi in the Fiji Islands. All of the above are in the Pacific Ocean.

The Central Pacific Area has entered into no contracts in which Rohl is involved as a subcontractor.

The above mentioned information was received by this Office classified as "Secret" and I request that you respect this classification unless the material is released from the classification by the War Department.

Sincerely yours,

HERBERT A. FRIEDLICH,  
*Lt. Colonel, JAGD,  
Assistant.*

CONFIDENTIAL

WAR DEPARTMENT,  
*Washington, D. C., 4 January 1944.*

H. RALPH BURTON,  
*Chief Counsel, House Military Affairs Committee,  
Old House Office Building, Washington, D. C.*

DEAR MR. BURTON: In Colonel Knowles' absence, I enclose herewith copy of 1st indorsement from the Chief of Engineers, dated 1 January, 1944, and addressed

to Mr. Julius H. Amberg, setting out contract information requested by you in your letter of 20 December, addressed to Mr. Julius H. Amberg.

I note that there is indicated in some of the material under the heading "Approved" that certain contracts were not approved. I presume that under War Department regulations, the contracts indicated as not approved, would not require any approval in addition to the signature of the officer who signed the particular contract in question.

As I know, you are in a great hurry to get this material, I am sending it out to you without checking it.

Yours sincerely,

/s/ Herbert A. Friedlich  
HERBERT A. FRIEDLICH,  
Lt. Colonel, JAGD,  
Assistant.

P. S.—I note that there is included in the enclosures, contract No. W-869-eng-7600 with Miller Construction Company, Inc. I doubt very much if this contract should properly be included among those in connection with the Canol project.  
H. A. F.

Encls.

CONFIDENTIAL

1st Ind.

678 (Canol) (22 Dec 43)

CE 161 SPEAC

Office, C. of E., 1 January 1944.

To: Mr. Julius H. Amberg, Special Assistant to the Secretary of War, Room 3-E-739, the Pentagon.

OPE/aje

Pursuant to request in basic communication there is attached, in duplicate, a page for each contract giving a brief description of the work required by the contract, names of the contractors or architect-engineers, the amount of the contract and of each supplemental agreement and/or change order, the respective date of the contracts and/or change orders and by whom if they were signed and approved.

For the Chief of Engineers:

O. P. EASTERWOOD, JR.,  
Major, Corps of Engineers,  
Assistant, Contracts & Claims Branch.

9 Inclosures: (in dup.)

- 1—Report of Cont. No. W-412-eng-52.
- 2— " " " " W-412-eng-53.
- 3— " " " " W-412-eng-54.
- 4— " " " " W-2385-eng-34.
- 5— " " " " W-2385-eng-S9.
- 6— " " " " W-2385-eng-44.
- 7— " " " " W-2385-eng-6.
- 8— " " " " W-869-eng-7600.
- 9—Ltr 20 Dec. 43.

WAR DEPARTMENT,  
Washington, 18 December 1943.

Re: Colonel Theodore Wyman, Jr.

H. RALPH BURTON,

Chief Counsel, House Military Affairs Committee,  
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: Annexed is memorandum from Major General Thomas M. Robins, Deputy Chief of Engineers, to Mr. Amberg covering the information requested by you on 11 December 1943 from the office of the Corps of Engineers in regard to the duties of Colonel Wyman in Hawaii and Canada.

It is hoped that this material is sufficiently complete to serve your requirements.

Sincerely yours,

/s/ Miles H. Knowles  
MILES H. KNOWLES  
Lt. Colonel, AUS

(From Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.

KhM

Address Reply to Chief of Engineers,  
U. S. Army, Washington, D. C.

Refer To File No. SPEGD



WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, 16 December, 1943.

Memorandum to: Mr. Julius H. Amberg, Office of the Secretary of War, Room 3-E-739 Pentagon.

1. Pursuant to telephonic request 1600, 11 December 1943, of Mr. Burton, counsel of the House Military Affairs Committee, the following information is furnished relative to the duties of Colonel Theodore Wyman, Jr., in Hawaii and Canada.

2. In September 1939, Colonel Wyman was relieved from duty in Los Angeles and assigned to duty with the 3rd Engineers, Schofield Barracks, T. H. By War Department orders dated 5 June 1940 he was relieved from duty with the 3rd Engineers and assigned as assistant to the District Engineer, Honolulu Engineer District, effective on or about 1 July 1940, with additional duties as assistant to the Works Projects Administrator for the Territory of Hawaii. Special orders of the Chief of Engineers appointed Colonel Wyman, District Engineer, on 15 July 1940.

3. As District Engineer, Colonel Wyman was charged with the administration of the district which covered the entire Territory of Hawaii, with the execution of any construction projects assigned the district and with the execution of fortification and other military construction under the direction of the local military commander as prescribed in Army Regulations and other War Department instructions. Colonel Wyman as District Engineer was specifically authorized to—

(a) Issue certain permits in the name of the Secretary of War for works in the navigable waters of the United States.

(b) Provide, within prescribed limits of cost, for hire or rental, construction, repairs, and alterations to plants and structures, and procurements.

(c) Approve specifications, awards, contracts, and change orders within prescribed limits of cost.

4. In October 1941, pursuant to a secret War Department directive, which placed the District Engineer at the disposal of the Commanding General, Hawaiian Department, Colonel Wyman was placed in charge of construction of facilities necessary to provide an air route from Hawaii to the Philippines via Australia. This directive was later changed to limit the activities of the Commanding General, Hawaiian Department, to that portion of the route from Hawaii to Australia.

5. Colonel Wyman was relieved from duty as District Engineer, Honolulu Engineer District, by War Department orders dated 10 March 1942 and assigned as assistant to the Division Engineer, South Pacific Division. At the same time all functions of the District passed to the control of the Commanding General, Hawaiian Department, in accordance with War Department directives concerning construction activities outside of the continental limits of the United States.

6. From the time of Colonel Wyman's arrival in the United States until May 5, 1942 he was engaged in officer procurement activities in connection with the activation of an Engineer General Service Regiment. On May 5, 1942, Colonel Wyman was designated as Officer in Charge of the Canal Project and was directed to proceed with the necessary surveys and construction incident thereto, reporting directly to the Chief of Engineers. He was vested with all the authority of a District Engineer which carried an automatic designation as contracting officer with full authority to make procurements and to execute contracts necessary for the accomplishment of his mission. District Engineers are empowered to award contracts not exceeding \$3,000,000.

7. As Officer in Charge of the Canal Project, Colonel Wyman was sent on temporary duty to Edmonton, Alberta, Canada and such other points in Canada and the United States as were necessary for the accomplishment of his mission. The period of this temporary duty started on or about 23 May 1942. The temporary nature of the assignment was changed by War Department orders of 21 November 1942 which relieved Colonel Wyman from the temporary duty status and from assignment as assistant to the Division Engineer, South Pacific Division, and assigned him as Division Engineer, Northwest Division, with station at Edmonton, Alberta, Canada.

8. Colonel Wyman was relieved from duty as division engineer by orders issued 25 March 1943. Records of this office show Colonel Wyman now assigned overseas at APO 29, in care of the Postmaster, New York, N. Y.

/s/ Thomas M. Robins,  
THOMAS M. ROBINS,  
Major General,  
Deputy Chief of Engineers  
WAR DEPARTMENT,  
Washington, D. C., 13 December 1943.

Re: Hans Wilhelm Rohl

H. RALPH BURTON,  
Chief Counsel, House Military Affairs Committee,  
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: Annexed is memorandum covering the contracts of the War Department with construction concerns with which Hans Wilhelm Rohl is associated. This material is furnished in conformity with your oral request of 3 December 1943.

In respect to the information on page 2 regarding construction in Hawaii, further information is being secured from the Service Command, and the total amount may be increased somewhat. The material will be forwarded to your office immediately upon its receipt.

Yours sincerely,

/s/ Miles H. Knowles  
MILES H. KNOWLES,  
Lt. Colonel, AUS

(For Julius H. Amberg, Special Assistant to the Secretary of War).

Enc.

COPY  
JPT/aam

Address reply to  
Chief of Engineers, U. S. Army,  
Washington, D. C.

WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, 6 December 1943.

Refer to File No. SPEAC

Memorandum for the Office of the Director of Materiel. (Attention: Major Frank W. Xiques, Room 5D-666, The Pentagon).

Subject: House Military Affairs Committee Investigation—Hans Wilhelm Rohl.

In conformity with your verbal request of 3 December 1943, the following information is furnished concerning the request of the House Military Affairs Committee for information relating to contracts with the War Department in which Hans Wilhelm Rohl was (or is) interested, either as contractor or subcontractor, including the amounts involved and the locations where the work was performed (or is being performed):

CONTRACTS ENTERED INTO WITH ROHL-CONNOLLY COMPANY, 4351 ALHAMBRA AVE., LOS ANGELES, CALIF.

Contract No.	Date	Amount	Location and type of work
W 509 eng-68.....	10- 4-33	\$1,520,000.00	Construction of breakwater Los Angeles, Long Beach Outer Harbors, San Pedro Bay, Calif.
W 509 eng-85.....	7-26-34	557,790.00	Construction on new enrockments, reconstruction existing enrockment, Newport Bay, Calif.
W 509 eng-4 (ER).....	8-10-35	827,750.00	Construction breakwater, Los Angeles & Long Beach Harbors, Calif.
W 509 eng-103.....	8- 6-36	2,145,000.00	do.
W 509 eng-267.....	12- 3-37	2,600.00	Repair of revetment, Los Angeles, (Harbor) California.
W 509 eng-980.....	1-24-40	23,875.00	Rental of floating derrick, towboat and barge.
W 509 eng-994.....	2-21-40	865,678.25	Improvement of Los Angeles River, Section VII, Downey Rd. to Atlantic Avenue, City of Vernon & Los Angeles Co., Calif.
W 509 eng-4622.....	3- 6-43	50,000.00	Repair of floating plant, any available shipyard.
W 509 eng-979.....		11,250.00	Jetty stone, Newport Bay Harbor, Calif.
W 509 eng-1000 (ER).....		15,770.00	Derrick stone, F. O. B., Railroad cars at Ormand (Riverside), Calif.
W 509 eng-61 Subcontractor. (Contractor is Puget Sound Bridge & Dredging Co.)		466,410.00	39,307 Tons Class B Stone, and 87,081 Tons Class A Stone.

CONTRACT ENTERED INTO WITH CADDOA CONSTRUCTORS (JOINT VENTURE WITH W. E. CALLAHAN CONSTRUCTION CO., AND GUNTHER & SHIRLEY COMPANY, AND ROHL-CONNOLLY)

Contract No.	Date	Amount	Location and type of work
W 911 eng-487-----	7-19-40	\$7, 478, 790. 41	Construction John Martin Dam and appurtenant works on Arkansas River in Bent County, Colorado.

CONTRACT ENTERED INTO WITH HAWAIIAN CONSTRUCTORS (JOINT VENTURE WITH W. E. CALLAHAN CONSTRUCTION CO., GUNTHER & SHIRLEY COMPANY, ROHL-CONNOLLY COMPANY AND RALPH E. WOOLEY.)

W 414 eng-602-----	12-20-40	\$1, 097, 673. 00	Construction works of National Defense—Hawaiian Islands.
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CONTRACT ENTERED INTO WITH FOLEY BROTHERS, INC., & ROHL-CONNOLLY CO.

W 3416 eng-51-----	2-9-43	\$11, 000, 000. 00	Haines Cutoff, Alaska.
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For the Chief of Engineers :

/s/ John H. Hendren, Jr.,  
 JOHN H. HENDREN, JR.,  
 Major, J. A. G. D.,  
 Acting Chief, Contracts and Claims Branch.

[11] Prior to making this inspection trip, these officers studied directives, communications and other data from the Headquarters, Service of Supply to the Office of the Chief of Engineers, and from the latter to the Division Engineer, Northwest Service Command, and also made a two months intensive study of the Field Progress Reports.

They state that immediate remedial action by higher authority is needed; leadership of Commanding General and the Division Engineers are of a low order; subordinate officers lack respect for their ability and capacity; complete lack of organization, except on paper; lack of respect and cooperation between the various offices, with a low state of morale throughout; lack of, or belated, planning for many important phases of this entire project.

Quotations from report :

“B Northwest Division Engineer Office

“The undersigned, during the course of the past twenty months, has had occasion to study and analyze the construction activity on some 1500 projects and has personally visited and inspected the work on approximately 500 jobs. I say unhesitatingly that the Office of the Division Engineer, Northwest Service Command and, as a consequence, all echelons of command under it and all private constructors and others having contractual relations with it, represent the most confused, frustrated, disjointed, heterogeneous, disorganized, demoralized group of organizations with which we have ever come in contact.”

“Sound processes of ratiocination are conspicuous because of their absence; understanding of military concepts and knowledge and information on the basis of which plans must be made and work executed are nebulous, fragmentary and disarranged; designs, plans, and specifications are grandiose, expensive to execute and anachronistic in their preparation; job planning and job scheduling are superficial, fantastic and in many cases child-like; execution of physical work-in-place is pitifully slow, wasteful, lacks balance between labor, material and supervision, and is performed in a sequence lacking common-sense, let alone that complementarity of effort which is ordinarily necessary for efficient, economic and speedy work execution.

“The entire atmosphere at the Office of the Division Engineer (and several of the Districts) reflects mental desuetude, capricism, mysticism and insouciance.

“It is my conviction that the construction work, if ever accomplished, will be prolonged for many months, in some cases as much as a year or more; will involve

\*Colonel Theodore Wyman, Jr.



the unnecessary expenditure of many millions of dollars; and will cause the wasteful and misdirected employment of millions of man-hours and the uneconomic use of hundreds upon hundreds of pieces of all types of heavy equipment and vehicles—automotive, truck, etc.

"A few specific illustrations of the many observations upon which the above opinions are predicated are given herewith.

"On the 11th and 12th of February, 1943, conferences were held at the Office of the U. S. Division Engineer between Colonel William C. Henry, assistant to the Chief Signal Officer, U. S. Army, and Colonel Theodore Wyman, Division Engineer, relative to coordinating and accelerating the work on the construction of the communications system throughout the Northwest Service Command. In attendance were representatives of the Alaska Communications Service, members of the Division Engineer's Office, special assistants to Commanding General, NWSC, and members of the firm and key employees of the Architect-Engineer, Turnbull, Sverdrup & Parcel, and the Prime Contractor, Bechtel-Price-Callahan."

General James A. O'Connor, Colonel James K. Tully, General Staff, Washington, D. C. and Major Lee E. Scheid and Captain William T. Carpenter, Jr., of the Services of Supply, Washington, D. C., attended one of these meetings, at which the undersigned were present.

Quotations from report:

"To anyone who has been over the territory covered by the Northwest Service Command for as little as one week it is obvious that the communications system is to all practical purposes the sine qua non of efficient construction effort. And yet, when Colonel James K. Tully, [13] because of the nature of the conversations, had occasion to express the fact that the General Staff had established the work on the communications system and on the Port of Prince Rupert as the Number One and Two Priorities for accomplishment in the Northwest Service Command, Colonel Wyman registered surprise and stated that it was the first time that such information had been brought to his attention, officially or otherwise.

"It was apparent to everyone in the room that the work on the communications system had been woefully neglected, and what little had been done was not in accordance with Signal Corps standards, design or specifications. . . .

"The inability to get the job done retards the War effort."

"In my opinion, Colonel Wyman does not understand the use of or does not choose to employ the members of an organization in a generally accepted sense.

"I can conceive of a man being a genius, being possessed of a superlative degree of clairvoyance, omniscience, omnipresence, perspicacity, and perspicuity, and having an indomitable will (incidentally, Colonel Wyman does not, in my opinion, possess any of these qualities to a reasonably desirable degree). . . .

"The slow preparation of plans and specifications; the lack of faulty planning and scheduling of many features of work the impractical manner and sequence in which work is executed and the fact that work which should be started and vigorously prosecuted according to common-sense and its important significance to other work is not started; the confusion surrounding the procurement and supply of materials and equipment; the complete lack of transportation means months after all facilities should have been in a state of immediate readiness; the lack of organization on the part of the Architect-Engineer, the Contractors and the echelons of the Division Engineer Office, and the low state of morale and feeling of frustration and despair which pervades almost everyone bespeak but one thing. It is vitally necessary that a leadership of vision, imagination, cooperation-inspiring, and which will produce results in a quick, efficient and economic manner be found at once, in the person of a Division Engineer.

#### *"Planning*

"The planning of all construction work in the Northwest Service Command seems to be exceptionally poor in many respects.

[14] "1. The preparation of designs, plans and specifications is far too slow, assuming all other phases of activity were reasonably satisfactory, to consummate all the work at the required completion dates as established by higher authority.

"2. . . . As a consequence, there is over-design, as in the case of proposed rail heads at Dawson Creek, Whitehorse and Fairbanks, and Skagway."

"3. The sequence in which work is planned to be done lacks a sense of understanding of complementarity and integration of all the features of work. . . . The sense of correct relativity, proper timing, and general perspective of all the

elements of the construction program are distorted. This in my opinion is the reason for the over-emphasis on the immediate construction of the elaborately conceived railheads for which an allotment of eighty-one million dollars was requested on Canal Projects #1 and #3, and the under-emphasis on the Ports of Skagway, Haines, and Prince Rupert, on Canal Projects #4 and #5, on the facilities along the Alcan Highway, and on the Haines-Champagne Cut-Off. . . .

#### *"Scheduling*

"The scheduling of work to be accomplished as reflected in the Off-Continent Field Progress Reports submitted by the Northwest Division is meaningless and is being prepared unthinkingly and mechanically. The estimated work schedules shown on the bar graphs cannot possibly be met for any of the projects. Notwithstanding the fact that the data is officially submitted by the Division Engineer, it is understood and recognized as being impossible of accomplishment by officers, contractors, and employees in the field.

"If these prognoses are fanciful, so must be the data and calculations on which they are predicated. . . . The same lack of thinking and planning generates a mobilization of field employees without material to work on so as to accomplish physical work-in-place, and leads to the procurement and delivery of materials in the wrong order, and in the wrong place and without men to work on them.

"7. An organization of the Division Engineer and the six District Engineer offices exists but only on paper. The Division Engineer delegates responsibilities to his District Engineers through the issuance of generalized orders based on directives. But nothing has been done as yet to simultaneously establish authority and create the wherewithal in the District Offices on the basis of which the duties can be performed and the responsibilities fulfilled.

"It is imperative that a sensible and workable channel of command and authority for direction, supervision, and control of the work to be established at once. . . .

[15] "If this is not effectuated, all the District Engineer Offices are truly superfluous and should be abolished. \* \* \*

"8. More skillful and learned policy and procedure in the methods and processes of awarding contracts to private firms is essential. \* \* \*

"9-b. Troops are over-taxed because of the assignment of too many missions.

Troops are not as well fed as employees of the private firms with whom they are in close proximity.

Quotations from report:

"10. The field agencies of the Public Roads Administration are possessed, in a measure, of the many deficiencies expressed relative to the organization of the Architect-Engineers, Contractors, and the United States Engineer Offices. The liaison and channelizing through echelons is particularly bad, and direction and supervision are carried on, too preponderantly, at headquarters away from the areas of activity. Because of these conditions, the proper equipment is not at the disposal of Contractors at places and time when it should be, and it takes months to affect the sending and receipt of spare parts by requisition.

"Because there are so many groups in being for the accomplishment of the construction work \* \* \* it will require the highest degree of intelligence and leadership, of which one can conceive to unravel periodic snags, let alone getting the job done. This entire set-up requires immediate remedial action, so that the correct chain of authority is clearly defined, the greatest cooperation is established, and the direction and supervision processes are simplified throughout.

#### *"Personnel, Labor and Morale*

"Much of the supervisory, administrative, technical and other key personnel employed \* \* \* is not qualified not competent, to assist in carrying out the missions which have been mandated; a lack of specialized training on the part of employees is aggravated by the poor organizational fabric of which they are made a part; the efficiency of labor is very low on practically all of the construction work. The unusual depth to which it has fallen is mainly attributable to the poor leadership, lack of organization, et cetera.

"3. The morale of a majority of all civilians and officers engaged in the construction task in the Northwest Service Command is as low as has ever come to our personal attention. This is due to all that has been stated heretofore in this report. \* \* \*

[16] "Work requirements and work accomplishment."



"To date, for the time already consumed, the physical work-in-place accomplishment is meagre and subnormal."

#### *Military Liaison and Cooperation*

It would appear that the liaison and cooperation between the different branches of the Services were very poor, especially between the Corps of Engineers and the Signal Corps, and the Corps of Engineers and Army Air Forces, and that the liaison between the Northwest Service Command and the Division Engineer's office were based upon personal acquaintance between General O'Connor and Colonel Wyman, to the exclusion of most of their respective staffs.

This report gives considerable information in regard to railway facilities, and calls attention to their lack of equipment; that they are constructed with light rail, and that the majority of the roadbed is built upon "muskeg", with metal ballast being practically non-existent; that it does not appear that the Division Engineer has made any plans to take care of this situation, although all these railway facilities are badly needed to carry supplies.

There seems to be a lack of planning for housing and storage facilities, water, and sanitation at the various rail heads.

#### *Alcan Highway*

Again, this report reveals what appears to be lack of foresight planning. This is readily illustrated by the fact that many of the trestles and bridges are of temporary timber construction and will be washed out by the Spring thaws, with no supply of material [17] being placed adjacent thereto for their repair or rebuilding, which will naturally mean considerable delay caused thereby.

#### *Alcan Telephone Line*

Here again is pointed out the value of communication facilities in connection with such a large construction project and the lack of proper planning to have this installed and available for construction purposes.

#### *Skagway*

The following relative to this port is interesting:

"Everything done thus far has been 'hit or miss'; it is thought that a comprehensive plan for the use of the port and the available land area should be prepared \* \* \*"

#### *Canol Project*

"For the period of time during which work has been going on in connection with this entire project, only a moderate amount of physical work-in-place has been accomplished. The required completion dates cannot possibly be met.

"The only jobs on which any substantial amount of work has been done are Canol No. 1A, Canol No. 6, and Canol No. 2. The remainder of the work on jobs Canol No. 1, Canol No. 3, Canol No. 4 and Canol No. 5 is either in the category of 'barely started' or 'not started.'"

#### *Division and District Offices*

That part of the report dealing with the Division and District Engineer Offices is severely critical, stating, among other things, that the Division Office at Edmonton is a conglomeration of individuals under headless guidance and direction, with living and working conditions exceedingly poor and conducive of the lowest morale, that the various District Offices, of which there are six, appear to be ineffectual because of lack of proper knowledge of [18] construction facts, authority, control, and specifically defined objectives, which should be given them by the Division Engineer's Office.

This report ends with the following general conclusions and recommendations:

#### *"General Conclusions*

"1. The breaking through of the pioneer road (Alcan Highway) was an outstanding and praiseworthy performance.



"2. The planning, scheduling, methods of arranging for the execution of work, and the conduct of work performance throughout, subsequent to the breaking through of the pioneer road, have been as disgraceful as the work on Alecan was commendable.

"3. The leadership in the Northwest Service Command and in the Northwest Division Engineer Office, particularly the latter, is of a very low order. This leadership and the complete lack of organization which exists have not permitted and will not permit of the rapid, efficient, and economic consummation of the construction task.

"4. The requirements for construction work as embodied in the various directives issued and the capacity for the performance of this work with the instrumentalities and agencies, as they exist, are so out of consonance that they cannot be reconciled.

"5. Any curtailment or deferment of the work authorized, because of changes in strategic and tactical concepts, caused by changes in war conditions, will not solve the problems in the Northwest Service Command. It is vitally necessary to change the leadership and to reorganize, revitalize and catalyze the agencies enjoined or engaged for the work performance. We are fully convinced that the present construction program, regardless of its adequacy or necessity, can be performed more rapidly, efficiently and economically by good organization and under proper leadership than a deleted program can be executed by the present forces and agencies.

"6. The liaison and cooperation between the many commands, divisions and branches of the Army have not as yet reached the stage where they might be termed as completely satisfactory.

[19]

*"Recommendations*

"1. That the Commanding General, Northwest Service Command, be relieved, or alternatively, that the Commanding General be assigned a staff of officers, qualified and trained for this particular type of supply and transportation task, who in turn are further implemented in the form of expert technical assistance.

"2. That the Northwest Division Engineer be relieved. There is no alternative procedure to this recommendation. The retainment of the Division Engineer in his present capacity will and must eventuate in disgraceful performance or failure."

(Report of Horowitz and Helgerson, War Department, dated March 15, 1943.)

It is of pertinent interest that conditions in Alaska, as have been described in the paragraphs just preceding, compare noticeably with those in the islands of the Pacific where defense installations were under the direction of Colonel Wyman, pursuant to contracts with Hawaiian Constructors, Rohl's Company, and Sverdrup and Parcels, architect-engineers, selected by them.

During this period when those defense projects vitally affecting the defense of the United States were being installed in that strategic and vulnerable Alaskan area, Attu and the Aleutians were occupied by the Japanese, causing a continuing threat.

CONFIDENTIAL

WAR DEPARTMENT,  
Washington, 7 December 1943.

Mr. H. RALPH BURTON,  
Chief Counsel, House Military Affairs Committee,  
519 Old House Office Building, Washington, D. C.

DEAR Mr. BURTON: In pursuant of your telephone request, I enclose confidential document of date 15 March 1943, being report of Colonel L. George Horowitz to Colonel F. S. Strong, Jr. of the Corps of Engineers and covering various matters in the Northwest Service Command, with particular reference to the Division Engineer in connection with construction operations.

This document is given to you for the confidential use of the Committee and not for publication.

It represents the views of Colonel Horowitz, but has not been approved as to its findings or accuracy by higher authority in the Department.

Yours sincerely,

/s/ Julius H. Amberg,  
JULIUS H. AMBERG,

Special Assistant to the Secretary of War.

Encl.

[1]

CONFIDENTIAL

MARCH 15, 1943.

REPORT COVERING AN INSPECTION OF ALL CONSTRUCTION WORK AND RELATED FUNCTIONS UNDER THE JURISDICTION OF THE U. S. DIVISION ENGINEER IN THE NORTHWEST SERVICE COMMAND

Col. L. George Horowitz      Col. F. S. Strong, Jr.

This report, on the above-named subject, has been prepared on the basis of the following studies and observations:

a. A study of many if not all directives and communications from the Headquarters Services of Supply to the Office, Chief of Engineers, and from the latter to the Division Engineer, Northwest Service Command. Many other documents of a miscellaneous but important and pertinent character have also been carefully scrutinized.

b. An intensive and extensive analysis over a period of two months (December 1942 and January 1943) of all the Field Progress Reports submitted by the Division Engineer, Northwest Service Command, to the Office, Chief of Engineers.

c. Observations made by the undersigned and Major H. C. Helgerson, Corps of Engineers, during the course of an inspection trip throughout the Northwest Service Command, from February 7, 1943 to March 6, 1943. An outline of our itinerary is attached to this report.

Our observations and investigations have developed personal reactions on our part from which have sprung the many opinions and beliefs expressed herein. Because it is our conviction that many matters require immediate remedial action by the authorities charged with the responsibility for executing the construction tasks and corrective action by higher authority in those matters beyond the control of the former, we have decided to treat the subject by an elaboration under the headings which follow. We feel that the presentation in this form will give the most comprehensive portrayal in the simplest, most direct and most graphic manner.

I. Leadership

A. Northwest Service Command

B. Northwest Division Engineer Office

II. Planning

III. Scheduling

IV. Organization

V. Personnel, Labor and Morale

VI. Work Requirements and Work Accomplishment

VII. Military Liaison and Cooperation

VIII. Thumbnail Sketches

[2] IX. General Conclusions

X. Recommendations

I. LEADERSHIP

The leadership on the part of the Commanding General, Northwest Service Command, and the U. S. Division Engineer is, in our opinion, of a low order. This has manifested itself in many ways, such as:

1. Lack of respect and open expression of such lack of respect by many officers, in the rank from Captain to Colonel, for the ability and capacity of the two above-mentioned officers to successfully effectuate the construction and supply tasks which have been mandated to them by directives from higher authority.

2. The complete lack of organization, except on paper, after several months, as one understands the meaning and connotation of that word in both a military and construction sense.

3. The vacillation, superficiality, and belated actions involving: thinking in terms of concepts; planning of tasks and procedures; scheduling of work in sound sequence and in an integrated program and accomplishment sense; mobilization of military forces at various locations and the assignment of missions to them; method of awarding contracts to private construction firms; direction and supervision of the efforts of these firms in preparing designs, plans, specifications, procurement of material mobilization of personnel and labor forces, and in the execution of the work.



4. Lack of proper and sufficient liaison and practical cooperation between the Headquarters of the Northwest Service Command and the Office of the Division Engineer; the Office of the Division Engineer and the Offices of the District Engineers; the Northwest Service Command and the Alaska Defense Command; the Corps of Engineers, the Army Air Forces and the Signal Corps; the Engineer for the Commanding General, Alaska Defense Command and the Northwest Division Engineer; and the Office of the Northwest Division Engineer and the Field Representatives of the Public Roads Administration.

5. The low state of morale and spirit of frustration which obtain at Edmonton, Dawson Creek, Fort Nelson, Whitehorse, and Skagway and the sense of helplessness which pervades the hearts and minds of officers and employees at Fairbanks and Prince Rupert.

[3] A. *Northwest Service Command*

Our observations, attendance at conferences, and conversations with many officers and civilians have given us the distinct reaction that General Order No. 44, War Department, Washington, D. C., September 4, 1942, will not prove workable because of the personalities involved and the conditions and circumstances which exist.

The Commanding General, NWSC, has established a hybrid organization which consists of an antiquated Corps Area set-up, infiltrated with task command officers, recently appointed officers from civil life and civilians, all of whom are supposedly to function as specialists. In addition to a Chief of Staff, a Deputy Chief of Staff, the four Staff O's, there is an Alcan Highway Commanding Officer, a Northern and Southern Sector Commander, a Railroad Commander at Dawson Creek, an officer in charge of equipment and parts, an officer in charge of automotive transportation on the Alcan Highway, and, we presume, others.

Whether the organization is orthodox or heterodox is of little moment in the final analysis if there is a high type of leadership, a systematic arrangement of all procedure, and an efficient execution of all work. But unfortunately, the diametrically opposite conditions obtain. The Commanding General seems to vacillate, apparently because of his susceptibility to advice from many and the latest quarters; seems to issue orders which are not properly channelized and about which there is timely lack of knowledge on the part of officers who should know about them; and he is inclined to command spasmodically, so to speak, not on a basis of perspicacity and advance planning but as crucial moments occur or a stalemate or impasse arises. As a result, the entire atmosphere at Whitehorse is one of confusion, frustration, lack of interest, indifference, and low morale. Dynamic, respected and accomplishment-inspiring leadership are imperative.

One of many illustrations of the lack of or belated planning on the part of the Northwest Service Command is the fact that as late as February 13, 1943, a conference was held at the office of the Division Engineer at Edmonton, one of the purposes of which was to arrange for the transportation of construction materials up the Alcan Highway. It was evident, or should have been evident, as early as December 1, 1942, that one of the vitally important tasks was to provide for the movement of construction material up the highway before the April thaw set in, so that physical work-in-place could be performed during the months of April, May, and June, when the road was impassable.

At the conference of February 13, 1943, it was apparent that no workable plans had been formulated until then. The lack of knowledge on the conditions or location of trucks was pathetic. The discussion on lack of gasoline, fuel, kerosene, alcohol, Prestone, spare parts, drivers, facilities [4] for making and shelter under which to make repairs bespoke a completely chaotic state of affairs. It became doubly evident that the data on planning, scheduling, work performance, etc., as contained in and submitted in Field Progress Reports was highly unrealistic and in most cases fantastic. One had no further to look to understand the reason for the jam-up of some thousand freight cars in the Edmonton railroad yards or the large percentage of vehicles and equipment of every description which were on the dead-line or otherwise inaccessible and unavailable.

As a result of this conference, Colonel Glandon, who has superseded Col. Wheeler as the Commanding Officer of the Alcan Highway, was directed to corral, sequester, and what-not all the trucks in the Service Command for the purpose of allocating them for specific uses. One of these truck employments was designated as the movement of construction material up the Alcan Highway. At the time I was leaving Edmonton to return to the United States on March 4, 1943, I was informed by Colonel Henry Woodbury, Asst. Division Engineer, that practically nothing in that direction had been accomplished since the meeting of February 13, 1943.



Coincident with the failure to make plans and preparations for the overhauling, repair and disposition of such trucks, so that tonnage of approximately 68,000 tons could be moved over the highway on or before April 15, 1943, evidence appeared of available trucks not being expeditiously used and trucks being assigned to tasks which very ostensibly were of a priority of performance much below the many purposes to which they could and should have been assigned. As an example of the former, we refer to approximately 150 new White 10-ton Diesel Drive trucks which were at Dawson Creek and not being used (no one seemed to know to whom the trucks belonged and everyone volunteered that they were not running because of lack of winterization, lack of Prestone, etc.). As an example of the latter, we refer to the approximately 25 White Trucks, later increased to 50, which the Metcalf, Hamilton and the Kansas City Bridge co-ventures were apparently able to persuade the Commanding General to allocate to them for the purpose of building their railheads of fantastic preliminary conception and much more fantastic estimated cost.

The reasons for the other statements relative to the manifestations of the low order of leadership expressed in resume form under I. *Leadership*, supra, will become obvious as delineations of facts and conditions are made under headings which follow.

#### B. Northwest Division Engineer Office

The undersigned, during the course of the past twenty months, has had occasion to study and analyze the construction activity on some 1500 projects and has personally visited and inspected the work on approximately 500 jobs. I say unhesitatingly that the Office of the Division Engineer, Northwest Service [5] Command and, as a consequence, all echelons of command under it and all private constructors and others having contractual relations with it, represent the most confused, frustrated, disjointed, heterogeneous, disorganized, demoralized group of organizations with which we have ever come in contact.

Sound processes of ratiocination are conspicuous because of their absence; understanding of military concepts and knowledge and information on the basis of which plans must be made and work executed are nebulous, fragmentary and disarranged; designs, plans and specifications are grandiose, expensive to execute and anachronistic in their preparation; job planning and job scheduling are superficial, fantastic and in many cases child-like; execution of physical work-in-place is pitifully slow, wasteful, lacks balance between labor, material and supervision, and is performed in a sequence lacking common-sense, let alone that complementarity of effort which is ordinarily necessary for efficient, economic and speedy work execution.

The entire atmosphere at the Office of the Division Engineer (and several of the Districts) reflects mental desuetude, physical paralysis, resort to processes of temporization, empiricism, mysticism and insouciance.

It is my conviction that the construction work, if ever accomplished, will be prolonged for many months, in some cases as much as a year or more; will involve the unnecessary expenditure of many millions of dollars; and will cause the wasteful and misdirected employment of millions of man-hours and the uneconomic use of hundreds upon hundreds of pieces of all types of heavy equipment and vehicles—automotive, truck, etc.

A few specific illustrations of the many observations upon which the above opinions are predicated are given herewith.

On the 11th and 12th of February, 1943, conferences were held at the Office of the U. S. Division Engineer between Colonel William C. Henry, assistant to the Chief Signal Officer, U. S. Army, and Colonel Theodore Wyman, Division Engineer, relative to coordinating and accelerating the work on the construction of the communications system throughout the Northwest Service Command. In attendance were representatives of the Alaska Communications Service, members of the Division Engineer's Office, special assistants to Commanding General, NWSC, and members of the firm and key employees of the Architect-Engineer, Turnbull, Sverdrup & Parcel, and the Prime Contractor, Bechtel-Price-Callahan. General James A. O'Connor, Colonel James K. Tully, General Staff, Washington, D. C., and Major Lee E. Scheid and Captain William T. Carpenter, Jr., of the Services of Supply, Washington, D. C., attended one of these meetings, at which the undersigned was present.

To anyone who has been over the territory covered by the Northwest Service Command for as little as one week it is obvious that the communications system is to all practical purposes the sine qua non of efficient construction effort. And yet, when Colonel James K. Tully, because of the nature of the conversations, had occasion to express the fact that the General Staff had established the work

on the communications system and on the Port of Prince Rupert as the Number One and Two Priorities for accomplishment in the Northwest Service Command, Colonel Wyman registered surprise and stated that it was the first [6] time that such information had been brought to his attention, officially or otherwise.

It was apparent to everyone in the room that the work on the communications system had been woefully neglected, and what little that had been done was not in accordance with Signal Corps standards, design or specifications. Lengthy conversations, much of a superfluous character, ensued between Colonels Henry and Wyman. It is my opinion, the hypotheses, the processes of reasoning, and the constructive intentions and purposes of Colonel Henry were sound, logical, practical and commendable. Colonel Wyman comported himself as one engaged in the art of fencing. The weapons of which he made repetitions and irrelevant use were "the matter of unfortunate personalities and proper or improper jurisdiction". I could not draw any inference other than that, if phobias existed, they were inherent in Colonel Wyman, and it seemed to me that a peculiar psychosis permeated all of Colonel Wyman's reasoning and viewpoints.

The conclusion is inescapable that at least three months of valuable time have been lost during which much of the work on the communications system could or should have been accomplished. The lack of progress on this feature of work will decelerate the efforts of all persons engaged in the construction task, Northwest Service Command, in an inordinately large measure.

The discussions, higgling and haggling, which accompanied the attempts to obtain the signature of the Commanding General, NWSC, and the Signal Corps representatives to a Memorandum of Understanding, have convinced me beyond any shadow of doubt that any accomplishment in the overall construction task that might and should reflect kudos to the Services of Supply, the Corps of Engineers, and others engaged in this effort, will be exceedingly difficult if not impossible.

At the time of my visit to Edmonton, the Office of the Division Engineer had approximately 180 civilian employees and 30 officers, and the Division Engineer was in the process of building up a home organization of approximately 450 persons. If an organization that possessed cohesion and coordination and functioned smoothly and efficiently were to result, little fault, if any, might be found with the set-up, regardless of whether or not it contained a small percentage of supernumeraries. But when disconnected, non-used and misdirected compartmentalization obtains, and it is my opinion that it does and will, deadening effects transcend the considerations of useless expenditure of funds, wasted man-hours, low morale, etc. *The inability to get the job done retards the War Effort.*

In my opinion, Colonel Wyman does not understand the use of or does not choose to employ the members of an organization in the generally accepted sense. Cases have come to my attention where officers have been excoriated in the presence of fellow officers and others for carrying out the duties, functions and missions for the very purpose of which they have been secured as members of his organization.

I can conceive of a man being a genius, being possessed of a superlative degree of clairvoyance, omniscience, omnipresence, perspicacity, and perspicuity, and having an indomitable will (incidentally, Colonel Wyman does not, in my opinion, possess any of these qualities to a reasonably desirable degree).

[7] A lack of understanding of the elementary principles of good leadership, a lack of tactfulness and diplomacy, a lack of the ability to inspire others and win their respect and cooperation would still cause failure in the accomplishment of a mandated objective. Particularly so, if the task is almost superhuman, as is the construction job in the Northwest Service Command.

Most of the officers in the Division Office (and in the District Offices), whatever their individual ability, capacity, resourcefulness, etc., might be, have good educational backgrounds and have had more or less military training and experience, particularly in the Construction Service. They understand the difference between good organization and bad organization, the distinction between active and dynamic leadership as against passive leadership, whereby complacency is mistaken for confidence and self-satisfaction because of sweeping blanket and not properly thought-out delegation of duties and responsibilities by faulty contractual relationships entered into with private construction companies. As a consequence, most of the officers and civilian personnel as well feel that they are superfluous, are almost morbid, and are impelled to express



the fear that they have been relegated to affiliation with a mission which is destined to be a failure.

The slow preparation of plans and specifications; the lack of faulty planning and scheduling of many features of work; the impractical manner and sequence in which work is executed and the fact that work which should be started and vigorously prosecuted according to common-sense and its important significance to other work is not started; the confusion surrounding the procurement and supply of materials and equipment; the complete lack of transportation means months after all facilities should have been in a state of immediate readiness; the lack of organization on the part of the Architect-Engineer, the Contractors and the echelons of the Division Engineer Office; and the low state of morale and feeling of frustration and despair which pervades almost everyone bespeak but one thing. It is vitally necessary that a leadership of vision, imagination, cooperation-inspiring, and which will produce results in a quick, efficient and economic manner be found at once, in the person of a Division Engineer.

## II. PLANNING

The planning of all construction work in the Northwest Service Command seems to be exceptionally poor in many respects.

1. The preparation of designs, plans and specifications is far too slow, assuming all other phases of activity were reasonably satisfactory, to consummate all the work at the required completion dates as established by higher authority.

2. Many concepts of a strategic and logistic nature on the basis of which directives are issued and construction planning must predicated are ephemeral in the minds of most persons having a responsibility in the direction, preparation and supervision of design, plans and specifications. As a consequence, there is over-design as in the case of the proposed railheads at Dawson Creek, Whitehorse, and Fairbanks; faulty and under-design as in the case of the communications system; or no design as in the case of many necessary facilities at Edmonton, Dawson Creek, along the Alcan Highway, at Whitehorse, Fairbanks, and Skagway.

[8] *The true significance of the element—TIME—in a construction program having a triple purpose of defense of a territory, supply of an allied nation and means of an offensive operation against an enemy power, is not fully grasped. If the purpose and urgency of the work were correctly visualized, it would be planned and executed in segments and by phases so that at all intervals of time some use could be made of completed facilities in and to at least a limited part of the finally desired capacity sense or in the priority of requirement sense as ordained by higher authority. This procedure would also lend itself to the most rapid, efficient and economic accomplishment of the construction work.*

3. The sequence in which work is planned to be done lacks a sense of understanding of complementarity and integration of all the features of work. For example, motions are gone through, involving proposed transportation of material for Canal #1, as though it had a priority of importance over the communications system and the docks and appurtenant facilities at Prince Rupert and Skagway. Trucks are allocated for the movement of materials for the proposed over-designed railhead at Dawson Creek, but little attention is paid to the preparation for the repair of the several arteries, such as the road from Edmonton to Dawson Creek, Northern Alberta Railway, Alcan Highway, and White Pass-Yukon Railway, which, if neglected, will cause a general stalemate for months. The sense of correct relativity, proper timing, and general perspective of all the elements of the construction program are distorted. This, in my opinion, is the reason for the over-emphasis on the immediate construction of the elaborately conceived railheads for which an allotment of \$81,000,000 was requested, on Canal Projects #1 and #3, and the under-emphasis on the Ports of Skagway, Haines, and Prince Rupert, on Canal Projects #4 and #5, on the facilities along the Alcan Highway, and on the Haines-Champagne Cut-Off. It is the reason for the over-emphasis on warehousing and the under-emphasis on all roads, railways, waterways, and the instrumentalities of transportation leading to and from this warehousing.

## III. SCHEDULING

The scheduling of work to be accomplished as reflected in the Off-Continent Field Progress Reports submitted by the Northwest Division is meaningless and is being prepared unthinkingly and mechanically. The estimated work schedules shown on the bar graphs cannot possibly be met for any of the projects.



Notwithstanding the fact that this data is officially submitted by the Division Engineer, it is understood and recognized as being impossible of accomplishment by officers, contractors, and employees in the field.

If these prognoses are fanciful, so must be the data and calculations on which they are predicated. One might argue that this was only the matter of the required submission of a piece of paper and the necessity for technical compliance with an order. But such is not the case. The same lack of thinking and planning generates a mobilization of field employees without material to work on so as to accomplish physical work-in-place, and leads to the procurement and delivery of materials in the wrong order, in the wrong place and without men to work on them.

[9] To a much greater degree than obtains on jobs within the Continental limits of the United States, the distances involved, the many forms of resistance and obstacles encountered, the fight against nature in the raw, require scientifically prepared and precise processes of flow engineering of materials and the vital necessity of obtaining balance and timing of and for materials and labor.

The conditions which obtain to the present time are said to say the least. Employees can be seen at many places with little or nothing to do and materials are jammed up at Edmonton because of lack of transportation facilities. The order in which materials are finally moved out in many cases adds to the already existing difficulties. No other result can be expected without properly and realistically prepared schedules.

If job control is to be had, and it will have to be established, correct planning and scheduling will have to be insisted upon at once.

#### IV. ORGANIZATION

The organizations of the Architect-Engineers, the Prime Contractors, the Public Roads Administration, and the United States Division and District Engineer Offices, as they are now constituted, are not of the quality, nor have they the direction, the cohesion and the coordination, to accomplish their missions in a rapid, efficient and economic manner.

1. It is our opinion that none of the above-named construction entities have become thoroughly and fundamentally indoctrinated with an understanding of the military concepts involved and with a satisfactory translation of those concepts into design, plans, specifications and physical work-in-place.

2. All of the organizations need more forceful and inspiring leadership. In the case of the private firms and the P. R. A., this can be accomplished with the acquirement of better key personnel. In the case of the Corps of Engineer forces, it is necessary to supplant the present leadership, to obtain a reasonable number of specially qualified officers, and to obtain for civilian personnel the best that can be found in the ranks of the Civil Service Commission employees.

3. In quantity, the supervisory, administrative, and technical employees of the Architect-Engineers and Prime Contractors are much too great in number; in quality, they are distinctly inferior to what obtains on most jobs in the United States and do not measure up to the requirements of the task at hand.

4. The Architect-Engineer and particularly the prime contractor Bechtel-Price-Callahan set-ups are too distended between the United States and Canada and have not been molded so as to possess the direction, cohesion, coordination and smoothness of operation vitally necessary to get the job done.

5. There is a tendency for the Architect-Engineer, the Prime Contractor, and the PRA organizations to cling too tenaciously to civilization. Something must be done to inject in them a pioneer and overcome-hardship spirit. [10] Correlative with the above-named propensity is the failure to establish echelons for direction and supervision in the field.

6. Too much temporization with plans and too much extemporization with work execution maintain. The inauguration of proper planning and scheduling, procurement, supply and balancing of labor and material should cure this defect. The change is necessary forthwith.

7. An organization of the Division Engineer and the six District Engineer offices exists but only on paper. The Division Engineer delegates responsibilities to his District Engineers through the issuance of generalized orders based on directives. But nothing has been done as yet to simultaneously establish authority and create the wherewithal in the District Offices on the basis of which the duties can be performed and the responsibilities fulfilled.

The Division Engineer does not purposefully use his own organization and seems to use the office of the Edmonton District Engineer for a multiplicity

of purposes, such as for supervision of work in the field, administration by a District Engineer over other District Engineers, preparation and consummation of contracts, so-called control functions, preparation and submission of Field Progress Reports, etc. Because of the manner of evolution of the Division Engineer Office, this practice is deleterious in many respects—it causes the District Engineer offices to be useful in only a modicum degree for the performance of many tasks for which they are better qualified than the Edmonton office; it causes the District Engineers to feel superfluous and unproductive and resentful against the Division Office and the Edmonton District Office; it causes the representatives and key personnel of the firms engaged by the Government to neglect and fail to recognize any authority of the District Engineers and to look to Edmonton with a consequent loss of time, efficiency, and coordination.

It is imperative that a sensible and workable channel of command and authority for direction, supervision, and control of the work to be established at once. The organizations of the Architect-Engineer and Contractors must be developed along echelon lines paralleling those of the U. S. Division Engineer, so that each District Engineer can perform his duties efficiently and in the best interest of the Government. Concomitantly, the necessary liaison and cooperation among the six District Engineers must be introduced.

If this is not effectuated, all the District Engineer Offices are truly superfluous and should be abolished. The only alternative to this method of operation, and a very poor alternative, is the direction and supervision of all work by the person and office of the Division Engineer through the instrumentality of assistant operations officers or Area Engineers in the field. With conditions and circumstances as they are, this will in substance be tantamount to running a job bigger than the Panama Canal job from the hat of one man whose head is already befogged.

8. More skillful and learned policy and procedure in the methods and processes of awarding contracts to private firms is essential. This should [11] be done and can be done so as to induce the best features of competitive effort, so as to provide continuous incentives to all who have contractual obligations and so as to generate the highest degree of teamwork and cooperation in every conceivable direction. In my opinion, the Division Engineer is impulsive, superficial, and wasteful in his methods of delegating work through contractual arrangements.

9. Better judgment than now obtains must be exercised in the disposition and administration of troops and in the assignment to them of their various missions.

a. The manner in which duties are assigned to troops is carried out too impulsively and with too much substitution back and forth.

b. The troops are overtaxed because of the assignment of too many missions. This has resulted because of the still existing deficiencies of the private contractors. For example, the troops of one regiment are engaged in providing their own maintenance, digging telephone pole holes, driving a winter road along a proposed pipeline from Brooks brook to Sheldon Lake, the assembly of timber for the rebuilding of bridges along sections of the highway, and what-not. The execution of most of this work, incidentally, is provided for by the contracts with firms such as Bechtel-Price-Callahan, Miller Construction Company, and several contractors under the jurisdiction of the P. R. A.

c. The troops are not only fed more poorly than are the employees of the private firms with whom they are in close proximity, but use is made of troops in such a manner and at such places as leads to the flaunting in their faces of high wages and other beneficial aspects of conditions of work by and under private contractors. This is morale-breaking to say the least.

10. The field agencies of the Public Roads Administration are possessed, in a measure, of the many deficiencies expressed relative to the organization of the Architect-Engineers, Contractors, and the United States Engineer Offices. The liaison and channelizing through echelons is particularly bad, and direction and supervision are carried on, too preponderantly, at headquarters away from the areas of activity. Because of these conditions, the proper equipment is not at the disposal of contractors at places and times when it should be, and it takes months to effect the sending and receipt of spare parts by requisition.

Because there are so many groups in being for the accomplishment of the construction work: employees, foremen, straw bosses, superintendents, subcontractors, contractors, collateral contractors, prime contractors, construction-management contractors, field agencies of the P. R. A., Area Engineer officers and employees, District Engineers and employees, Works Engineer for the P. R. A., U. S. Division Engineer, Commanding General, N. W. S. C., and his equipment and



maintenance transportation specialists, it will require the highest degree of intelligence and leadership of which one can conceive to unravel periodic snags, let alone getting the job done. This entire set-up requires immediate remedial action, so that the correct chain of authority is clearly defined, the greatest cooperation is established, and the direction and supervision processes are simplified throughout.

[12]

#### V. PERSONNEL, LABOR AND MORALE

1. Much of the supervisory, administrative, technical and other key personnel employed by the Architect-Engineers, Prime Contractors, and U. S. Engineer Offices is not qualified nor competent to assist in carrying out the missions which have been mandated to these agencies.

A lack of specialized training on the part of these employees, which is aggravated by the poor organizational fabric of which they are made a part, causes many mental and physical processes to degenerate to a point where they are meaningless, purposeless, completely mechanical, superfluous, mutually interfering, retardative, and generally confusion-breeding.

The recognition of these facts in the field itself, together with the knowledge of the excessive salaries and wages paid throughout the Command, causes a wide propagation of rumors, innuendos and caustic depreciations. The diatribes and informal indictments have reached a level which is spirit- and morale-shattering to say the least and has resulted in a universal bewailing stated in such terms as "we are bushed, suffering from frustration, destined to failure."

2. The efficiency of labor is very low on practically all of the construction work, when measured in terms of the productivity of labor which obtains in the United States. That the efficiency of the former would be less than the latter was to be expected because of many conditions and circumstances peculiar to work in this part of the world, particularly the hardships caused by distances, climate, temperatures, topography, lack of facilities, etc. However, the unusual depth to which it has fallen is mainly attributable to the poor leadership, lack of planning and scheduling of work, faulty and procrastinated procurement of materials, lack of organization, etc. It is our unmistakable observation that the labor does want to and will put out if all the other elements are placed in congruity. As conditions are, labor is not only non-productive but its turn-over is so great that it is unnecessarily costly and stymies progress.

3. The morale of a majority of all civilians and officers engaged in the construction task in the Northwest Service Command is as low as has ever come to our personal attention. This is due to all that has been stated heretofore in this report. As bad as the morale is, the lack of good morale is not chronic and can be and must be completely restored, the sooner the better.

#### VI. WORK REQUIREMENTS AND WORK ACCOMPLISHMENT

The volume of construction work in the Northwest Service Command as provided for by the directives issued from higher authority, at the required completion dates embodied therein, and the volume of construction work which can be accomplished in the same respective periods of time by the persons and organizations charged with the performance thereof are at such great variance that they cannot be reconciled. Not to recognize this, the organizations, personnel, [13] facilities, status of materials, the weather and ground conditions being what they are, might make still more difficult the general and complete transmutation of all agencies from organisms of disorder and disruption to those of harmony, cooperation, and attainment.

We feel that a priority of execution of all the work by projects and by phases of projects should be established by higher authority, expressed in definitive form and imposed upon all the agencies engaged in the construction task. Simultaneously, a review should be made of all the projects for the purpose of determining required completion dates which are more in consonance with presently existing conditions and circumstances and hence more realistic. This may appear as a deceleration on paper but, with the institution of corrective measures, will, in our opinion, bring an acceleration of all physical work-in-place in actuality. If the field is left to its own devices and exercises its own judgment based upon what are now fictitious completion dates, the lack of balance between labor and material, the faulty sequence of transportation of material, and the misconception of relative significance and importance of project completions will become more pronounced and retard the over-all effort.



To date, for the time already consumed, the physical work-in-place accomplishment is meager and subnormal. Very little physical work-in-place will be performed during the course of the next three months because of the failure to plan and execute the transportation of materials and related construction work during the months of December 1942 and January and February 1943. A very substantial volume of physical work-in-place can be accomplished during the months of July, August, September, October and possibly November, if measures are taken to insure proper planning for labor, material, equipment and supervision and the preparations are made to supply and transport all possible materials and equipment between now and when the thaw sets in and as soon as feasible after the break-up.

#### VII. MILITARY LIAISON AND COOPERATION

A number of incidents and conditions came to our attention which reveal that the degree of liaison and cooperation between different divisions and branches of the Army having jurisdiction in contiguous theaters of activity or over functions in the same theater can stand considerable improvement. Cited as examples are: the lack of complete understanding between the Army Air Forces and the Corps of Engineers with respect to the construction of flight strips and miscellaneous facilities; the Signal Corps and the Corps of Engineers with respect to the design and construction of the communications system; the Transportation Corps and the Northwest Service Command with respect to the operation and control of facilities and the methods of administration at Skagway; the Army Air Forces and the Northwest Service Command with respect to the transportation of gasoline and fuel from Fairbanks to Tanana, McGrath and Galena.

Based on hearsay, gleaned from several conversations with a number of officers, it is our opinion that the cooperation between Colonel Wyman, U. S. Division Engineer, and Colonel Tally, Engineer for the A. D. C., is not what it [14] should be, nor is the cooperation between the Alaska Defense Command and the Northwest Service Command developed to a level which a full impregnation of the unity and sameness of purpose should bring forth.

The liaison between the Northwest Service Command and the Division Engineer Office seems to be basically a personal one between General O'Connor and Colonel Wyman, to the exclusion of most of their respective staffs. That between the Division Engineer and his six District Engineers is to all intents and purposes practically non-existent.

The liaison and cooperation between the Corps of Engineers and the Public Roads Administration hangs on very tenuous connections. The difference between the right men and the wrong men in the respective positions of U. S. Division Engineer and Field Manager of the P. R. A. will spell cooperation or conflict and divergence of effort.

#### VIII. THUMBNAIL SKETCHES

##### A. *Northern Alberta Railroad and Road from Edmonton to Dawson Creek*

The Northern Alberta Railroad runs a distance of approximately 525 miles in a northwesterly direction from Edmonton, Alberta, to Dawson Creek, B. C. The topography in general permits of easy access but, notwithstanding, the line skirts a number of rivers and wash areas which is perhaps attributable to the desire in the initial construction to keep costs at a minimum. The line was completed to Grand Prairie in 1930 and several years later was pushed on to Dawson Creek. So-called "muskeg" supports much of the road bed; hence, even at this date, the fills are not stable. Previous to the war approximately two trains per week were operated over the line except in the fall when grain was hauled south from the farming regions near the northern terminus.

The entire line was largely constructed from relay rail varying from 85# to 55# with the majority being 65#. At the present time, numerous derailments are caused by cracked rail. The spacing of ties is a maximum for branch line construction, and it is now estimated that 50% to 75% of the ties need immediate replacement. No tie plates were used on tangents or curves and even some of the trestles are without them; hence, numerous cases of spread gauge, and tipped rail delay train operations. Metal ballast is for all practical purposes non-existent. Spring thaws cause considerable heaving and shifting of the track over the entire line, with the result that the last portion of the line from McLennan to Dawson Creek will not be in operation in the spring unless sufficient man-power

is available to care for every part of track day by day. Trestles were generally designed for approximately an E40 loading and have not been maintained. E60 loadings are now being moved over the trestle at very reduced speeds from 3 to 5 miles an hour. Short sidings, which are used as passing tracks only with difficulty, are provided at 16 points along the main track.

Roundhouse facilities, passable for the use which the railroad had during peacetimes but no more, exist only at Edmonton and Dawson Creek. The Dawson Creek roundhouse was partially burned out approximately six weeks ago. There [15] is no water supply at Dawson Creek, the northern terminus of the road and all water must be hauled from the Pouce Coupe River approximately seven miles away. There are, however, approximately six sources of water along the line at which tankage on towers has been installed. All coaling except at Edmonton is done by hand-shoveling, although at certain points passenger locomotives are coaled by means of gasoline-operated cranes.

The rolling stock actually owned by this railroad is in poor condition and of negligible quantity. The CPR and the CNR, however, have loaned considerable cars and sufficient locomotives to operate the road and are in a position to provide all rolling stock which the road, as it is, is capable of using.

At the present time, the railroad does not have sufficient labor available to maintain the track even at its now questionable condition. It is recognized that it will be necessary to import labor or to use troops on the maintenance of the section from McLennan to Dawson Creek in the spring if the road is to be kept open at all. With a reasonable amount of maintenance and with good luck, it is estimated that approximately 2000 tons per day may be moved over this road during the summer months. It is, however, questionable, considering the present state of repair, that more than 200,000 tons can be moved over the railroad in one operating year. In order to place the road in a position to carry the estimated capacity of the average single-track line, or approximately 4000 tons per day, a very considerable sum of money must be spent for delayed maintenance and improvements to the right-of-way and operating installations.

At this point it is well to mention the road which now exists from Edmonton to Dawson Creek, with the view of using motor transportation not to supplant but to augment the present facilities of the Northern Alberta Railroad. This road is of regular country-type construction, such as is found in North Dakota and Montana in the United States. The right-of-way is generally narrow. The ditching is sketchy and in a poor state of maintenance. The surface is of a soil generally known as gumbo. The bridges are of light construction such as is found on any country road. During the months of middle summer and the months of middle winter, the road is passable, and it is possible to operate trucks at a speed of approximately 20 to 25 miles an hour. During the two months of freeze-up and the three months of thaw, the road is to all practical purposes impassable. It may be said that although the terrain is relatively easy, the road compares unfavorably with most of Alcan Highway. If trucks are to be operated on this road to any considerable degree, appropriate maintenance operations must be initiated at once. Bridges must be reinforced, ditches cleaned and road metal must be placed at many sections.

#### *B. Dawson Creek Railhead*

The Dawson Creek Railhead as it now exists consists of a series of buildings scattered along the Northern Alberta Railroad just inside and just outside the limits of the village of Dawson Creek itself. All construction is frame except for a number of metal huts which are used to house troops. No water facilities, no sanitary facilities, and no fire protection facilities exist. The [16] layout obviously grew like Topsy; that is, additional buildings were added during the course of the construction of the highway and later as needs developed and manifested themselves. The work was accomplished through the use of two PRA contractors, W. E. Elliott Construction Company and Currin & Briggs. The activities of the construction companies were augmented by troop labor furnished by the Second Battalion of the 341st Engineers. Facilities as now existing at this so-called temporary railhead are as follows: troop housing for approximately 2000 men, headquarters group consisting of 6 portable-type buildings; 17 warehouses 50' x 200', each with two 10' x 200' loading platforms; 2 third-echelon-type buildings 95' x 186' with two wings, one wing 47' x 35' and the other wing 60' x 35'; 2 fourth-echelon-type buildings 80' x 240', with one 32' x 40' wing; one telephone repair station; power line and transformer units; flight strip; earth roads; temporary railroad tracks and unloading ramps; and railroad yard with capacity for approximately 150 cars.



At the time of this inspection, underground tank storage for gasoline was in the process of being installed. Power generating equipment was available on the site but not installed. There exists at the site pipe, hydrants and other miscellaneous material for installation of a water system and fire protection system. Unfortunately, potable water cannot be secured from wells driven to any depth at Dawson Creek; hence, if a water system is to be installed, a line must be provided a minimum distance of seven miles from either the Kiskatinaw River or the Pouce Coupe River.

Sanitary conditions and general living conditions in the village of Dawson Creek are deplorable to say the least. The District Engineer, however, is making every effort to influence and to assist the towns people in making a general clean-up.

The proposed site for the permanent railhead lies to the south and east of Dawson Creek. The terrain is generally rolling and no great amount of grading will be necessary. Water, however, must be piped a considerable distance to this site, even as it is necessary to pipe it to Dawson Creek because of the failure of wells as a supply. The proposed construction here provides for the housing of 80 officers and 5000 enlisted men; storage and motor repair facilities consisting of 2,300,000 feet; refrigerated warehouses for the storage of food; necessary roads, railroad track, and fire protection facilities; a 200-bed hospital; dry-cleaning and laundry facilities for the troop strength; and electrical facilities.

We are told that this proposed construction is based on only 28,000 tons of pay freight per month; even so, the quantity of construction materials which must be provided and the number of men which must be employed on the construction will seriously handicap all other activities along the highway to the north. At this point, it is well to state that not only must materials for this project be moved from Dawson Creek Railhead but materials for nearly all other construction will be handled from the same point.

Therefore, it is suggested that a study of the existing facilities be made with the view of determining the means of best using and best adapting the existing construction in providing storage for general use during the next year. [17] It is felt that if one 150-bed hospital, one fire station, 750 KVA electric generating capacity, 15 additional warehouses 50' x 200', necessary cold storage facilities, and necessary water-line and fire protection facilities are constructed immediately, a railhead will be available which will handle all traffic and storage necessary during the next year. It will be noted that such a scheme uses all existing facilities and requires very little additional construction. This will release more materials for Whitehorse and for Fairbanks where the troop housing and storage capacity is more sorely needed at the present time.

### C. Alcan Highway

From Dawson Creek to Ft. St. John, a distance of approximately 48 miles, the road is to all practical purposes a boulevard. Ditches are deep, well graded, the surface is smooth and well metaled, and the width is more than ample in every case. In this section, there are two major structures—the bridges over the Kiskatinaw and Peace Rivers. The latter crossing is now made by passage over a single-lane trestle bridge which has already been partially destroyed this winter by ice and, it is expected, will be entirely wrecked during the spring break-up. J. A. Rosbling & Sons Company have moved in and are at work on the necessary tower foundations for the proposed cable bridge to be erected at this point. A conversation with the workmen revealed the fact that it was the intention not to spin the 900' crossing but to draw the entire rope across in one operation. It is estimated that the bridge will not be ready for use at the spring break-up; hence, it will be necessary to assemble materials and plan on repairing and replacing the timber structures for use during the early months of the summer. To date no activity in this direction has been undertaken, and at the site a physical inspection indicated that no materials were available for this work. The road from Fort St. John to Fort Nelson, a distance of approximately 245 miles, is in good condition for a country road. It is possible to drive a car over most of the distance at a speed of approximately 30 miles an hour. Some realignment and grading has been done. However, no improved structures of any type have been installed, and most of the mileage is not metaled. This section of the road will be impassable during the spring break-up, and it will be necessary to rework ditches and small structures and do additional grading and surfacing in order to make the road useable during the summer. One major stream crossing, that of the Sikanni Chief River, is under construction. The trestle bents are in and at the time of our inspection, the PRA representative and



the contractor were waiting for the shipment of the balance of the wood truss timbers. Too, approximately 28,000 pounds of bridge hardware had left Vancouver but had not as yet arrived at Dawson Creek for shipment by truck to the site. If the timber and the hardware have arrived at the site by the date of this report, this bridge will be available for use as soon as the road itself is passable after the spring thaws.

From Ft. Nelson to Watson Lake, a distance of approximately 360 miles, the road passes through difficult construction country. The initial bad spot occurs at Steamboat Mountain, where sight distances are non-existent, grades are very steep, and rock cuts have made ditching impossible. There is sufficient activity at this point to keep a medium-size contractor busy all summer. The second source of trouble is a section of approximately 20 miles along or over [18] McDonald Creek. Within this distance, the creek is crossed nine times and a physical inspection revealed that the road here will probably be entirely non-existent after the spring thaw.

Between Mile 170 and Mile 180, as measured north and west from Ft. Nelson, the road passes on a rock shelf along the side of Muncho Lake. At the present moment, this section of road has a single lane, curves are sharp, and the grades are steep. All work here is in rock and, while this work is being done during the summer, it will probably be necessary to operate a barge service or a ferry service on Muncho Lake in order to allow traffic to by-pass this point. Stream crossings must also be made at the Kledo, Racing, Toad, and the Liard Rivers. In addition, numerous creeks and smaller rivers must be crossed. As nearly as could be determined, no construction has been started and no plans have been placed in operation to erect the permanent structures over these rivers. A physical inspection of all the sites revealed that at this time no materials have been ordered or stock-piled to reinforce or to rebuild the numerous temporary structures which will surely be destroyed with the coming of spring. Considerable realignment work must be done along this entire section—grading, ditching and metaling will be necessary before the trail can be really called a road for use in the summer or through the spring and fall changes. At the present time, however, with the exception of the three difficult points mentioned, the road is readily passable, and an average speed of 25 miles an hour can be maintained with a passenger car. Over the bulk of the distance, the road is two-lane and no difficulty is encountered in the passing of vehicles. The surface of the road is now excellent because it consists of ice and packed snow. Only in a few cases is the surface made dangerous by advancing small glaciers.

From Watson Lake to Whitehorse, a distance of approximately 330 miles, the road generally encounters less difficult terrain. The one major stream crossing exists at Teslin Lake. Construction of this crossing is well underway, and completion should be had as soon as the road itself is available for use in the early summer. Crossing is now made over the ice of the lake. Contractors are working at two points on realignment but, generally speaking, maintenance from Watson Lake to Teslin Lake is not as good as the sections of the highway to the south of Watson Lake. Speed of passenger vehicles over this section can be maintained at an average of approximately 25 miles an hour, but more precaution must be taken in passing other vehicles.

Very few contractors have camps in this section, and as far as is known, little provision has been made for work here during the summer. A physical inspection revealed no stock-piles of material for minor construction, and this section too will certainly be impassable for at least two months in the spring.

The road from Whitehorse to Fairbanks, approximately 650 miles, is generally passable and of the same character as most of the road. The Donjek, the White, the Robertson, the Johnson, and the Gerstle are the major streams crossed by this section of the road. As far as can be determined, no activities to undertake permanent installations over these rivers are visible in the field. The entire highway is generally passable with the exception of the Robertson and Johnson Rivers. These rivers are of a peculiar nature, in that they open and close intermittently. Consequently, it is never possible to estimate accurately when the road [19] will be open and when it will be closed. The river beds change in position and width, as a consequence of which the establishment of permanent crossings presents an unusually difficult if not unsolvable problem. There are no contractors along this section of the road. One PRA representative for the whole 650 miles was on the job, and at the time of our inspection he was concerning himself with the Haines-Champagne Road, hence Alcan itself had no one interested. No stock-piles for the repair or replacement of temporary structures

of any kind are in existence. The only personnel available to maintain and make temporary repairs on this road are Engineer troops (97th Engineers). It is now understood that these troops are to be moved out and used in driving through a road west of Fairbanks.

In summary, it might be said that very little traffic was moving over the entire highway. An average of less than 30 vehicles per day were passed during the three days which we spent on the road. Trucks transporting Alcan or Canol supplies seemed to constitute most of these. The balance of the trucks were about equally divided between civilian contractors' trucking and Army vehicles. The road itself offered no handicaps to the operation of trucks, and the passage of at least 200 vehicles per day over any given section should not be difficult.

Various contractors and troop camps are scattered up and down along the highway from Dawson Creek to Watson Lake. The more recently built contractors' camps between the Liard River Crossing and Watson Lake are much superior to those further south. Experience here is beginning to pay dividends. Rest stations exist as such at approximately each 100-mile point. Generally speaking, it may be said the housing does exist but it has been very poorly established and maintained. Sanitary conditions are not good and camp layouts are neither uniform nor desirable. Troop housing at scattered points is in place between Whitehorse and Fairbanks. In summation, it should be reiterated that limited housing does exist but that it is of such character as to induce low morale and is not safe from a sanitary and fire standpoint.

#### *D. Alcan Telephone Line*

The Alcan Telephone Line proper will provide communications between Edmonton and Fairbanks and all intermediate points along the highway. In addition there is a telephone line being constructed from Skagway to Whitehorse as part of the operations of the Canol pipeline between these two points. Caltel (Alcan Telephone Line) is under construction through the agency of Miller Construction Co., of Indianapolis, Ind., and the Oman-Smith Co., of Nashville, Tenn. The line from Skagway to Whitehorse is being constructed by the Hatfield Construction Company.

Caltel is of utmost importance to all operations in the northwest because it is well known that rapid construction of any undertaking is dependent largely on the availability and dependability of communications. Radio communications in this section of the world are not dependable. Conditions change very rapidly, and sometimes a unit can be heard a distance of 50 miles, then again the same unit can handle messages as far as 300 miles. Thus it is evident that an item of first priority in this entire program is Caltel. Contracts have been awarded and the work has been underway since August 11, 1942. The design work is being handled by the Canol Architect-Engineer, J. Gordon Turnbull and Sverdrup & Parcel. After these many months, little progress has been made, and at the time of our visit to Edmonton, the Division Engineer of the Northwest Division and the Commanding General of the Northwest Service Command had just reached an agreement [20] with the Signal Corps so that the design of the line would be according to Army standards and the necessary copper for its completion would be furnished. On the face of it, no matter where the fault lies, this delay is inexcusable.

The pole line itself is now in place, and in operation from Edmonton to Ft. St. John. Poles and wire have been erected for perhaps 100 miles past Ft. St. John toward Ft. Nelson. Poles are in place for an additional 50 miles and holes have been dug for yet another 25 miles. Repeater stations between Edmonton and Dawson Creek are 99% complete and are in operation. This work at the lower end of the line has been accomplished by the Miller Construction Company. Poles and wire have been erected south of Whitehorse for a distance of approximately 50 miles by the Oman-Smith Company. Poles alone have been erected over another 25 miles by the same company. There are, in addition, scattered at some few points along the road stock-piles of poles to supply immediate construction needs. The intention and plan as announced by the Division Office is to have the line complete from Whitehorse to Watson Lake by April 15, and entire Caltel complete by May 31. This, of course, is obviously impossible, and it is even questionable at the present rate of progress and state of organization whether the line will be complete by the end of 1943 construction season. In general, no housing has been accomplished along the line for repeater stations which are to be located at approximately 100-mile intervals. In the one or two cases where structures have been erected, it was found that the floors were not



strong enough to support the equipment to be installed. The materials for construction are available at Edmonton, Dawson Creek, Prince Rupert, and Skagway. Within the week, it is expected that all materials will have been moved from Prince Rupert to either Edmonton or Skagway, so that they may be delivered to the points on the road where they can be used. The contractor has insufficient manpower and insufficient equipment.

#### E. *Whitehorse*

Whitehorse, Y. T., is the headquarters for the NWSC. The Northwest Division Engineer maintains a District Office at this location, and the Bechtol-Price-Callahan Company (Canol contractors), the Oman-Smith Company (Caltol contractors), and the Currin & Briggs Company (PRA contractor) all maintain camps at this village. The NWSC offices, the officers quarters, and the civilian quarters are all of portable CCC-type construction. Troop housing is either metal huts or portable CCC-type construction. Warehousing space is extremely limited, and materials and supplies are stored in open lots under canvas or not as the case may be. Additional construction materials and supplies are scattered at various locations all along the highway south for a distance of seven miles where the so-called Fairbanks freight line has a terminal. Water supply is by means of a well or wells of very limited capacity, which constantly go dry. Sewerage disposal system is inadequate and in fact no system at all. At the time of our visit, water was rationed. Sanitary conditions within the village of Whitehorse itself, as well as fire protection facilities, are in a most deplorable state. Unless some extensive activity towards a clean-up is undertaken before spring, control of the health of the community will be most difficult. Whitehorse sprang into existence as a village during the Gold Rush days because of the fact that it was the terminus of the White Pass-Yukon R. R. over the mountains from Skagway and because of the use of the upper river steamboat operations on the Yukon and Lewes Rivers. At the present time, [21] there is practically no additional construction of any type or kind underway in the vicinity of Whitehorse, because nearly all transportation facilities available are required for the mere subsistence of the present population. To reiterate, housing, warehousing, water supply, sanitary disposal, transportation facilities are all very inadequate for the task at hand, and an immediate solution of some character must be undertaken in order to alleviate the present conditions. The NWSC headquarters and the Office of the District Engineer are not in agreement as to what should be the location of the proposed railhead—McRae or Robinson. This should be settled as soon as possible.

#### F. *Fairbanks and Alaska*

Fairbanks at the present time is the northern terminus of the Alcan Highway and also the Alaska Railroad. The discontinuance of various mines with headquarters in Fairbanks has placed at the disposal of the District Engineer located here certain facilities such as equipment, housing, and repair shops. There is, however, no storage space, no troop housing, no quantity supplies of building materials. This, however, is not a problem at the present time because there are no troops to speak of and no freight arrives over the highway or the railroad. There are no representatives of any of the contractors, Architect-Engineer, or the PRA at Fairbanks as yet. Ample building sites are available. Lumber can be and is being cut at certain points. The small amount of equipment available is being repaired. This, however, is hampered by the lack of repair parts. An occasional truck comes in over the highway to Fairbanks. There is a train twice a week over the Alaska Railroad. Most of the contact with the outside world is by air.

A number of highways exist in the territory of Alaska which have been constructed in years gone by by the Department of Interior. The Richardson Highway, which is part of Alcan Highway, as far as Big Delta, runs from Fairbanks to Big Delta to Gulkana and thence to Valdez, with a branch that strikes from Copper Center to Chitina. There is also a road which leads from Gulkana to Anchorage. At the time of our visit, the road from Gulkana to Anchorage was open, the road from Big Delta to Gulkana was closed in two places, and from Gulkana to Valdez was closed in one spot. Two rotary snow ploughs properly used can keep the Richardson Highway and the road from Gulkana to Anchorage open through the winter months. Valdez itself is an ice-free port with minor useable docking facilities. These highways are approximately 20' wide with a light metal surface. All structures are of wood. They are generally impassable in the fall and particularly in the spring. At the pres-

ent time, plans are being developed to undertake the construction of winter roads from Fairbanks to McGrath, and from Fairbanks to Tanana. We feel that the traffic facilities in Alaska already in existence are not being improved and maintained as they should be and that they are not being used cooperatively for both the A. D. C. and the NWSC to the degree that will insure the highest mutual results.

#### G. White Pass-Yukon Railroad

The White Pass and Yukon Railroad is a narrow gauge (3'-0") line which runs from Whitehorse, Y. T., to Skagway, Alaska, a distance of 110 miles. Mining in the interior led to the construction of this road between 1860 and 1890 [22] with the bulk of the original equipment having been manufactured in the U. S. around 1889. From five hours to a number of days are required for the passage of a train, depending on weather conditions.

Alignment and grades from Whitehorse to Bennett, a distance of approximately 70 miles, are about those which would be expected on any narrow-gauge installation. The minimum elevation of track in this section is 2083 feet at Whitehorse. A maximum elevation of 2499 feet above sea level occurs at Robinson. From Bennett to Skagway the curves and grades are excessive. It is estimated that the grades run as high as 5.7% and curvature as high as 16°. 2924 feet at Meadows is the maximum elevation in this section, while 15 feet at Skagway is the minimum elevation.

Muskeg provides the foundation for the first 42½ miles of road bed from Whitehorse to Carcross. Ditching in this section is practically nonexistent and, as a result, changes in season cause the track to shift, heave, or sink. Rock provides the foundation for the last 67½ miles from Carcross to Skagway. Rock cuts are tight both vertically and horizontally; hence, all clearances and subgrade allowances are a bare minimum.

Metal ballast is to all practical purposes non-existent, and as a consequence it is necessary to shim up the rail with blocks of wood placed between the ties and the rails. Rail is blocked in position with wooden wedges to keep it from turning over. Approximately 50% of the ties will have to be replaced. 56# rail is the standard installation. Wood trestles to a height of 256 feet exist in the last 40 miles of the line.

In several locations, the trestles are on both vertical and horizontal curves. Condition of some of the structures is such that it is not known how long they will stay in place. To quote train orders received during our trip: "Proceed at a speed not to exceed 5 miles an hour over ----- trestle on account of a sag in it". Rock slides and snow slides often cover the track, wreck trestles, and stop train service for days. There are nineteen short sidings on the line and one real passing track at Fraser Loop.

Rolling stock consists of equipment originally on the line, new boxcars and flats provided by the Army, and locomotives purchased from the Denver and Rio Grande Western. The Rio Grande locomotives are much heavier than the original equipment and, as a consequence, have increased the rate of deterioration of the track. Insufficient rolling stock causes the rehandling of most freight. Freight is loaded direct from boats to cars because of small dock capacity and then hauled up the valley from ½ mile to a mile where it is unloaded and stored until cars are available to take it over the mountain.

One operating battalion is now running and attempting to maintain the road. They are doing an excellent job as are all troop units in the northwest in spite of almost insurmountable handicaps. If under present conditions the road delivers an average of 300 tons of pay freight per day to Whitehorse, it will be an excellent job.

[23] Two and sometimes four Rio Grande locomotives are now used to deliver a train up the 5.7% grade and over the summit. This operation gives the track a heavy pounding. If Shay-gear-driven locomotives were used on the first 20 miles out of Skagway and the Rio Grande locomotives were used for the balance of the distance when grades are generally less than 3%, the amount of track maintenance could be reduced considerably and the delivery of trains would be more certain.

If the plates could be provided for the trestles, trestle approaches and curves, maintenance effort would be more fruitful and less replacement material would be required. Fourteen side-dump gravel cars, such as every dam builder has used for years, together with a ½-yard Diesel or gas-driven crawler-mounted shovel, would take care of the ballasting and realignment of the most difficult sections. An additional shovel for ditching would help considerably but is not absolutely essential.



Additional box-cars would eliminate the rehandling of freight. Another operating battalion would provide men for the necessary track maintenance.

The adoption of these suggestions on motive power, rolling stock, and maintenance should increase the average pay-load delivery to Whitehorse to 800 to 1000 tons per day or about three times the present estimated average.

#### *H. Skagway*

Skagway is the southern terminus of the White Pass & Yukon R. R. and is a small village located in the narrow valley between the two mountain ranges which reach an elevation of 5500 feet. Approximately one-third of the valley is cut by the Skagway River which runs full, of course, only in the spring. A dyke has been thrown up which prevents the spring freshets from inundating the town. There are perhaps 400 to 500 useable acres of land in this valley. This area must take care of the town, the housing of the Army and contractors' forces, railroad shops, and the storage of freight.

If one faces toward the harbor, the river previously referred to is on the far right. On the far left is the old dock built and used by the White Pass & Yukon R. R. This dock has been reworked by the forces of Bechtel-Price-Callahan, and in addition a 240' extension is underway. Approximately 120' of this extension is available for use at the present time, and it is expected that it may be used in its entirety by April 15. The total length of the dock will then be approximately 480'.

In the approximate center of the harbor are a series of dolphins supporting a pipeline and anchorage for tankers and gasoline-bearing barges. The total length will finally be 680'; 380' are now in use and for all practical purposes the 680' may be used if required.

On the right of the harbor is a make-shift sort of pile and earth barge unloading dock constructed by the Transportation Corps. The piles were not driven to any great depth; hence they are now tied with cables over the top of the earth fill. This arrangement is being used, however, some better arrangement will [24] eventually have to be made. Many materials and some rolling stock for the railroad have been unloaded by running temporary track down the beach and erecting barge or scow beds to support the loads when the tide is out.

The 15 steel tanks which provide 150,000 barrels of gasoline storage for the Canal project are in place and are being used. The auxiliary buildings for housing the pumps and the personnel are not as yet complete.

There is no shed storage of any kind available in Skagway; hence, freight is stored in every vacant lot available. The port troops are now hard at work attempting to bring order out of the chaos which has existed. Housing for the Bechtel-Price-Callahan group, the port operating troops, the railroad operating battalion, and the District Engineer is scattered through the town and over the valley. It consists of steel hutments and portable CCC-type buildings. Messing facilities are provided for by the use of former hotels and cafes which existed in the community. Sanitary conditions are about average for a village of this size located in such a section of the country. At the present time nearly all available land is in use; and as a consequence, there is little opportunity or room for much expansion of housing here.

Everything done thus far has been "hit or miss". It is thought that a comprehensive plan for the use of the port and the available land area should be prepared, adjustments made, and a certain small amount of new construction settled upon. This new construction would perhaps include an equipment repair shop, additional office facilities, additional housing and warehousing space. The capacity of the port is very limited; consequently it is essential to control the arrival of boats. No more freight must be brought in by barge or ship than can be carried by the railroad over the mountains to Whitehorse because there is insufficient room for any dead storage. The port can adequately serve the railroad and no more; hence, in the final analysis the capacity of the railroad controls the capacity of the port.

#### *I. Inland Waterways*

The trip from Skagway to Prince Rupert along the Alaskan Inland Waterway was made aboard the yacht "Westward". Departure from Skagway was made at 8 p. m. on Wednesday and the boat arrived at Prince Rupert about 2 p. m. on Saturday after a 12-hour layover during the trip on account of fog. In spite of the fact that many aids to navigation in the way of buoys and lights have been destroyed by unwieldy tows, this waterway provides an excellent means of transportation by small boat and barge to Alaska.

During the summer months, the operation of tugs and barges through these waters is relatively easy and few hazards exist. In the winter, however, high seas and excessive and changing winds make the handling of large tows extremely difficult. During the past season several tugs and tows have been lost because of the lack of power and size. It is well known that tides all along the Alaskan and British Columbia coast are excessive, and that the current generated by their changes reach as high as five and six or even seven knots in some places. There [25] is one lake just below Petersburg into which the tides run in both directions from both ends making the handling of tows difficult. Most of the crafts that have been employed on the freighting operation have been underpowered for the job. In most cases, the maximum rate of travel is  $7\frac{3}{4}$  to 8 knots. Such a tug with a tow bucking a 6-knot current generated by the tide is in a very precarious position when the wind is blowing. Some of the boats used in the transportation of personnel are fast and have sufficient power to buck these currents but are not of the type of construction to withstand the heavy seas which sometimes develop. That is to say, they were built for pleasure and speed and not for work.

An attempt should be made to transport as much freight as possible during the safe period of navigation—the summer. Also, it might be well to conduct a survey of all the small boats and tugs used in transportation to determine their relative type of construction, their power and their rate of travel. Perhaps by providing a few new heavy-duty engines for the larger boats it will be possible to transfer engines on down the line so that all craft will be equipped with sufficient power. More boats will then be capable of traveling at a sufficient rate to make navigation generally safe through all months of the year. Since the ports thus far available in Alaska are of limited capacity and general storage facilities are not available, it is certainly of interest to attempt to balance water transportation, port facilities, and railroad facilities. This balance should be obtained as much by the adjustment of the amount and kind of equipment as by the control of the operation of the equipment itself.

#### *J. Prince Rupert*

The port project at Prince Rupert itself is located on the same island as the city of Prince Rupert. The staging area is located on the mainland, and the ammunition storage and loading docks are being constructed at Watson Island.

The housing for the port troops located on a hill above Prince Rupert is being used and to all practical purposes is complete. The capacity of this group is 1250 enlisted men and 100 officers. The main dock, the transit shed, the railroad track, the refrigeration building, the marine repair building, and the administration building are from 60% to 70% completed and will be ready for use in their entirety on April 15. As a matter of fact, the transit sheds and dock are at the present time being used by the Transportation Corps and have been able to handle all the freight that has thus far been shipped.

The road from Prince Rupert to the mainland where the staging area is located is approximately half complete. Work here has been handicapped by the lack of rock shovels, trucks, and rock crushers. The road from Prince Rupert to the edge of the island was originally built by the Province of British Columbia. The military road running to the staging area begins just across from the bridge leading to the mainland. An examination of the road built by British Columbia reveals the fact that if it is to handle substantial traffic, it will be necessary for certain maintenance and metaling operations to be undertaken. Port operators will probably submit to the District Engineer at an early date a request for this work.

The staging area located on the mainland is approximately 50% complete and will be available for occupancy by the 15th of April. This staging area [26] site is all muskeg which had been cleared some years ago, with the exception of the stumps, for the use of a town site. Slightly more than half of the buildings are now in place, however, no work has been done on the roads and very little has been accomplished on the water and sewer lines. Construction materials are being handled by truck over plank access roads. The terrain is hilly and this fact together with the muskeg and the stumps will make road construction difficult. Here again, lack of or rather no equipment has prevented the beginning of construction on the roads.

On Watson Island work is underway on the construction of the ammunition loading docks. Progress, however, is slow because all pile driving is being handled by skid rigs which must brace and cap after each pile bent has been driven before it can be advanced to the driving position for the next line. On



the island itself, work is underway in removing large quantities of rock which is being used as fill to provide support for the rail classification yard. Construction of the wooden igloos has not as yet been started. Although this ammunition storage yard and loading dock may be available for use before July 15, a visual inspection indicated that that date would probably be the one of final completion. At a site below the staging area, Bechtel-Price-Callahan Company have under construction tank car unloading facilities, tank storage, docks and tanker and oil barge loading facilities. Work on this group is approximately 50% complete. At the present time, the dock is in and tank foundations have been poured; one complete tank out of five has been erected. Construction on the permanent houses for operating and on the pump facilities is just now beginning. The concrete footings for the warehouse have been poured.

*K. C. N. R.—Prince Rupert to Edmonton*

The return trip from Prince Rupert to Edmonton was made via the C. N. R. The train leaves Prince Rupert at 6:30 in the evening and is due in Edmonton at 9:45 p. m. on the second following day. On our particular trip, we left on a Monday evening and arrived in Edmonton at 5 o'clock Thursday morning.

The railroad leaves Prince Rupert by traveling south to Watson Island, thence to the mainland until it reaches the valley of the Skenna River. It follows the north bank of the Skenna River east and north until it crosses just below Hazelton, B. C. At Hazelton, it leaves the main channel of the Skenna and follows the west bank of a branch which runs due south to Smithers. From Smithers, the road wiggles through the mountains to Prince George and finally Jasper. Just west of Jasper, the line from Prince Rupert makes a junction with the main line of the C. N. R. from Vancouver to Edmonton. The road bed from Prince Rupert to Jasper is generally in poor condition. 50% of the ties should be replaced or are being replaced. No tie plates are used and the rail itself is not in the best of condition. From Jasper to Edmonton regular maintenance has been in force and the entire railroad is generally in good condition. There is a definite limit on the amount of freight that can be handled between Jasper and Prince Rupert because of the fact that a speed limit of 50 miles an hour necessitated by the poor condition of the track is in force. The situation is further aggravated by the lack of passing tracks. It might be well to mention at this point that if any holding and reconsignment points are to be constructed in support of Prince Rupert, it might be best to build them east of Jasper. "Bottle-necks," if they are to occur on this railroad, will occur between Jasper and Prince Rupert.

[27] *L. Canol Project*

For the period of time during which work has been going on in connection with this entire project, only a moderate amount of physical work-in-place has been accomplished. The required completion dates cannot possibly be met.

We did not have the opportunity to inspect any part of Canol #1A or Canol #6; as a consequence, our information relative to these two jobs is predicated entirely on conversations, statements, verbal and written, and a study of three consecutive monthly Field Progress Reports.

The only jobs on which any substantial amount of work has been done are Canol #1A, Canol #6, and Canol #2. The remainder of the work on Jobs Canol #1, Canol #3, Canol #4, and Canol #5 is either in the category of "barely started" or "not started."

Canol #1A is represented as being 60% done and Canol #6 as being approximately 20% done. On Canol #2, the tank farm and facilities at Prince Rupert are approximately 50% done, the unloading facilities and storage at Skagway are approximately 60% done (but are being used), the pipeline from Skagway to Whitehorse is in place and gasoline is being pumped through it. The line, however, is laid above ground, with no expansion loops, no anchorage, no gate or check valves and with insufficient pumping capacity. In some cases the line is so close to the construction of the railroad that a minor wreck will break the line and cause a damaging fire because of the high pressure under which the line is operated without check valves. Just what will happen to the line after the spring thaw, land slides and glacial movements is not known. Terminal storage exists at both Skagway and Whitehorse. Difficulties have been had, however, with excessive leakage because of the type of gasket material used. Pumping operations have to be handled on a "hit or miss" basis, since the operating communication system is only finished to a point seventeen miles out of Skagway.

Canol #1, the pipeline and appurtenant facilities from Norman Wells to Whitehorse, is only approximately 8% accomplished. This work done consists mainly of the pioneer road being built from both ends; that running from Brooks brook toward Sheldon Lake, of which approximately 50 miles is done, is now the mission of the 35th Engineers, although it is the obligation of Bachtel-Price-Callahan to put it through. No work-in-place has been done on the refinery at Whitehorse.

Canol #3, the pipeline from Carcross to Watson Lake, is approximately 6% done. Work started on this project October 7, 1942 and was required to have been completed as of January 31, 1943. The work done consists mainly of partial surveys and the delivery of some of the material.

Canol #4, the pipeline from Whitehorse to Fairbanks, might be described as 0% accomplished. It is, however, reported to have been started on January 9, 1943 and is required to be completed on April 30, 1943. This performance is manifestly impossible.

[28] Canol #5, the pipeline from Fairbanks to Nanana and thence to Tanana, might also be described as 0% accomplished. As of January 31, 1943, the job was reported as not started and it has a required completion date of May 15, 1943. This will likewise fail to be accomplished.

There are in addition certain wild-cutting operations or oil excavations being carried on in the vicinity of Norman Wells. The exact status of this work could not be ascertained. However, it is known that certain production is already available and that two more wells are in the process of being driven.

The entire Canol Project is characterized by all the deficiencies which have been expressed in this report under the headings from I to VII.

#### M. Division and District Offices

1. The Division Office at Edmonton might be aptly described as a conglomeration of individuals under headless (brainless would be better) guidance and direction, engaged in perpetual but wasteful notion and esconced in an atmosphere of pandemonium.

Living and working conditions at this office are exceedingly poor, almost scandalous, and conducive of the lowest morale. The new quarters being built are extremely excessive in cost and while they may provide comfort have been erected so close together as to constitute a fire hazard.

We could find no part of the office which might be characterized as having organizational cohesion and coordination.

2. The District Office at Edmonton is hybrid and is in reality a sub-office of the Division Engineer. It is attempting to perform a diversity of functions in the process of which it is losing caste with the other five districts. The office contains some exceptionally good key personnel, who could be used very effectively in a good organization. This District Office should be abolished and parts of it absorbed in the Division Office.

3. The District Office at Dawson Creek has the spirit and willingness to perform its duties and responsibilities but is helpless. Several conferences with the District Engineer, Lt. Colonel Harry A. Schuppner, who incidentally appears to be a capable and enthusiastic officer, convince me that under present conditions it is completely ineffectual. It has no knowledge of construction facts, authority, control, specifically defined objectives, nor the wherewithal to undertake anything intelligently. Most of the work done by this office has been effected on the basis of his own initiative and without instructions; if he had not so done, he and his staff and civilian employees would be homeless. Most of his officers are not particularly qualified for the work for which they have been designated to perform at this station.

4. The District Office at Whitehorse, like the one at Dawson Creek, is also completely ineffectual. Lt. Col. L. E. Laurion is a conscientious [29] and competent officer who is irked by the fact that he wants to do a real job and is stymied in every direction. Being in the shadow of the Northwest Service Command, he receives conflicting instructions, neither of which he can carry out because he lacks the means. The representative of the contractors will not recognize his authority, the Service Command will not permit him to use his initiative. Briefly, he feels and is beginning to act like a marionette. The morale of his officers and civilian employees is dropping very rapidly.

5. The District Office at Fairbanks is similar in nature to those of Dawson Creeks and Whitehorse relative to its efficacy in the construction program. Because Colonel John Moreland, the District Engineer, is an unusually fine person, possessed of high qualities of leadership, judgment and intelligence, and inspires and endears himself to the persons around him, the morale of his organization



and its quality is superior to that of all the other Engineer offices in the NWSC. If this office were part of an organization under which it could function, it would contribute in a superlative measure to any task that had to be accomplished. This office has no plans and specifications by which to supervise construction, has no liaison with Architect-Engineer or Contractor key personnel, has to resort to circuitous means to get facts, and has practically no means at hand in the way of field employees, equipment, spare parts, etc., to undertake its job. The great responsibility which Colonel Moreland feels and his complete lack of authority and instrumentality to perform a job are worrying him considerably.

6. The District Office at Skagway is in the paradoxical position of having a large force of field employees in the vicinity and large quantities of material along the docks and stored in warehouses without being able to direct the building of anything. The Bechtol-Price-Callahan Company has a field employees' camp at Skagway and materials and equipment are being delivered by boat for shipment over the White Pass & Yukon R. R. The fact that the contractor will not recognize the authority of the District Engineer, Lt. Col. Thomas Hayes, makes this office superfluous. As this officer expressed himself in a letter to the Division Office, he has been emasculated. He decries the fact that he has no authority nor the opportunity to use initiative. The disease here is the same one that plagues all the other District Offices. Lt. Col. Hayes is conscientious and, based upon his record, has all the qualifications to perform the job of District Engineer with the highest degree of satisfaction.

7. The District Engineer Office at Prince Rupert is doing a highly commendable job, and in actuality this is the only place in the entire NWSC where physical work-in-place of a substantial amount has been performed during the course of the past three months. The District Engineer, Lt. Col. Gerald R. Tyler, is deserving of much praise. Notwithstanding the fact that he inherited a bad job in mid-stream with contractors who had to be put through a process of catalysis, and not withstanding the fact that the Division Office has given him rather poor cooperation, he has managed to get much of the job done. If he is given immediate assistance in the procurement of some equipment, particularly two 1½ yard shovels, trucks and spare parts, we believe that the job be fully completed by July 1, 1943. The port facilities will be entirely completed by May 1, 1943, possibly sooner. This officer has exhibited exceptionally good business judgment in a number of matters and has demonstrated high administrative ability.

### [30] IX *General Conclusions*

1. The breaking through of the pioneer road (Alcan Highway) was an outstanding and praiseworthy performance.

2. The planning, scheduling, methods of arranging for the execution of work, and the conduct of work performance throughout, subsequent to the breaking through of the pioneer road, have been as disgraceful as the work on Alcan was commendable.

3. The leadership in the Northwest Service Command and in the Northwest Division Engineer Office, particularly the latter, is of a very low order. This leadership and the complete lack of organization which exists have not permitted and will not permit of the rapid, efficient, and economic consummation of the construction task.

4. The requirements for construction work as embodied in the various directives issued and the capacity for the performance of this work with the instrumentalities and agencies, as they exist, are so out of consonance that they cannot be reconciled.

5. Any curtailment or deferment of the work authorized, because of changes in strategic and tactical concepts, caused by changes in war conditions, will not solve the problems in the Northwest Service Command. It is vitally necessary to change the leadership and to reorganize, revitalize and catalyze the agencies enjoined or engaged for the work performance. We are fully convinced that the present construction program, regardless of its adequacy or necessity, can be performed more rapidly, efficiently and economically by good organization and under proper leadership than a deleted program can be executed by the present forces and agencies.

6. The liaison and cooperation between the many commands, divisions and branches of the Army have not as yet reached the stage where they might be termed as completely satisfactory.

X. *Recommendations*

1. That the Commanding General, Northwest Service Command, be relieved, or, alternatively, that the Commanding General be assigned a staff of officers, qualified and trained for this particular type of supply and transportation task, who in turn are further implemented in the form of expert technical assistance.

2. That the Northwest Division Engineer be relieved. There is no alternative procedure to this recommendation. The retainment of the Division Engineer in his present capacity will and must eventuate in disgraceful performance or failure.

[31] *Itinerary of Colonel L. George Horowitz and Major Howard C. Helgerson*

February 7, 1943:

Left Washington, D. C. 5:20 p. m. EWT Pa. R. R.

February 8, 1943:

Arrived Chicago, Ill. 8:45 a. m. CWT

Visited Division Engineer Office

Left Chicago, Ill. 2:45 p. m. CWT Great Western

Arrived St. Paul, Minn. 9:25 p. m. CWT

Left St. Paul, Minn. 10:00 p. m. CWT Soo Line

February 9, 1943:

Arrived Portal, N. D. 3:30 p. m. CWT

Left Portal, N. D. 3:30 p. m. MDT Canadian Pac.

February 10, 1943:

Arrived Calgary, Alberta, Canada 12:00 Noon MWT

Left Calgary, Alberta, Canada 5:00 p. m. MWT Canadian Pac.

Arrived Edmonton, Alberta, Canada 11:00 p. m. MWT

February 11, 1943:

Visited Northwest Division Office

February 12, 1943:

Visited Northwest Division Office

Visited Contractors and Architect-Engineer Offices

Visited FRA and Edmonton District Offices

February 13, 1943:

Visited Northwest Division Office

Left Edmonton, Alberta, Canada 6:00 p. m. MWT N. A. R.

February 14, 1943:

Arrived Dawson Creek, B. C., Canada 8:00 p. m. PWT

February 15, 1943:

Visited District Engineer Office

Visited existing facilities

Visited sites for proposed work

February 16, 1943:

Left Dawson Creek, B. C., Canada 10:00 a. m. PWT

(U. S. E. D. car over Alcan Highway)

Arrived Sikanni Chief River 9:00 p. m. PWT

February 17, 1943:

Left Sikanni Chief River 7:00 a. m. PWT

(U. S. E. D. car over Alcan Highway)

Arrived Liard River 9:30 a. m. PWT

February 18, 1943 Left Liard River 7:30 a. m. PWT

(U. S. E. D. car over Alcan Highway)

February 19, 1943:

Arrived Whitehorse, Y. T. 2:00 p. m. YT (Traveled all of previous night)

Visited Northwest Service Command Headquarters

[32] February 20, 1943:

Visited District Engineer Office

Left Whitehorse, Y. T. 5:00 p. m. YT Army Cargo Pl.

Arrived Fairbanks, Alaska 7:20 p. m. AT

February 21, 1943:

Visited District Engineer Office

Visited local Facilities and inspected roads

February 22, 1943:

Visited District Engineer Office

Left Fairbanks, Alaska 9:00 p. m. AT Army Cargo Pl.



February 23, 1943:

Arrived Whitehorse, Y. T. 1:25 a. m. YT

Visited present facilities and sites for proposed work

Left Whitehorse, Y. T. 3:15 p. m. YT White Pass & Yukon R. R.

February 24, 1943:

Arrived Skagway, Alaska 1:45 a. m. YT

Visited District Engineers Office

Visited existing facilities and sites for proposed work

Visited Sub-port Office

Left Skagway, Alaska 8:00 p. m. YT

(Yacht westward via inside passage)

February 25, 1943:

Aboard the Westward

February 26, 1943:

Aboard the Westward

February 27, 1943:

Arrived Prince Rupert, B. C., Canada 2:00 p. m. PWT

Visited District Engineer Office

February 28, 1943:

Visited construction work at Prince Rupert

March 1, 1943:

Visited work at Prince Edward and Watson Island

Visited Sub-port Office

Left Prince Rupert, B. C. 6:30 p. m. PWT Canadian, N. R.

March 2, 1943:

Aboard Canadian Ntl. Railway Train

March 3, 1943:

Arrived Jasper, Alberta, Canada 8:00 a. m. MWT

Left Jasper, Alberta, Canada 2:00 p. m. MWT Canadian N. R.

[33] March 4, 1943:

Arrived Edmonton, Alberta, Canada 4:30 a. m. MWT

Visited Division Engineer Office

Left Edmonton, Alberta, Canada 2:25 p. m. MWT Army Cargo Pl.

Arrived Minneapolis, Minn. 8:30 p. m. CWT

Left Minneapolis, Minn. 11:00 p. m. CWT Chicago, Ill., Milwaukee St.  
Paul & Pacific

March 5, 1943:

Arrived Chicago, Ill. 8:30 a. m. CWT

Visited Office of Division Engineer

Left Chicago, Ill. 3:15 p. m. CWT Pa. R. R.

March 6, 1943:

Arrived Washington, D. C. 9:45 a. m. EWT

(There are included as a part of Exhibit No. 6, photostatic copies of a Carlton Hotel, Washington, D. C., registration card dated December 17, 1940, for Lt. Col. Theodore Wymman, Jr., of Honolulu, T. H.; a guest invoice from the same hotel for Wymman for the period December 17 to December 20, 1940; and a Carlton Hotel ledger sheet for Mr. Paul F. Grafe, Los Angeles, California, for the period November 12, 1939, to May 29, 1942. The registration card is reproduced as Item No. 6, the guest invoice is reproduced as Item No. 7, and the ledger sheet is reproduced as Items Nos. 8 and 9, in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

SECRET

STAFF HEADQUARTERS,  
 PACIFIC SOUTHERN NAVAL COASTAL FRONTIER,  
 FEDERAL OFFICE BUILDING, CIVIC CENTER,  
 San Francisco, California, January 12, 1942

In reply refer to: A4-3/QS1  
 CF/85-14-Cy

Colonel EDWIN C. KELTON,  
*Corps of Engineers, United States Army,*  
*U. S. Engineers Office, 751 South Figueroa Street, Los Angeles, California.*

DEAR COLONEL KELTON: 1. This is acknowledgment of your letter of January 8, 1943, requesting clearance of Schooner VEGA.

2. Owing to the importance of the safe arrival of that vessel in connection with Naval Defense Projects in the Honolulu District, it is desired that the VEGA sail with a movement under escort leaving San Francisco about January 15, 1942.

3. The Commandant of the Naval Operating Base, San Pedro, will inform you of the time for sailing, with directions for joining the convoy.

Very truly yours,

W. K. KILPATRICK,  
*Captain, U. S. Navy.*  
*Chief of Staff.*

COPIES TO:

Commandant, 11th N. D.  
 Commandant, Naval Operating Base, San Pedro, Calif.

SVERDRUP & PARCEL  
 CONSULTING ENGINEERS  
 Bridges Foundations  
 Buildings Valuations

RAILWAY EXCHANGE BLDG.,  
 St. Louis, Mo., February 2, 1944.

Mr. RALPH BURTON,  
 519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: I have waited to send you the information requested in your telephone conversation of Monday, January 31, until I could talk to our Mr. Wolfe who had general charge of our work in the South Seas after Colonel Sverdrup entered the Service.

Our South Seas contracts fall in three groups:

1. Five bombproof personnel shelters near Honolulu—Contract No. W-414-eng-808. This contract involved preparing design plans and furnishing advisory services during construction. Direct supervision was furnished by the District Engineer office. These shelters were built by the Hawaiian Constructors as contractors.

2. First Air Ferry Command—Contract No. DAW-414-eng-511. This originally covered the engineering services involved in planning and supervising the construction of airports and their appurtenances in five locations—Fiji Islands, New Caledonia, New Hebrides, Solomons and Townsville, Australia. The contract was later revised by deleting the work in the New Hebrides and Solomons, and covered five airdromes—Nandi, Narewa in the Fijis, Tontouta and Plain des Gaiac in New Caledonia, and one at Townsville. The construction at Nandi and Narewa was handled by the New Zealand government by a method resembling a force account procedure; at Tontouta the work was similarly handled in cooperation with the Free French government. At Plain des Gaiac the construction was performed by the Hawaiian Constructors. At Townsville, Australia the construction work was performed by forces furnished by the State of Queensland.

3. Second Air Ferry Command—Contract No. DAW-414-eng-585 and Contract No. DAW-eng-842. This comprised the construction of airdromes and



appurtenances at three locations—Penrhyn (Tongareva), Aitutaki and Tongatabu. We had two separate contracts on these projects, one for services as Architect-Engineer and one for services as Constructors—i. e., we were in a sense the contractors.

There was also another contract referred to in our records as Australia No. 1 negotiated with the U. S. A. E. I. A. for the planning and construction supervision of a variety of military installations in Australia. The work was all done with Australian forces, and our contract was taken over by the U. S. Army in June, 1942, after they began to arrive in force.

The work under Group 1 was performed prior to our association with Mr. Turnbull, and he had no connection with it. All other contracts noted, although they were entered into by Sverdrup & Parcel alone on the request of the Army authorities who wanted to avoid the delays involved in getting additional signatures that would be required if placed in the name of the joint venture, were nevertheless recorded on our books in the name of J. Gordon Turnbull and Sverdrup & Parcel, and the participation in these was identical with all other joint venture contracts.

I trust this will give you the desired information, but if you need any further data from us, we will of course be glad to furnish it.

Yours very truly,

SVERDRUP & PARCEL.  
By /ss/ JOHN I. PARCEL.

Address reply to Chief of Engineers, U. S. Army, Washington, D. C.  
Refer to File No.

WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, August 28, 1941 <sup>44</sup>  
4A-c

LEMUEL B. SCHOFIELD,  
*Special Assistant, Bureau of Immigration and Naturalization,  
Office of the Attorney General, Department of Justice,  
Washington, D. C.*

DEAR MR. SCOFIELD: The Hawaiian Constructors, a joint venture consisting of the W. E. Callahan Construction Company, Los Angeles, California; Rohl-Connolly Company, San Francisco and Los Angeles, California; Gunther and Shirley Company, Los Angeles, California, and Ralph E. Woolley, contractor of Honolulu, T. H., are working on very important defense construction at Honolulu, T. H. pursuant to Engineer Corps Contract No. W-414-eng-602.

Mr. H. W. Rohl, 8519 Hollywood Boulevard, Los Angeles, California, one of the principal stockholders of the Rohl-Connolly Company, applied to the U. S. District Court at Los Angeles, California on January 15, 1941 for his final citizenship papers which have not, as yet, been issued. Mr. Rohl is possessed of outstanding ability, excellent judgment and resourcefulness for the management of difficult construction work. Some of the outstanding work performed by Mr. Rohl was the construction of the Los Angeles-Long Beach Detached Breakwater, the construction of the Headgate Dam at Parker, Arizona for the Indian Service and miscellaneous dams, tunnels and other heavy construction in the State of California. To date, Mr. Rohl's valuable services have not been available for Government defense projects because of his alien status.

The services of Mr. Rohl are of vital importance to the expeditious completion of the aforementioned defense construction project because of his peculiar qualifications and scarcity of qualified supervisory personnel. It is the understanding of this office that Mr. Rohl's loyalty to the United States is beyond question. It is therefore requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Your consideration and cooperation will be very much appreciated.

Very respectfully,

JOHN J. KINGMAN,  
*Brigadier General,  
Acting Chief of Engineers.*

EARL G. HARRISON  
COMMISSIONER

DEPARTMENT OF JUSTICE,  
IMMIGRATION AND NATURALIZATION SERVICE,  
*Philadelphia 2, December 10, 1943.*  
246-C-5256161

Mr. H. RALPH BURTON,  
*General Counsel, Committee on Military Affairs, House of Representatives,  
Room 519, Old House Office Building,  
Washington, D. C.*

DEAR MR. BURTON: This will acknowledge the receipt of your letter of December 4, 1943, in which you state that you have been directed to obtain, and therefore request for the use of the Committee, a fully detailed statement of the record in the files of this Bureau relating to one Hans Wilhelm Rohl.

The records of this office show that Hans Wilhelm Rohl (John William Rohl), then residing at 8159 Hollywood Boulevard, Los Angeles, California, filed petition for naturalization in the United States District Court for the Southern District of California on March 10, 1941, under the provisions of Section 310 (a) of the Nationality Act of 1940. In that petition the alien stated that he was a contractor; that he was born at Lubeck, Germany on September 29, 1886; and that he was of the German race and German nationality. He alleged that he was married on August 26, 1925, at San Francisco, California; that the name of his wife was Floy Edith; that she was born at Iola, Kansas on October 27, 1890; and that she then resided with him. He claimed arrival in the United States at the port of New York, New York on October 23, 1913, on the S. S. Santa Marta, and was legally admitted for permanent residence. He alleged that he had four children, all born in Sacramento, California, in 1916, 1918, 1921 and 1923, respectively. He claimed residence in California continuously since October 1926. His application to file a petition alleged residence in Ely, Nevada, from November 1913 to October 1914; in Sacramento, California, from October 1914 to January 1923; and in San Francisco, California, from January 1923 to October 1926. His [2] petition was duly verified by the affidavits of two witnesses, Thomas E. Connolly, contractor, 2400 Fulton Street, San Francisco, California, and Karl Lewis, physician, 9654 Olympic Boulevard, Beverly Hills, California, who averred in their affidavits that they had known the alien at Los Angeles, California, since January 1, 1937.

The record of preliminary examination of Mr. Rohl shows that he testified that his present marriage was his second one. He testified that his first marriage was to Marian Henderson at Sacramento, California, in December 1914, and that his four children were the issue of this marriage. He testified further that he and his first wife separated in 1923, and that she obtained a final decree of divorce at Sacramento, California, in 1924, on the ground of desertion. He testified further that he paid each child \$75 a month and that his first wife had remarried and was living at Sacramento, California. He promised to furnish later the address of his first wife.

Mr. Rohl produced at the preliminary examination his certificate of marriage to his present wife, which certificate was returned to him. Her birth in the United States was proved by the affidavit of her sister and her divorce from her first husband (she had been married one time before her marriage to Mr. Rohl according to the record) was proved by the production of a duly authenticated copy of the court record of final judgment of divorce.

Mr. Rohl called at the Los Angeles Office on March 11, 1941, and admitted that his testimony at the preliminary examination concerning his first marriage was not correct. He asserted that he was not legally married to Marian Henderson but that he had lived with her from 1914 to 1923; that he was the father of their four children; that they had lived together only in California (wherein common-law marriages are not recognized); and that there had not been any kind of ceremony. He asserted further that she was then living at 2371 Portola Way, Sacramento, California, and that their two minor children were living with her. He asserted further that he had entered into a property settlement with her on April 22, 1925, and furnished a copy of the written agreement. This agreement shows that he promised to pay to Marian Rohl \$70 per month during her lifetime or until she should remarry, and that he promised to pay \$45 per month for each of their four minor children, such payments to continue during the minority of each child. Mr. Rohl's first "wife", Mrs. Marian Clark, was interviewed by a representative of this Service at Sacramento on March 29, 1941, and



she confirmed the story of their relations, as admitted by Mr. Rohl, and said that he had done everything he promised in the agreement.

[3] The record shows that Mr. Rohl testified at the preliminary examination that he had never been in the United States before his arrival on October 23, 1913, and disclosed several absences since that time, which will be mentioned below.

He asserted that he left New York on November 27, 1924, on the S. S. Deutschland; that he spent three or four days in Germany and the remainder of his visit abroad in London, England; and that he returned at New York on January 10, 1925, on the S. S. France, in possession of a reentry permit. This return was verified by the New York office.

He asserted that in 1931 and 1932 he made about ten trips to Mexico in connection with construction work on a road between Monterrey and Mexico City; that the longest single absence was not over three weeks; and that he departed and reentered at Laredo, Texas. Efforts to verify these reentries were unsuccessful, the Inspector in Charge at Laredo reporting that the records of that port failed to disclose any record of any kind at any time relating to Mr. Rohl.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Ramona" from New York to San Diego, California, in 1933, arriving at San Diego on the day before Labor Day, in September. The journey was through the Panama Canal. He asserted that the vessel stopped at Acapulco, Mexico for ten hours to take on fuel and that there were no other stops en route. The records of this Service at the San Diego office show that the yacht "Ramona" arrived at that port from New York on September 3, 1933, and that the owner of the yacht was H. W. Rohl, 3278 Wilshire Boulevard, Los Angeles, California. His name did not appear on the crew list.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Vega" from Jacksonville, Florida, to Honolulu, and thence to Los Angeles. He asserted that he departed from Jacksonville in November 1937; that he arrived at Los Angeles in February 1938; and that the only stop en route was at Honolulu. The records of this Service at the Honolulu office show that the yacht "Vega" arrived at Honolulu on January 21, 1938, from Balboa, Canal Zone, with four passengers and sixteen crewmen. The crew list was visaed at Nassau, Bahamas, and again at Balboa, Canal Zone, since there were five aliens among the members of the crew. The four passengers were manifested and one of them was shown as H. William Rohl, (M), born September 29, 1886, at Tola, Kansas.

Information came to this Service, apparently from the records of the Bureau of Internal Revenue, that Mr. Rohl asserted in his income tax return for the years 1938 and 1939 that he was a United States citizen and that in the course of an investigation in 1934 he was [4] asked the question, "Are you a citizen of the United States" and he answered, "Yes, I am. I was naturalized in 1921."

Mr. Rohl was called to the Los Angeles office and was interrogated under oath on April 30, 1941. He was questioned about his marital history and his absences and his income tax returns, among other things. He explained his testimony at the preliminary examination that he had been married to Marian Henderson by the assertion that he believed commonlaw marriages were recognized in California. Concerning his testimony at the preliminary examination that his wife, Marian Henderson, had obtained a divorce from him, he was asked, "Were any divorce proceedings ever had between Marian Henderson and yourself" and he answered, "No, a settlement was made." He was asked further for his reasons for stating that he had been divorced, and answered, "We made settlement and signed an agreement." He asserted that he was never questioned by the officers of this Service at Laredo as to his citizenship when returning from any of his visits to Mexico in 1932, and was merely asked where he lived. He denied making any claim that he was a citizen of the United States during the course of these reentries. He asserted that he purchased the yacht "Ramona"; that it was registered in his wife's name, and that he was not inspected when he landed from this vessel at San Diego in 1933. He also asserted that he purchased the yacht "Vega"; that his wife also purchased it; and that he does not know how it happened that he was manifested as a native of Tola, Kansas, upon arrival of the vessel at Honolulu on January 21, 1938. He asserted that he was not inspected and admitted by an immigration officer; that he was not asked any questions; and that he never said that he was born in Kansas. He admitted that some of his income tax returns had shown him to be a citizen of the United States, but asserted that his income tax forms were prepared by an auditor; that he only went over the work sheets with the auditor; and that he had no knowledge until recently that the returns contained a cross in a box to indicate that he was

a citizen of this country. He denied ever making a statement to the Bureau of Internal Revenue in answer to a question, "Are you a citizen of the United States" that "Yes, I am. I was naturalized in 1921." He asserted that he was not in possession of a reentry permit or an unexpired immigration visa upon any of his reentries from Mexico, or when he landed at San Diego in 1933 from the yacht "Ramona" or when he arrived at Honolulu in 1938 on the yacht "Vega."

Another sworn statement was taken from Mr. Rohl at the Los Angeles office on May 22, 1941, which explored his absences from the United States as mentioned above. Thereafter, on May 27, 1941, the Inspector in Charge at Los Angeles submitted a formal application for warrant of arrest to the Central Office. The application recited Mr. Rohl's last [a] entry into the United States as being at Honolulu, T. H., on January 21, 1938, ex yacht "Vega" and applied for warrant of arrest on the charge that "He is in the United States in violation of the Immigration Act of 1924, in that at the time of his entry he was not in possession of an unexpired immigration visa." The Central Office concluded on July 10, 1941 that no ground for deportation proceedings appeared to exist, pointing out that it did not appear that it was necessary for Mr. Rohl to have any documents at the time of his arrival at Honolulu on January 21, 1938, he having the status of a legally admitted resident of the United States at that time. It was also pointed out that the three-year period of limitation provided by the statute had expired, reference apparently being made to the charge of entry without inspection.

Prior to the hearing on this petition, the Immigration and Naturalization Service received a letter, dated August 28, 1941, from Brigadier General John J. Kingman stating, among other things, that the services of Mr. Rohl were of vital importance because of his peculiar qualifications and the scarcity of qualified supervisory personnel. He stated further that it was the understanding of his service that Mr. Rohl's loyalty to the United States was beyond question, and then requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Inquiry was made of the local office of the Federal Bureau of Investigation regarding this alien immediately following the filing of his petition for naturalization with negative results.

Mr. Rohl's petition for naturalization was heard by the court on September 15, 1941, along with the petitions of two other aliens. It was the practice at that time, when a case had facts to be presented to the court, to prepare a written report to the court reciting the relevant facts. Enclosed herewith is a copy of this report to the court. The facts in the case were presented to the court without objection and without recommendation. After considering the facts, the court entered an order admitting Mr. Rohl to citizenship on September 15, 1941.

Sincerely yours,

Earl G. Harrison  
EARL G. HARRISON,  
*Commissioner.*

Petition filed 3/10/41

Enclosures.

83608—Hans William Rohl

No objection will be made to the granting of this petition. For the information of the court, however, the results of the investigation made in connection with the case are herewith presented.

The petition was filed on 3/10/41 under the provisions of Section 310 (a) of the Nationality Act of 1940, which grants certain exemptions from the usual requirements of the naturalization law to the spouse of a United States citizen and which requires proof of good character for a period of at least one year immediately preceding the filing of the petition.

The petitioner was born in Germany in 1886 and has resided in the United States since 1913. From about 1916 to 1925 he lived with one Marion Henderson in the State of California but they were not legally married and no marriage ceremony of any kind was performed. As a result of this relationship four children were born to them. On April 22, 1925, they entered into a written agreement under the terms of which Marion Henderson was to have the use of the home property in Sacramento, Calif. and to receive \$70 per month during her lifetime or until she should marry. He was also to pay her \$45 per month for the support of each child during minority. The investigation shows that the terms of this agreement have



been fulfilled by the petitioner. He married his present wife, who is a citizen of the United States, on August 26, 1925 and has resided with her continuously since then.

There is some evidence to indicate that the petitioner has represented himself as a United States citizen. The petitioner has stated, however that he has never believed himself to be a citizen and has never wilfully represented himself as a citizen of the United States.

In 1932 the petitioner made 10 or 12 trips to Mexico in connection with a contract which he had to build roads there and on these trips left and reentered the United States at Laredo, Texas. The Immigration Service has reported that it has no record of his inspection upon his returns from these absences. The petitioner states that he was never questioned as to his citizenship but was only asked where he lived and was permitted to reenter the United States.

On September 3, 1933, the petitioner arrived at San Diego, Calif. on the yacht, "Ramona", which was registered in the name of his wife, on a trip from New York. He was not listed on the manifests as a passenger or member of the crew and there is no record that he was inspected as required by the immigration law. The petitioner has stated that the immigration officers came aboard but that he was not asked any questions by them.

On January 21, 1938, the petitioner arrived at Honolulu, T. H., on the yacht, "Vega", which was registered in the name of his wife, on a trip from Jacksonville, Florida. The manifest data on file with the Immigration Service shows that he was manifested as having been born in Kansas and he was, therefore, not inspected. The petitioner has stated that he did not claim to have been born in Kansas and he was not asked any questions by the immigration officers.

All of the facts in connection with the petitioner's reentries into the United States were presented to the Department in Washington and it was decided on July 10, 1941 that, in view of all of the evidence, it was not a proper case in which to institute deportation proceedings.

The records of the Bureau of Internal Revenue show that for the past several years it has been shown on the petitioner's income tax returns that he is a citizen of the United States. The petitioner has stated that his returns were made out by an auditor; that he only went over the work sheets with the auditor and did not know that the completed forms showed that he was a citizen and that he believes the auditor assumed he was a citizen and he is certain that he did not state to him that he was. It is understood that the classification as a citizen would not have changed the amount of the tax.

The records of the Customs Service, Los Angeles, show that the Rohl-Connolly Co., of which the petitioner is the president, owned and operated a number of vessels from 1934 to 1940 in violation of the law in that the petitioner, who was the president of and a stockholder in the company, was an alien. The penalty provided is forfeiture of the vessels. The petitioner, however, made a cash settlement of the claim against the company on 9/4/41 of \$25,000. It does not appear that there was a willful violation of the law and no criminal action is contemplated.

The petitioner is the President of the Rohl-Connolly Contracting Co., located at 4351 Valley Blvd., Los Angeles, and has been awarded a secret contract in connection with a defense construction project in Honolulu. His participation in this project is being held up until he has been naturalized.

ARMY PEARL HARBOR BOARD DECISION No. 7

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