

Chairman TURNER. At this time the Committee will stand adjourned to reconvene at the call of the Chairman.  
 (Whereupon, at 7:30 o'clock p. m., the hearing was concluded.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 8

Vol. 49

REPORT OF PROCEEDINGS

HEARING HELD BEFORE EXECUTIVE SESSION, SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS, HOUSE OF REPRESENTATIVES, U. S., WASHINGTON, D. C., JANUARY 24, 1944

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[2188]

EXECUTIVE SESSION

MONDAY, JANUARY 24, 1944

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

The special committee met, pursuant to call, at 10:40 o'clock a. m. in room 1310 New House Office Building, Honorable Andrew J. May (chairman), presiding.

Present: Representatives May (chairman), Sparkman, Costello, Durham, Elston, Martin and Fenton.

Also Present: Lt. Col. Knowles; H. Ralph Burton, General Counsel to the Committee; and Mr. Joseph Colgan, special investigator.

The CHAIRMAN. The committee will be in order.

Mr. BURTON. Mr. Hoffman.

TESTIMONY OF ROBERT HOFFMAN

(Mr. Hoffman was duly sworn.)

Mr. BURTON. Please state your full name.

Mr. HOFFMAN. Robert Hoffman.

Mr. BURTON. Please give your home address, your occupation, and something of the background and the experience which you have had.

Mr. HOFFMAN. The permanent address is 651 South Dunsuir [2189] Avenue, Los Angeles; present address Ramon Guzman 96, Mexico City, D. F.; civil engineer in field construction, railroads, tunnels, highways, utilities, hydrolytic plants for 22 years.

Mr. BURTON. Mr. Chairman, I submit several letters of commendations which have reference to the capability, integrity, and responsibility of Mr. Hoffman and ask that they be spread upon the record.

The CHAIRMAN. Be it so ordered.

(The letters refered to are as follows:

WAR DEPARTMENT,  
 UNITED STATES ENGINEER OFFICE,  
 Honolulu, T. H., March 17, 1942.

Refer to File No. ND 312.1

Mr. ROBERT HOFFMAN,  
 c/o Hawaiian Constructors,  
 Honolulu, T. H.

MY DEAR MR. HOFFMAN: I have your letter of March 15th and thank you for the statements contained therein. I desire to thank you for the service that you have rendered and the support that you've given me while on duty as District Engineer.

I hope that I will again have the pleasure of working with you under conditions where we can build up an organization with the efficiency that all true construction men love.

Sincerely yours,

/s/ THEODORE WYMAN, JR.,  
 Colonel, Corps of Engineers,  
 District Engineer.

[2190]

HEADQUARTERS 7TH AIR FORCE,  
*Hickam Field, T. H., 6 April 1942.**To Whom It May Concern:*

During the period October 27, 1941 to February 9, 1942, during which the undersigned was stationed at and in Command of Bellows Field, T. H., Mr. Robert Hoffman was area Superintendent for Hawaiian Constructors.

I found him to be especially cooperative.

He seemed to anticipate the construction needs of the post and missed no opportunity to offer practical suggestions.

His company, through him, was willing to do everything practical to speed up construction so the field could be gotten ready for operations.

(s) LEONARD D. WEDDINGTON,  
*Colonel, Air Corps,  
Deputy Chief of Staff.*

HEADQUARTERS BELLOWS FIELD,  
OFFICE OF THE COMMANDING OFFICER,  
*Bellows Field, T. H., 8 April 1942.*

AM/jsv

In reply refer to:

Mr. ROBERT HOFFMAN,  
*Hawaiian Constructors, Bellows Field, T. H.*

DEAR MR. HOFFMAN: It has been a distinct pleasure to be connected with you [2191] during the past four months. In my capacity as S-4 of this station, I was in almost daily contact with your activity.

Since the outbreak of war, there has been an incredible increase of the work heaped upon your organization, with all its attendant confusion. It was often a thing to marvel at to know that one man could handle all the details that came under your care, and still stand up under it with a smile.

Few people here know or properly appreciate the many things that you have done for the men of the service. Fortunately you were just a bit out of reach of a lot of red tape. This enabled you to do many of the things that you have done for the men here. However, without your intense desire to do things for the comfort and recreation of the soldiers, many of these things would have been left undone.

Your all around spirit of cooperation has been "above and beyond the call of duty". My only hope is that your successor may be half as cooperative and half as interested in our fighting men as you have always been.

With the sincere hope that our paths may cross again, I wish to bid you

Aloha,

(s) A. MEULENBERG,  
*Lt. Col., Air Corps.*

HEADQUARTERS BELLOWS FIELD,  
OFFICE OF THE COMMANDING OFFICER,  
*Bellows Field, T. H., 20 April 1942.*

[2192] In reply refer to:

Mr. ROBERT HOFFMAN,  
*c/o Hawaiian Constructors, Bellows Field, T. H.*

MY DEAR ROBERT: It is with sincere regret that I find you leaving your work with the Hawaiian Constructors at Bellows Field. Since I have been in command of Bellows Field, I have worked with you daily and have always found you to be very, very cooperative, and in my opinion, an excellent engineer and constructor. I don't believe it would be possible for them to fill your place adequately.

I wish you great success in your undertakings, and please remember always that you carry my sincere respect and affection with you wherever you go.

Truly and sincerely,

(s) W. C. FARNUM,  
*Colonel, Air Corps,  
Commanding.*

HEADQUARTERS SEVENTH AIR FORCE BASE COMMAND,  
OFFICE OF THE COMMANDING GENERAL,  
Hickam Field, T. H., 21 April 1942.

*To Whom it May Concern:*

I have known Mr. Robert Hoffman since September, 1941, in the capacity of superintendent of construction for the Army project at Bellows Field, T. H. Mr. Hoffman is an exceedingly trustworthy man who will [2193] give complete cooperation to his superiors. He will, however, insist upon honest dealings which is an asset hard to find. He is eminently qualified to direct airport construction.

The above opinions are based upon my observations of him while I was serving as Commanding Officer of Bellows Field, T. H., and as Commanding Officer of the Seventh Air Force Base Command, a command which supervises all Air Corps construction in the Hawaiian Islands.

It is with much regret that our associations are now terminated.

/s/ W. E. FARTLING,  
Brigadier General, U. S. Army,  
Commanding.

WAR DEPARTMENT,  
UNITED STATES ENGINEER OFFICE,  
McMurray, Alberta, Canada, August 2, 1942.

Address replies to: Officer in Charge.

*To Whom it May Concern:*

I have known Mr. Robert Hoffman for a period of two months through intimate daily contact on the Canal Project.

In his position as Superintendent for the constructors, Bechtel, Price and Callahan, he has at all times displayed untiring energy and a rare ability to get things done in a minimum of time.

/s/ J. N. KRUEGER,  
Lt. Col., Corps of Engineers,  
Base Zone Commander.

[2194] Mr. BURTON. Had you occasion to be in Hawaii and surrounding territory?

Mr. HOFFMAN. Yes, from March 1941 until May 2, 1942.

Mr. BURTON. In what capacity were you there?

Mr. HOFFMAN. As area superintendent for the Hawaiian Constructors who held the prime Army contracts with the U. S. Engineers. The various superintendency covered everything on the windward side of the Island of Oahu, from Diamond Head to Kihukua. It embraced all of the defense work, airports, utilities, artillery camp stations, roads, air raid warning stations, in fact all Army work for a distance of some 70 miles along the coastline, especially Bellows Field, Camp Ulu-pau, Canica Hospital Base and Airfield Zero as it was not named at that time. Total valuation of that portion of the contract was approximately \$20,000,000. Prior to assuming the area, set up the working force at Wheeler Field, and prior to that the working force at Hickam Field, all of the work done under the District Engineer, a Colonel Theodore Wyman, Jr., succeeded in February 1942 by Colonel Lyman, who, in April, became General Lyman, now deceased.

Mr. BURTON. Did you have any supervision over any other construction work in that territory?

[2195] Mr. HOFFMAN. All construction work in the territory.

Mr. BURTON. Did you have any supervision over construction work on any of the Pacific Islands?

Mr. HOFFMAN. None at all.

Mr. BURTON. Do you know the firms which composed the Hawaiian Constructors?

Mr. HOFFMAN. Yes, the Rohl-Connolly Company who started the original negotiations with Colonel Wyman in Los Angeles; the Callahan Construction Company of Dallas and Los Angeles; the Gunther-Shirley Company of Lincoln, Nebraska, and Los Angeles; the Hawaiian associate operating under the name of Ralph A. Wooley.

This group of constructors was augmented shortly after December 7, 1941 when all contracts by other contractors were cancelled by Colonel Wyman and the concern known as the Hawaiian Contractors, sponsored by Walter Dillingham, and actually headed by a Mr. Bennett were taken in the organization.

Mr. BURTON. Do you mean that the Hawaiian Contractors did have contracts and they were cancelled by Colonel Wyman after December 7, and that thereafter the Hawaiian Contractors became associated with the Hawaiian Constructors?

Mr. HOFFMAN. Correct. Mr. Dillingham put on the active operating committee, which was the top committee, a Mr. Bennett.

Mr. BURTON. You spoke of an operating committee, of what persons was that composed?

[2196] Mr. HOFFMAN. Hans Wilhelm (Bill) Rohl, Paul Grafe, Mr. Bennett, and Ralph Wooley.

Mr. BURTON. What were the dates of the first negotiations?

Mr. HOFFMAN. Talk of it started in December 1940, the actual contract came into effect sometime in February. I didn't get over there until the latter part of April 1941.

Mr. BURTON. Do you know anything about the negotiations for these contracts?

Mr. HOFFMAN. The close association of Rohl and Major Wyman during Major Wyman's tenure of office as District Engineer of Los Angeles; it was common knowledge among the contractors on the West Coast that nobody could get a contract outside of Rohl with Major Wyman.

Rohl had secured one contract down at Long Beach through Major Wyman.

Mr. BURTON. Did you ever talk with any contractors about this?

Mr. HOFFMAN. Yes, I talked to several contractors offhandedly, as to just where Rohl got his pull and how he became so powerful in being able to pick up these contracts out of the air when the rest of them were fighting for them.

Mr. BURTON. Did they give you any reason why he had that influence?

Mr. HOFFMAN. No, just that the reputation of Rohl was such that he was known to have paid and bought his way in contractual [2197] work for years on the West Coast. Rohl was not liked by the West Coast contractors.

Mr. BURTON. Coming back to this operating committee in Hawaii, can you state whether any one person was a dominant figure?

Mr. HOFFMAN. Rohl was the dominant figure. In fact, so much so that after the committee was formed, along the latter part of September or the first part of October, conditions for the operating superintendents became much worse.

Mr. BURTON. Was that in 1941?

Mr. HOFFMAN. It became much worse for procuring of equipment and materials due to Rohl consistently bungling as operating director.

Mr. BURTON. Could you say that any delay in the construction work was occasioned by the handling by Rohl?

Mr. HOFFMAN. Definitely so. Let me add that can be verified by a statement from Mr. Clapp, who was brought over there to Hawaii as project engineer about the first of December 1941, and who after four weeks had a very severe verbal battle with Rohl on account of the operations and he left the island and came back to the mainland.

Mr. BURTON. Do you know of any protests on the part of Wyman to Rohl that the work was being delayed?

Mr. HOFFMAN. No, the incompetence of Colonel Wyman could offer no protest to anyone.

[2198] Mr. BURTON. Do you mean that Colonel Wyman was inefficient?

Mr. HOFFMAN. Definitely so.

Mr. BURTON. Can you give any reason for that?

Mr. HOFFMAN. As a field construction engineer, Colonel Wyman couldn't handle a construction job in civilian life. He surrounded himself with men who would say nothing but yes, therefore he denied himself the privilege of ideas that would expedite the work and the materials; in other words doing a good job, it could not be done with his arrogance.

Mr. BURTON. Do you recall when Rohl came to Hawaii?

Mr. HOFFMAN. I would say the latter part of September 1941.

Mr. BURTON. Did Colonel Wyman act upon the recommendations of Rohl in opposition to those of other persons?

Mr. HOFFMAN. Yes, the recommendations of Rohl who wasn't qualified to handle that job were detrimental to good operations in completing the work assigned.

Mr. BURTON. Did you find that non-completion of the work was detrimental to the interests of the United States?

Mr. HOFFMAN. Yes, time and time again.

Mr. BURTON. Did Colonel Wyman have the absolute control of the work?

Mr. HOFFMAN. Absolute control.

Mr. BURTON. Did he have to report to any superior officer?

Mr. HOFFMAN. I imagine he had to report to Colonel Hannum who was, up until December 7, the District Engineer with head- [2199] quarters in San Francisco. Hawaii at that time was not an individual Division Office—it was part of the Division Office of San Francisco. After December 7 it became an individual office and Wyman was made a District Engineer.

Mr. BURTON. From that time on he was in complete authority?

Mr. HOFFMAN. He was in complete authority prior because his reports, if he made any and he must have, could not have been truthful based on the actual work completed at that time. Any ordinary construction man by checking the reports could have found out that something was vitally wrong.

Mr. BURTON. Did you ever have any conferences with Wyman about the delays?

Mr. HOFFMAN. Yes, many of them in which there was very little satisfaction and one in particular which took place at Colonel Wyman's call for all of the area engineers and area superintendents to meet in his office. This was in the latter part of August 1941 and in the presence of Paul Grafe, one of the associate contracting companies in the Hawaiian Constructors. The statement best remembered is one by Colonel Wyman who said, "You men have fallen down. I expected you to spend two million dollars a week and you are only spending one. What are you going to do about it?"

Mr. BURTON. Do you recall any of the answers made to Wyman?

Mr. HOFFMAN. There were many answers. In fact, all of the superintendents said, "Give us more equipment and more material [2200] and we will give you the expenditure."

Mr. BURTON. Is it a usual thing to complain to contractors that they are not spending enough money?

Mr. HOFFMANN. On the contrary, it is the usual complaint of the owner to ask for expeditious completion of the assigned tasks at the lowest possible costs. We never speak of making expenditures without a definite assignment of a definite task or certain work to do.

Mr. BURTON. Do you recall whether Rohl was present at that meeting?

Mr. HOFFMAN. He was not at that time.

Mr. BURTON. Did any of the persons present complain about Rohl's attitude and activities?

Mr. HOFFMAN. I might safely say that every superintendent on the job complained of Rohl's bungling of the whole job, in fact, several of the superintendents resigned and broke their contracts because of it.

Mr. BURTON. Do you recall what part of this construction was the installation of permanent warning signals, or are they air raid signals?

Mr. HOFFMAN. Permanent Air Raid Warning Signals, referred to as AWR.

Mr. BURTON. Do you recall if there was any delay in the installation of these stations?

Mr. HOFFMAN. Yes, in my areas there were delays on four of [2201] them.

Mr. BURTON. Can you give any reason for that?

Mr. HOFFMAN. Inefficient operation and direction by the operating committee of the Hawaiian Constructors, of which Mr. Rohl was the head.

Mr. BURTON. Could those warning stations have been completed by December 7, 1941, the date of the attack upon Pearl Harbor?

Mr. HOFFMAN. Yes, sir. There were ample men and ample material. All of the AWR stations on that side of the island particularly were tunneled out of the rock formations along the sea, and we had ample tunnel equipment as far back as August 1941.

Mr. BURTON. Had those stations been completed and in operation by December 7, would it, in your opinion, have aided in detecting the approach of planes?

Mr. HOFFMAN. Yes. If the stations were working, in effect and force, they would have detected the approach of planes.

Mr. BURTON. Had Rohl conducted the contract work in an efficient manner and utilized the men and equipment as he should have done, could these air raid warning stations have been completed by December 7?

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. Can you state whether or not it was generally understood that these Air Raid Warning Stations were considered [2202] vital to the defense of Hawaii?

Mr. HOFFMAN. Very much so.

Mr. BURTON. I show you a document which is entitled, "State by Robert Hoffman, Area Superintendent, 5th Field Area, Bellows Field", and ask you if that document was prepared by you.

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. Mr. Chairman, I ask that that be submitted as Exhibit No. 1.

(The document referred to was marked as Exhibit No. 1, of 1/24/44.)

Mr. BURTON. Can you give the date that this was prepared?

Mr. HOFFMAN. It was completed April 29, 1942.

Mr. BURTON. This statement is composed partly of narrative and partly of exhibits?

Mr. HOFFMAN. That is correct.

Mr. BURTON. Do any of these exhibits reflect upon the progress, or lack of progress of the construction work in Hawaii?

Mr. HOFFMAN. They do.

Mr. BURTON. I will ask you to point out some of the exhibits which bear upon these questions.

Mr. HOFFMAN. These are the exact copies of the originals. One or two are addressed to Rohl that definitely tie him into the thing you want. I think. Exhibit No. 20, dated March 10, [2203] 1942, is a memorandum to Mr. Rohl asking reasons why the tunnel work was stopped at Bellows Field after General Tinker and General Farthing agreed to go ahead with it immediately, as the tunnel would be the only supply depot for aviation gas for the windward side of the island. General Tinker advised me personally that it was one of the most important items of quick defense required for Hawaii.

Mr. BURTON. Mr. Chairman, I ask that this particular memorandum be spread upon the record.

Mr. COSTELLO. Be it so ordered.

(The memorandum referred to is as follows:)

Exhibit No. 20

Memorandum to H. W. Rohl.  
From Robert Hoffman.  
Date: March 10, 1942.

We are at a loss to understand why our original list, which you recommended be mailed to the 15th Area, on equipment necessary for tunneling, was stopped. Mr. Lomax advises that you held up this list without notation to hold in abeyance. Your call last night seemingly advised that we proceed at once.

Will you kindly advise this office whether we are to proceed and, if so, give us some help in securing the equipment and we shall give you a pretty good job. I have the men and am anxious to hand much the second tunnel cheaper and faster than was done with the equipment on the previous job.

[2204] We fully understand the difficulty in securing equipment and general conditions pertaining to the entire setup, but we still feel that you can give us some help, and we shall do our best with what we have to work with.

We thank you for your help.

ROBERT HOFFMAN,  
*Superintendent Fifth Field Area.*

RH/nf  
Address Reply to District Engineer  
U. S. Engineer Office  
P. O. Box 2240, Honolulu, T. H.

[2205] Mr. BURTON. Have you any knowledge of contracts which related to defense installations and projects on the islands of the Pacific held by the Hawaiian Constructors?

Mr. HOFFMAN. Yes, general knowledge. The heads of the Hawaiian Constructors had another organization called Territorial Constructors which was headed by Paul Grafe, who was second in command of the Hawaiian Constructors. Those contracts were let, however, by Colonel Wyman on the Island of Hawaii, the Island of Lanai, and the Island of Kauai, but the two organizations didn't mix although they were headed by the same group. One was called Territorial Constructors on the outlying islands.

Mr. BURTON. Is it true that the Hawaiian Constructors had a contract on some of the Pacific Islands?

Mr. HOFFMAN. That is true, sir. Some of my men were shipped down to some of those islands at various times to work.

Mr. BURTON. Did you have any occasion to come in contact with Paul Grafe?

Mr. HOFFMAN. Yes, Paul Grafe was my immediate superior and up until the time that Rohl came to Hawaii, Paul Grafe was in command of the work.

Mr. BURTON. Did each of the companies associated with the Hawaiian Constructors have their representatives on the jobs?

Mr. HOFFMAN. No, not at all. Paul Grafe acted for all of them when he was head, with the exception of Mr. Wooley who was the Hawaiian part of the constructors. Paul Grafe [2206] acted for Gunther-Shirley and Callahan, and if you look back to Los Angeles, you will find that the Gunther-Shirley offices and the Callahan offices are in the same building, Suite No. 714 West Olympic Boulevard.

Mr. BURTON. After Rohl came to Hawaii in September of 1941 did he supersede Grafe so far as having charge was concerned?

Mr. HOFFMAN. Yes. He seemed to be the top man.

Mr. BURTON. That was for all of the companies?

Mr. HOFFMAN. All of them.

Mr. BURTON. Mr. Chairman, I would like your permission at this point to submit and be spread upon the record a letter dated December 10, 1943, from the Immigration and Naturalization Service of the Department of Justice to me which gives the Immigration and naturalization record of Hans Wilhelm Rohl.

The CHAIRMAN. Be it so ordered.

Mr. BURTON. I would like to say at this point that this letter shows that Hans Wilhelm Rohl came to the United States the first time on October 23, 1913. It further shows that during all of the years he was in the United States until September 1941 he made no attempt to become naturalized, although during the latter part of his being in the United States he enjoyed the benefit of Government contracts.

Mr. ELSTON. Before he was naturalized?

Mr. BURTON. Before he was naturalized.

Mr. ELSTON. Where did he come from?

[2207] Mr. BURTON. He came from Germany.

The CHAIRMAN. Had he taken out any papers prior to September 1941?

Mr. BURTON. He apparently had taken out first papers. On September 15, 1941, after he had obtained contracts for installations of defense work in Hawaii he made strong effort to become naturalized and on September 15, 1941, he was naturalized in the Court of Judge J. F. T. O'Connor and left that day for Hawaii.

(The letter referred to is as follows:)

[2208]

EARL G. HARRISON, COMMISSIONER

246-C-5256161

DEPARTMENT OF JUSTICE,  
IMMIGRATION AND NATURALIZATION SERVICE,  
Philadelphia 2, December 10, 1943.

Mr. H. RALPH BURTON,

General Counsel, Committee on Military Affairs,  
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, [2209] 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 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 desertion. He testified further [2210] 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 the 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 commonlaw 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 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 [2211] 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.

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 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 Monterey 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 [2212] 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 [2213] 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 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 [2214] 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".

[2215] 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 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 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 [2216] 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,

/s/ Earl G. Harrison  
EARL G. HARRISON  
*Commissioner*

Enclosures

83608—Hans William Rohl

Petition filed 3/10/41

No objection will be made to the granting of this petition. For the information of the court, however, the results of the [2217] 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 their 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, California, 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 [2218] 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 he 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 [2219] 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 [2220] 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 Company, 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.

Mr. BURTON. I would like also at this time to submit a list of long-distance telephone calls between Hans Wilhelm Rohl and Colonel Theodore Wyman, Jr., in Hawaii, both before and after September 15, 1941, on which date he became naturalized.

The CHAIRMAN. The name Hans Wilhelm Rohl is rather significant, I think.

Mr. ELSTON. Do I understand he got contracts before September 15, 1941?

Mr. BURTON. Yes, he got the first contract in Hawaii on December 20, 1940.

Mr. ELSTON. Had he taken out his first naturalization papers then?

Mr. BURTON. He apparently had taken out first papers at that time because he became naturalized in 1941, September 15.

(The list of telephone calls is as follows:)

[2221] TELEPHONE CALLS—HANS WILHELM ROHL TO COL. THEODORE WYMAN, JR.

Los Angeles, California, from Room 9334, Biltmore Hotel, Rohl to Wyman, Honolulu, Telephone No. 98874, between 2:00 and 3:00 P. M. Person to person call. Charge \$10.20. (July 15, 1940.)

Los Angeles, California, from Room 9227, Biltmore Hotel, Rohl to Col. Wyman, National 400, Washington, D. C., between 2:00 and 3:00 P. M. Person to person call. Charge \$6.00. (December 21, 1940.)

Los Angeles, California, GRA 4489, Rohl to Colonel Theodore Wyman, District Engineer, Telephone No. 98874, Honolulu, Oahu, Hawaii, at 7:42 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (January 4, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, (Major Robertson?), Telephone No. 3471, Honolulu, Oahu, T. H., at 5:21 P. M. Time 3 minutes. Charge \$9.00. (January 9, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, District Engineer, Telephone No. 3471, Honolulu, Oahu, T. H., at 8:10 P. M. Time 11 minutes. Person to person call. Charge \$33.00. (January 17, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, Telephone No. 67731, Honolulu, Oahu, T. H., at 2:55 P. M. (February 5, 1941.)

[2222] Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, Honolulu, Oahu, T. H., at 5:47 A. M. (March 19, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, Telephone No. 67731, Honolulu, Oahu, T. H., at 10:13 A. M. Time 16 minutes. Person to person call. Charge \$48.00. (May 22, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, Telephone No. 67731, Honolulu, Oahu, T. H., at 10:13 A. M. Time 5 minutes. Person to person call. Charge \$15.00. (October 30, 1941.)

Los Angeles, California, GRA 4489, Rohl to Theodore Wyman, District Engineer, U. S., Telephone No. 67731, Honolulu, Oahu, T. H., at 4:12 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (October 31, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, District Engineer, Honolulu, Oahu, T. H. Time 5 minutes. Person to person call. Charge \$15.00. (October 31, 1941.) At 1:45 P. M.

Los Angeles, California, GRA 4489, Rohl to Theodore Wyman, District Engineer, U. S. Army, Telephone 67731, Alexander Young Bldg., Honolulu, Oahu, T. H., at 12:20 P. M. (November 3, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer of U. S. A., Telephone No. 67731, Honolulu, Oahu, T. H., at 12:32 P. M. Time 5 minutes. Charge \$15.00. [2223] Person to person call. (November 8, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wieman, District Engineers Office, Honolulu, Oahu, T. H., at 3:36 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (November 12, 1941.)

Mr. BURTON. Did Paul Grafe act with efficiency?

Mr. HOFFMAN. No, because Paul Grafe is not a construction man nor an engineer. He promoted the jobs and kept the contact good. By that I mean he was very close to Colonel Wyman. They were constantly together.

Mr. BURTON. How close was he to Rohl?

Mr. HOFFMAN. Paul Grafe was Rohl's closest associate.

Mr. BURTON. Do you know anything of Grafe's background?

Mr. HOFFMAN. No, only that I understand he married into the Callahan family, and nothing else.

Mr. BURTON. Did you have any opportunity to observe Colonel Wyman both in and out of office hours?

Mr. HOFFMAN. I did.

Mr. BURTON. Can you state whether or not he indulged heavily in drink?

Mr. HOFFMAN. Yes, I have seen him intoxicated.

Mr. BURTON. Did you have difficulty in getting in contact with Colonel Wyman?

Mr. HOFFMAN. Yes, on many occasions. We could not find him [2224] for a day or two and the usual excuse was that he was out looking over some other project, which was entirely possible.

Mr. BURTON. Did the Hawaiian Constructors have offices in the Pleasanton Hotel?

Mr. HOFFMAN. They had quarters in the Pleasanton Hotel and their offices were in the Panahou School. That was a school comprised of about twenty-five different buildings and immediately after the attack of December 7, Colonel Wyman took over the entire school, gave one building to the Hawaiian Constructors for their offices and he took two or three for himself. Up until that time, their offices were on the fifth and sixth floor of the Young Hotel in Central Honolulu.

Mr. BURTON. Did they do any reconstructing of the school buildings?

Mr. HOFFMAN. Yes, he, Colonel Wyman, did. He built the most expensive air raid shelter imaginable connecting his office building underground where it was air conditioned and good enough to live in.

Mr. BURTON. You mean the air raid shelter connected with his office?

Mr. HOFFMAN. Yes.

Mr. BURTON. How much do you suppose it cost to build?

Mr. HOFFMAN. Offhand, I would say \$125,000 or \$150,000.

Mr. BURTON. In your opinion, was there any need to spend that much money? [2225] Mr. HOFFMAN. It was not necessary at all because it was given up three or four weeks after that.

Mr. BURTON. Then what became of the expenditure?

Mr. HOFFMAN. It was just charged off.

Mr. BURTON. Did any other officers or Government officials build an air raid shelter?

Mr. HOFFMAN. Not that I know of.

Mr. BURTON. Did he reconstruct any other office buildings?

Mr. HOFFMAN. Yes, they were continually remodeling the offices, tearing out partitions and creating new rooms. They had a maintenance crew around the buildings doing this remodeling with the home crew on the grounds. I would say the crew was composed of probably 150 men.

Mr. BURTON. They were constantly at work, then, repairing and reconstructing?

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. In your opinion, was there any need to do that to the extent that it was done?

Mr. HOFFMAN. No, not to the extent that it was done.

Mr. BURTON. Can you state whether Rohl had complete access to the plans and designs and locations of the defense projects and installations in Hawaii?

Mr. HOFFMAN. He had access to every single plan there. He was the boss.

Mr. BURTON. Do you have any knowledge as to whether he was [2226] advised of those plans before he came to Hawaii?

Mr. HOFFMAN. I wouldn't know, but after he came there he had every access.

Mr. BURTON. Did the firm of Sverdrup and Parcel have anything to do with the construction on Hawaii?

Mr. HOFFMAN. No, nothing on the island at all. They had work on the outlying islands.

Mr. BURTON. Can you state anything about the personal relations of Rohl and Wayman?

Mr. HOFFMAN. Rohl was very close to Wyman and Wyman to Rohl. Their drinking parties at the Moana Hotel were dual drinking parties between the two of them and it became common property around Honolulu that you do business only with a bottle of gin between you, this always referring to Rohl and Wyman.

Mr. BURTON. Just what was the occasion of Rohl calling you when he was drinking?

Mr. HOFFMAN. The actions of drunken men are beyond by understanding. Can I refer you to Exhibit No. 11 dated March 18 in which I called Mr. Rohl's attention to calling me at 2:30 in the morning the evening of March 17, 1942, in which I took exception to his drunken talk and wrote him a letter about it?

Mr. BURTON. I hand you a memorandum dated March 18, 1942, from you to H. W. Rohl; subject—Defense at Ulupau. Is that a copy of the letter?

[2227] Mr. HOFFMAN. That is an exact copy of the letter to which I just referred.

Mr. BURTON. Mr. Chairman, I ask that this letter be spread upon the record. The CHAIRMAN. Be it so ordered.

(The letter referred to is as follows:)

[2228]

Exhibit No. 11

To: H. W. Rohl.

From: Robert Hoffman.

Date: March 18, 1942.

Subject: Guns at Ulupau.

Your call at 2:30 the morning of the 17th, requesting additional information on the replacement of guns at Ulupau, while merited, was a surprise, in view of the facts as chronologically related below:

It so happens that on the morning of March 16th, at 9:30 the writer for the first time saw the detail plan of the bolt and plate installations on this gun—in the office of Mr. Lloyd, the assistant area engineer. The writer to date, two days later, still has no plans, but merely a takeoff which was made.

There have been constant rains in the Ulupau and Bellows areas since March 2nd and, with the red clay surrounding Ulupau, it was, therefore, impossible to even move into excavation, although two gun excavations had already been made, with the exception of the trim.

Yesterday morning, just six hours after talking to you and Colonel Robinson, we are advised that the grade had been changed on the excavations, made by the survey party, so that we had to work back in again and reset.

The bolts for the gun plates had not been ordered by the Engineers and are still not available, as far as I know.

[2229] It is impossible to understand how anyone could expect a job to be done, without plans, pre-ordered materials, favorable weather conditions and with the existing deficiencies on the part of those who started direction of the work.

This is no alibi of the writer or any part of this organization, but merely a statement of fact.

ROBERT HOFFMAN,  
*Superintendent,  
Fifth Field Area.*

RH/uf

Mr. BURTON. You may proceed, Mr. Hoffman, to describe that.

Mr. HOFFMAN. Rohl was drunk when he called. His conversation did not make sense. You knew that he was drunk calling a man at two-thirty with Colonel Wyman sitting right there in the room just because the two men had gotten drunk and gotten into an argument and they called me to settle their argument.

Mr. BURTON. Did they make calls frequently?

Mr. HOFFMAN. I would say about once a month.

Mr. BURTON. Could you definitely say that they were drunk?

Mr. HOFFMAN. Definitely.

Mr. BURTON. Where did Rohl live?

Mr. HOFFMAN. The first known residence was a house on Blackpoint on Diamond Head Road. His next known residence was a house in Nuannu Field and then after December 7, Rohl told me personally that the Colonel thought it was unsafe for him to be in a house so they moved to the hotel.

[2230] Mr. BURTON. You say "they" moved?

Mr. HOFFMAN. Yes, Rohl and his wife.

Mr. BURTON. Where did Wyman live?

Mr. HOFFMAN. Wyman had a private house prior to December 7. I do not know the address.

Mr. BURTON. Where did he live after December 7?

Mr. HOFFMAN. I understand he moved to the hotel.

Mr. BURTON. Did you ever see him there?

Mr. HOFFMAN. Yes, I saw him there often.

Mr. BURTON. Did you ever see him with Rohl there?

Mr. HOFFMAN. Yes, many times.

Mr. BURTON. I shall appreciate it, Mr. Hoffman, if you would now give a narrative in the nature of an over-all picture of what you found upon arrival in Hawaii, of your experience with the construction work, until you left, and the same regarding your work in Alaska.

Mr. HOFFMAN. I arrived in Hawaii on April 26, 1940, with instructions to report to the Hawaiian Constructors' Office, then quartered at Pier 2, Honolulu. On reporting there, I was advised to proceed to Hickam Field for assignment.

At Hickam Field the following morning, you could find no one who could give any directions as to what was to be done. I had learned from the cutting platform foreman that while he had one or two plans for Army barracks and buildings, that he had no list of pre-cut materials to follow. In order to keep [2231] busy, I took the plans and worked for five days preparing the pre-cut list of lumber and necessary hardware, including concrete aggregates for all the type buildings for which plans were available and submitted them to the Hawaiian Constructors' office who, in turn, gave them to the United States Army Engineers. These lists were then used as examples for the balance of the entire work in Hawaii.

On the sixth day or approximately May 13, I was ordered to Wheeler Field to straighten out a new construction crew who were just starting a contract at that point. After lining up this crew, which took a week, I was ordered to report to Bellows Field and start operations there.

During the first two weeks at Hawaii I quickly found there were no pre-arranged plans for scheduling of work, that the various foremen and superintendents did not know what they were doing, and that the contractors were blaming the engineers and the engineers blaming the contractors.

The work started at Bellows Field about the last week in May 1941, and the problems of construction began due to the inability in securing the necessary materials from the United States Engineers. The supply yards at Fort Kan, which adjoins Hickam Field, had adequate materials and lumber to complete all of the assigned work at that time, but the confusing red tape of the engineers was such that it was impossible to get a requisition through in less than three or four weeks although [2232] the distance was only about twenty miles.

The Area Engineer at Bellows Field for the Fifth Area was Paul J. Lynch, a recognized construction engineer in the United States who, on his own initiative and through pressure on the United States Engineers at Fort Kan, began bringing materials to Bellows Field with the result that this field, *the last one to start in construction*, was the first one to finish at the *lowest cost* per square foot. The operation committee of the Hawaiian Constructors, inadequately manned by incompetent help, were in part responsible for the deficient progress made in the construction program. To this may be added the gross inefficiency of the United States Engineers who, because of lacking plans and lack of plan-

ning, were detrimental in completing the assigned tasks. While materials were plentiful in all the supply yards, they were difficult to secure for the assigned work due to a lack of systematic requisitioning in the United States Engineers Office.

From the start of excavation for the runways at Bellows Field during the middle of July 1941, until the actual completion of the movement of some two million yards of decomposed coral, there was but one two-yard shovel to do this job. Had there been adequate equipment there the field would have been finished prior to December 1, 1941.

The gasoline storage tunnels at Bellows Field originally scheduled for completion on November 15 were finally completed [2233] in March 1942, due to stoppage orders on the part of the United States Engineers. That is a part of the record completed on April 29.

While there was ample tunnelling equipment, there was no adequate reason why the work did not go on. Gasoline storage of aviation gasoline to supply the gas for the airfield, the nearest one, was thirty miles away.

Mr. BURTON. Did there happen to be need for it on December 7?

Mr. HOFFMAN. The only gasoline truck on Bellows Field was bombed and burned on December 7 and there was no gas for the planes.

Mr. BURTON. How many planes would you say were on the field which could have been used?

Mr. HOFFMAN. Twenty-two P-40's.

Mr. BURTON. Had there been gasoline in those tunnels, they could have been used?

Mr. HOFFMAN. Yes, they could have been used.

Throughout the entire job, in brief summary, there seemed to be no coordination between the Army Engineers and the Army, nor between the United States Engineers and the contractors, nor between the contractors' own employees.

The labor turnover was great with competent efficient field men resigning due to lack of cooperation and lack of assistance. The staff of both the United States Engineers and the contractors [2234] were much overstaffed with no allocated authority so that a definite positive order could be issued and followed. In one particular instance a change of the fill at Bellows Field was reversed four times within seven hours.

Colonel Wyman, the District Engineer, was credited with having the most inefficient organization in the history of construction and it became common knowledge that his removal in February 1942 was definitely due to this inefficiency.

The assumption of director of operations for the Hawaiian Constructors by Rohl seemed to muddle the situation more after he assumed office and the work slowed down.

On May 2, 1942, the day I left Hawaii, I witnessed an incoming convoy of twelve ships which were then bringing in motive equipment that was due in July 1941, to a job that was 95 per cent complete.

It was my understanding from Colonel Wyman himself that most of the equipment belonged to Rohl and had been lying on the docks of San Francisco since the previous May.

During the latter part of August 1941, the Hawaiian Constructors who carried their own payroll with U. S. E. D. money became so inefficient in their payroll accounts with the men that the U. S. Engineers relieved them of paying the payroll and while we all hoped it would be better, the U. S. Engineers' management of the payroll was even worse than when it was handled by the contractors.

[2235] The personal difficulties between the various officers under the command of Colonel Wyman and the difficulties between those officers and his own area engineers made it very difficult to execute any order that came out.

Let us refer to the various exhibits of my report of April 29, which substantiates that there were constant stoppages in assigning work which could have been completed prior to or before December 1, 1941.

Mr. BURTON. Can you state at this point, Mr. Hoffman, whether or not failure to complete the projects about which you are talking played any part in the lack of defense on December 7, 1941?

Mr. HOFFMAN. Yes, I can answer that with one particular incident. There were 38 changes made in the plans and grade for the major runways at Bellows Field between June and December 1, 1941. The removal of two million yards of dirt which is a major task in itself and a change of one inch in the grade would mean a possible delay of two weeks in either the cut or fill due to the length and width of the runways.

It is a known fact that had the runway at Bellows Field been completed on December 7, additional planes from the mainland could have been able to have landed in Hawaii either on Monday or Tuesday, December 8 or 9; but because of the constant delay due to contradictory orders the runways were only 50 per cent completed and after the attack of December 7, I received [2236] orders from General Farthing to please work 24 hours a day and to complete the runways not later than Friday, December 12, in order to receive the first contingent of supporting planes from the mainland.

By working three shifts in total darkness during the blackout we completed a coral runway 6,000 feet long and 300 feet wide and had it in condition at 2 p. m. Friday, December 12, in time to receive the first supporting planes that arrived on the same day at 4:15 p. m. It must be remembered that this was the only runway that was undamaged and capable of receiving large aircraft on the Island.

The responsibility, due entirely to inefficiency, is laid on both the contractor and the Army, particularly the Army Engineers.

During the entire period that I was in Hawaii, I never had the pleasure of finding a single estimate of cost of proposed work that came within 25 per cent of the actual expenditure.

The absolute power invested in Colonel Wyman was such that his word was final on all orders and plans without regard to cost. It was common knowledge that the entire work that was done in Hawaii could have been done under good planning at half the amount of expense.

Mr. BURTON. That is your own opinion as an engineer?

Mr. HOFFMAN. Yes, sir.

[2237] Mr. BURTON. Do you know anything about a boat called the Vega?

Mr. HOFFMAN. Rohl told me personally that the Army had asked for his boat and that he had given it to them for \$1 a year and that after the Army had spent approximately \$100,000 in reconditioning the boat that they found it could not be used below the equator due to certain insurance restrictions and, as a result, the boat was turned back to them in first-class shape at no cost for the reconditioning.

Mr. BURTON. Do you know who was responsible for that?

Mr. HOFFMAN. Colonel Wyman was the only man who could authorize it.

Mr. BURTON. Did Rohl say for what purpose it was to be used?

Mr. HOFFMAN. No. In fact, no one knew there was a boat coming over there until it landed.

Mr. BURTON. Did you ever see the Vega?

Mr. HOFFMAN. Yes, I saw it.

Mr. BURTON. What type of boat was it?

Mr. HOFFMAN. Sort of a pleasure yacht, I would say.

Mr. COLGAN. Could it have been used for moving cargo?

Mr. HOFFMAN. No, it was not a cargo boat.

The Engineers took the position in June of 1941 that in issuing the plans they would order all the material and equipment necessary to execute the work. In many instances, it was [2238] found that while they issued the plans they forgot to order the material. For example, the sewerage system pumps at Bellows Field, a most important item, which were to be ordered in July 1941 and delivered in November, were never ordered and this error was not discovered until after the pits were complete and the men ready to move into the barracks. In other words, the camp could not be used because of the lack of sewerage.

The Aqua system and pump system for gasoline storage at the new tunnels at Bellows Field was to hold 600,000 gallons of aviation gasoline to supply the entire windward side of the island. After the tunnel was completed and the tanks were in position it was discovered there had been no pumps of any kind ordered to fill the tanks with, and with no railroad spur less than 26 miles away, and with only eight 1,500 gallon gasoline trucks to haul gas on the island, it would take six months to fill the twelve 50,000 gallon tanks if they could get the gas out there.

Mr. BURTON. Do you recall the date?

Mr. HOFFMAN. Yes, they discovered they had no pumps in February 1942. The tanks were of no use because there was no way to get the gas into them.

Mr. BURTON. Do you know how long it was before they got the pumps?

Mr. HOFFMAN. No. I left on May 2, 1942, and they still were not there.

[2239] Mr. BURTON. Was it completely the fault of the engineers?



Mr. HOFFMAN. The man who does the planning makes the take-off. I refer to the take-off of materials. The engineers felt that the contractor was incompetent in anything pertaining to figures, as was evidenced by the taking away of the payroll, which was quite a severe blow to the contractor. They just could not get the help that they wanted. That was only one instance. This happened all over the island on all the jobs.

Another instance was when they ordered some eight-inch guns on December 16, 1941, right after the attack. They ordered some guns to protect the artillery camp and they claimed they had everything ready to go in if I would get a crew out there quickly. I borrowed two cranes from Captain Miller, unloaded the gun, first the mounting, and then the rifle, each gun weighing about 80 tons, and then discovered that the engineers forgot to order the bolts to fasten them down into the cement base. They were, therefore, worthless and it took about four weeks to get the bolts after that.

This is contained in a letter of protest known as Exhibit No. 11, dated March 18, 1942.

Mr. BURTON. That has already been spread upon the record.

The CHAIRMAN. I would like to ask whom the letter was addressed to.

Mr. HOFFMAN. That letter, I think, was directed to Mr. Rohl. [2240] It is in the record and is marked Exhibit No. 11. Mr. Rohl was the directing head of the operation committee of the contractor.

Mr. BURTON. Did these conditions which you are describing obtain generally?

Mr. HOFFMAN. They were universal throughout the series of jobs for the entire contract.

Mr. BURTON. You mean by that the defense projects?

Mr. HOFFMAN. The defense projects within the Hawaiian Islands.

Mr. BURTON. Upon whom would you place responsibility for these conditions?

Mr. HOFFMAN. I would say the contractors as well as the engineers' inefficiency, and add to that that the U. S. Engineers were the controlling directing force; they were the last word. We, as contractors, were inefficient because we did not have top men in directive posts and the men we imported from the mainland were not the top mechanics or artisans such as you had on the West Coast. The wage scale was lower in Hawaii than it was in California. For example, why should a good carpenter who could get \$1.25 an hour in Los Angeles or San Francisco go to Hawaii for \$1 an hour?

Mr. BURTON. Is there any reason why this wage scale could not have been changed?

Mr. HOFFMAN. They could have changed it but Colonel Wymán [2241] did not think it was necessary because, prior to the starting of defense projects in Hawaii, the majority of the carpenters were Japanese, and their wage scale was \$3.50 a day. It was the thought of the engineers that they would upset the economic structure of Hawaii if a sudden raise from \$3.50 to \$10 a day were to take place.

Mr. BURTON. Is it not true, however, that they were necessary for the interest of installing defenses without delay?

Mr. HOFFMAN. It is true. It was the most important defense job in the holdings of the United States. It was the midway and the defense base of the Pacific for the entire United States mainland. It was even more important than the Philippines and this assertion is from ranking Army officers whom I talked to in Hawaii.

Mr. BURTON. Do you know of any protests that were made by any of the engineers, such as yourself, about the inefficiency of the workmen and other employees?

Mr. HOFFMAN. Yes, there were continual complaints from the area superintendent for better men from the mainland. Due to the fact that I started the last job on the island of the big fields, it was necessary that I should not disturb the working personnel of the older jobs like Hickam, Wheeler, Cunningham, with the result that I had to employ the castoffs from these other fields and Japanese. It was also necessary to hold classes during the noon hour to teach these men how to build.

[2242] At Bellows Field I had 1,000 Japanese carpenters, and when it appeared from all newspaper accounts that there might be trouble with the Japanese, I prevailed upon General Farthing to have all of my Japanese examined by the Army Intelligence and either given a clearance slip or removed from the field. This was about August 1941. All I had in mind was, in anything did happen the work in my field would not be disturbed. This was done and of the 1,000 Japa-

nese I had but four were removed from the field; the balance were given Army Intelligence buttons with their picture and number and also the Honolulu police gave them a clearance slip so they were marked O. K.

In the meantime, the other fields that had a preponderance of white help were having strikes along in November 1941. There was a two-day shutdown at Hickam Field by the imported Americans from the mainland, while my Japanese kept right on working. After the attack of December 7, and because of these Japanese having been examined and passed, none were removed from the field for any reason at all.

However, the Hawaiian Constructors were advised to get more workmen into Hawaii and about the middle of January 1942, 1200 assorted employees in the category of caterpillar operators, shuttle operators, truck drivers, bakers, cooks, carpenters, plumbers, et cetera, were brought over to Hawaii and of these 1200, 400 were sent to Bellows Field, to the camp I had established there and that is when my trouble started.

[2243] In the first four days after their arrival, 16 were returned because of illness, some with severe venereal diseases; one man with arthritis so bad that when he bent over he could not straighten up; two men with very bad hearts, all these men who, under the ruling of the War Department, were to be thoroughly examined before embarkation from the mainland. Three hundred of the 1200 had to be sent back because of someone's oversight.

Mr. ELSTON. What do you mean by that, someone's oversight?

Mr. HOFFMAN. It was the rule, sir, that all men leaving the mainland were to be given a physical examination to determine their fitness for the occupational work assigned in Hawaii. It is quite evident the examination was either never made or was so slight that men with those illnesses were allowed to pass quickly.

Mr. SPARKMAN. You do not mean 300 out of the 1200 were sent back?

Mr. HOFFMAN. Yes, were sent back.

Mr. SPARKMAN. Because of physical defects?

Mr. HOFFMAN. All of them. It is a matter of record in the files, sir.

Mr. ELSTON. Within what period of time?

Mr. HOFFMAN. Within sixty days.

Mr. DURHAM. Who sent them over from the mainland?

Mr. HOFFMAN. The contractors recruited them and they were sent over by the Army Engineers that controlled the trans- [2244] port. It was during a stress period, of course. I mean the Japs had just attacked and everything was upset and topsy-turvy and there may be some reason for it. I do not know.

Mr. MARTIN. That was at the time there was an urgent need and appeals were made for laborers to go to Hawaii for employment?

Mr. HOFFMAN. That may be true, but still cripples could not work.

Mr. SPARKMAN. I would like to ask a question at this time, even though it is a little out of order,—but I am going to have to leave.

I notice your memorandum 31-61, I think it was, or maybe E—but it is the one you wrote to Mr. Tilman protesting his letter of April 8, 1942, in which you state that that letter of his should have been addressed to a Mr. Hutchinson because you say that you had previous to that time been relieved.

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. Who relieved you?

Mr. HOFFMAN. Mr. Hutchinson.

Mr. SPARKMAN. I mean, who ordered you relieved?

Mr. HOFFMAN. I had a contract over there for a year and my many attempts to break it and come back prior to December 7 and after were of no avail.

Mr. SPARKMAN. You had been trying to get relieved, is that correct?

[2245] Mr. HOFFMAN. Yes, from June 1941 on.

Mr. SPARKMAN. Then your being relieved there in the early part of April was voluntary on your part?

Mr. HOFFMAN. That is correct, sir.

Mr. SPARKMAN. It was not a case of your being discharged or anything like that?

Mr. HOFFMAN. No. In fact, I was offered more money to stay.

Mr. SPARKMAN. Who was it that gave you the relief that you asked for?

Mr. HOFFMAN. Mr. Rohl and Mr. Bennett.

Mr. SPARKMAN. In other words, they were your superiors?

Mr. HOFFMAN. That is right.

Mr. MARTIN. That was April of what year?

Mr. HOFFMAN. 1942.

Mr. SPARKMAN. That is all I have at this time.

The CHAIRMAN. And this attack was December 7, 1941.

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. And Mr. Tillman was the area engineer?

Mr. HOFFMAN. Mr. Lynch, who was the area engineer, walked out on the job. It was too bad for him. He walked out and Mr. Tillman replaced him.

Mr. ELSTON. How could he walk out without permission from somebody?

Mr. HOFFMAN. He told Colonel Wyman to take his job, that [2246] all. You do not know Mr. Lynch.

Mr. SPARKMAN. You say that Mr. Lynch told Colonel Wyman he was leaving. Was he not an Army officer?

Mr. HOFFMAN. No, the area engineers were mostly civilians but they were the direct representatives of the Colonel.

Mr. SPARKMAN. And Colonel Wyman gave him the relief he wanted?

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. And Mr. Tillman succeeded him?

Mr. HOFFMAN. That is right.

Mr. SPARKMAN. Was Mr. Tillman your superior?

Mr. HOFFMAN. No.

Mr. SPARKMAN. Were you working under Tillman?

Mr. HOFFMAN. Tillman, as area engineer, was the watchdog for the Army Engineers to see that the plans and specifications were followed. That was the purpose of the area engineer.

Mr. SPARKMAN. And an area engineer, as applied there, meant only on that one job, did it not?

Mr. HOFFMAN. On the entire area that he commanded.

Mr. SPARKMAN. Was that just Bellows Field?

Mr. HOFFMAN. That is right, sir.

Mr. SPARKMAN. And you still are of the same opinion as expressed in that letter to Mr. Tillman that he was wholly inefficient and had broken down the morale of the workers?

Mr. HOFFMAN. He had. And as a result, he was relieved seven [2247] weeks later.

Mr. SPARKMAN. Seven weeks after you wrote that letter?

Mr. HOFFMAN. He was relieved by somebody else who discovered it long after I had gone.

Mr. ELSTON. May I ask some questions, Mr. Chairman?

The CHAIRMAN. Yes.

Mr. ELSTON. Mr. Hoffman, these things that you have described, do you attribute them to negligence, mismanagement or deliberate acts?

Mr. HOFFMAN. I would say inefficient management and lack of planning, right offhand.

Mr. ELSTON. You did not see any evidence of deliberate acts on the part of any of these people against the Government of the United States?

Mr. HOFFMAN. No, sir, I did not.

Mr. SPARKMAN. I notice in your statement that you refer to some officer whom you say ought to be court-martialed for the sabotage that he committed. That is pretty strong language.

Mr. HOFFMAN. It is. I had to use strong language to get along. If I had not, that field would never have been ready over there and it was the most important field in Hawaii. It must not be forgotten that the windward side of Hawaii was the possible attacking side.

Mr. SPARKMAN. And up to that time, it had been left undefended?

[2248] Mr. HOFFMAN. It had been left undefended. There are two roads across the island and in some instances, we had to use our own judgment. On December 7, I loaded two trucks of dynamite and told Colonel Farnham, who has a letter in here, that if there was an attack either on December 7th or 8th, we not knowing what was happening, we would block those roads and blow them up, which were the only ways of getting across to the Honolulu or Pearl Harbor side. That was not on the say-so of Colonel Wyman or anybody else. We were using our own judgment for protection.

Mr. BURTON. Is it true that would have been the point of invasion?

Mr. HOFFMAN. That would have been the point of invasion if one on Oahu had been made.

There were perfect beaches there with no protection. The first guns that were put there I put there myself the first of January.

Mr. SPARKMAN. My question was prompted by the one from Mr. Elston and your reply was to the effect that these things you mentioned you thought were

simply mismanagement and not premeditation; and yet I call your attention to the fact you did use language there saying that some officer ought to be court-martialed for acts of sabotage he had committed.

Mr. HOFFMAN. That letter refers to Colonel Robinson?

Mr. SPARKMAN. Yes.

[2249] Mr. HOFFMAN. Fine. I believe he should have been court-martialed in that particular instance. The only gasoline supply on the windward side of the island was in that tunnel and they were short of trucks to bring gasoline to that field. It was 30 miles from Bellows Field to the gasoline supply over the mountains.

Mr. SPARKMAN. Was Colonel Robinson responsible for the pumps not having been ordered?

Mr. HOFFMAN. He ordered work stopped on the tunnels to put the tanks in there and he was later removed for inefficiency and sent somewhere else.

Mr. ELSTON. May I ask another question there?

The CHAIRMAN. Yes.

Mr. ELSTON. You said there were 22 P-40's at Bellows Field at the time of the attack on December 7, 1941, but there was no available gas supply within 26 miles.

Mr. HOFFMAN. That is correct, sir.

Mr. ELSTON. Were those planes without gasoline while they were standing on the field?

Mr. HOFFMAN. They may have had some gasoline in them. They were standing out in the open on the field but the usual custom was for the gas trucks, which there was a deficiency of, to bring gasoline out every morning at ten-thirty. It happened that the attack on Bellows Field occurred at about ten minutes of eight and the trucks had not gotten out there.

[2250] Mr. ELSTON. Were there any alert crews at the field who could have flown the planes?

Mr. HOFFMAN. Yes, there were crews and all of the officers stayed there.

Mr. ELSTON. Did any of the planes take off?

Mr. HOFFMAN. Three of them.

Mr. ELSTON. Why did not any of the others take off?

Mr. HOFFMAN. I do not know. That is for the Army to explain. I cannot.

Mr. SPARKMAN. Were they destroyed on the ground?

Mr. HOFFMAN. Some of them were.

Mr. ELSTON. The runway was not destroyed there?

Mr. HOFFMAN. The runway was not complete. The runway at Bellows Field was a temporary runway which could not take a ship larger than a P-40. The runways we were building were to take the heaviest type of aircraft possible. However, we did have a very narrow strip that could have been landed on and we immediately deployed our equipment with our men on this strip to prevent any Japanese planes from landing on that strip as it was the longest unprotected strip on the island.

Mr. MARTIN. In your opinion, was the work and the improvement on the pleasure yacht done expeditiously?

Mr. HOFFMAN. That I would not know, sir. I would not know.

The CHAIRMAN. I want to ask a question here, Mr. Burton.

[2251] You said that this officer was removed for inefficiency and sent somewhere else. Was the practice there that when a man was proven inefficient they would move him out and put him somewhere else?

Mr. HOFFMAN. No, it was not, sir. It seemed that these people moved in cliques. All through the operation of the U. S. Army Engineers in Hawaii, they were constantly at loggerheads with the Regular Army, particularly the Third Engineers headed by Colonel Lyman. The constant bickering and fighting between the Army itself was such that they were the laughing stock of Honolulu.

The CHAIRMAN. Did the same thing exist as between the Navy and the Army there?

Mr. HOFFMAN. No, that did not happen. I say to you frankly that the Army and the Navy got along beautifully over there, as far as I know. There was no time that I could call on the Navy, on Captain Martin, who was commandant of the windward base, that he did not give all cooperation possible. At no time did I see evidence of lack of cooperation. Maybe a soldier did not like a sailor on the streets, but we are talking about the services as a whole. I thought they were very good.

In fact, I even stole some pipe from the Navy and a certain captain accused me of piracy, but he said that he liked that kind of piracy as that was for Army work.

[2252] Mr. ELSTON. Were any of these things brought to the attention of the Hawaiian Command of the Army?

Mr. HOFFMAN. Yes, they were, and as a result, Colonel Wyman was relieved. They were brought to General Emmon's attention by Colonel Lyman who succeeded Colonel Wyman and who later became General Lyman, who is now deceased. In fact, things got so bad with the accounting department of the U. S. Army Engineers that the businessmen of Honolulu were practically on the verge of bankruptcy as there had been no bills paid for months.

Mr. ELSTON. That was after the attack?

Mr. HOFFMAN. Before.

Mr. ELSTON. When was Colonel Wyman relieved?

Mr. HOFFMAN. February 1942.

Mr. ELSTON. That was after the attack.

Mr. HOFFMAN. I know, but the bills had accumulated for six months before that.

Mr. ELSTON. When were these things called to the attention first of General Emmons or whoever was in command of the Hawaiian area?

Mr. HOFFMAN. I could not answer that. I could not say that but it must have been going on some time prior to the attack.

Mr. ELSTON. General Short was in command, was he not?

Mr. HOFFMAN. General Short, prior to December 7, yes.

[2253] Mr. ELSTON. Did General Short ever have called to his attention any of these things that you have described for us this morning?

Mr. HOFFMAN. That I would not know definitely, sir.

The CHAIRMAN. Whose duty would it have been to call his attention to it when these things were discovered?

Mr. HOFFMAN. I imagine it would have been the duty of the commanding officer, known as G-2.

The CHAIRMAN. Who was he?

Mr. HOFFMAN. At that time, it was Colonel Weddington, assisted by Colonel Farnham.

Mr. ELSTON. Did the Army not employ inspectors on these projects?

Mr. HOFFMAN. Yes, there were inspectors.

Mr. ELSTON. Under whose jurisdiction were they?

Mr. HOFFMAN. They were under Wyman.

Mr. ELSTON. Where is Wyman now?

Mr. HOFFMAN. I do not know.

Mr. ELSTON. Is he still in the Army?

Mr. HOFFMAN. Yes, he is still in the Army.

Mr. BURTON. I have been informed by the War Department he is in England.

Mr. ELSTON. Does he have charge of any projects in England, or what is he doing?

Mr. HOFFMAN. I would not know. I have not heard of Wyman [2254] in months.

I was finally sent down to the North Island Naval Base and I thought perhaps I would go to work for the Navy and I was to finish up the \$22,500,000 base down there, but I found the Navy was not any better than the Army, so I left them both.

Mr. ELSTON. You were there when Justice Roberts came over to make an investigation?

Mr. HOFFMAN. He was there.

Mr. ELSTON. Were any of these things brought to his attention?

Mr. HOFFMAN. I do not know.

Mr. ELSTON. Did not the committee go out on the field and go around the island and make some investigation?

Mr. HOFFMAN. They did not make an investigation in that field or that area. They were not there.

Mr. ELSTON. Did they not call any of the witnesses to these things before them and interrogate them?

Mr. HOFFMAN. They called none of the superintendents that I know of. In fact, we did not know they were there for a few days after they got there; but they were not particularly looking for that.

Mr. ELSTON. What were they looking for?

Mr. HOFFMAN. I do not know. Nobody has ever found out.

Mr. ELSTON. You, of course, knew they were sent over for the purpose of finding out how it was possible for the Japs to [2255] bomb Pearl Harbor and other installations on December 7th. The things that you have detailed to us today were certainly matters which should have been brought to the attention of that committee and would have been very helpful to the committee in making a report. Do you know of any effort that was made by anyone to bring these things to the attention of the committee?

Mr. HOFFMAN. I do not, sir.

Mr. ELSTON. Did you make any effort?

Mr. HOFFMAN. I was nobody over there and I am nobody over here. There was nothing that I could do or say or get before that committee to explain anything.

Mr. ELSTON. You were not in the Army.

Mr. HOFFMAN. No, I was a civilian.

Mr. ELSTON. As a civilian, you had a perfect right to bring these things to the attention of the committee.

Mr. HOFFMAN. Yes, I should have done that, but there were more important men who knew more about it, the contractors themselves, Colonel Wyman and his pledge of duty to support any and all action that would solve any detrimental action against his command.

Mr. ELSTON. You would not expect Colonel Wyman to do it because, in doing so, he would necessarily expose his own mismanagement.

Mr. HOFFMAN. Then he has violated his oath of office.

[2256] Mr. ELSTON. When did you call it to anybody's attention?

Mr. HOFFMAN. I did not bring it to anybody's attention. I brought this to nobody's attention. I have kept quiet and I wanted to forget it.

After I finished my work in San Diego, I went to Mexico to do some work for the Mexican Government.

Mr. ELSTON. Of course, I think it is commendable that it is brought out even now but I was simply trying to find out why it was not brought out any sooner, because these are very serious things and I think it is highly important that we know about them; and the more we know about these things the better. I have always felt that there were a lot of things that occurred over there that we did not know about; and even though it may be late, we ought to know about them now.

Mr. BURTON. I would like to ask at this point if a copy of this report of yours was ever delivered to any official?

Mr. HOFFMAN. No.

The CHAIRMAN. Who is that report to?

Mr. HOFFMAN. Let me explain that report for just a moment, if I may. After the completion of my contract, and I wanted to get out of there, realizing some day there would be an accounting of that job and the reasons for its delay; the job was not doing me any good and I could not do any more good because I had lost faith and confidence, I went up to see Colonel Lyman and told him that my contract had expired and that I [2527] wanted to leave the island with my family. My family was there with me.

Colonel Lyman told me they had a commission as a colonel ready for me and all I had to do was to step from one to the other and I was off to the races. I told Colonel Lyman that I would accept no colonel's commission; that I wanted four stars or nothing. In other words, I did not want it in the first place because it was not suitable. After the incompetency of the U. S. Engineers over in Hawaii, I could not stand as a practical engineer and take orders from a man who was a superior in rank, who did not know what he was going to do; and I felt I could do much better staying a civilian and helping to do the work that was necessary.

The argument became very heated with the result that Colonel Lyman threatened me that I would not leave the island until he got damn good and ready.

The CHAIRMAN. Who was that?

Mr. HOFFMAN. Colonel Lyman, who later became General Lyman.

I went home that night and thought the matter over and finally decided to appeal to some other ranking officers, and I did. I appealed to General Farthing who was the commanding general of the Seventh Air Force Command and it

appeared that General Farthing did not have much use for Colonel Wynan and he told me that I had no worry, that I would be going home in about two or three weeks—but would I write a report about what [2258] was going on in Hawaii?

Mr. MARTIN. When was that?

Mr. HOFFMAN. This was in April 1942.

General FARTHING called in a Colonel Rice of the Inspector General's Office and said, "I do not want to blackmail you but if you will write a report about conditions with some original exhibits showing the stoppages which have hurt the Air Corps from going ahead and completing their defenses of Hawaii, I will see what you get home."

The CHAIRMAN. Off the record.

(Discussion was had outside the record.)

Mr. BURTON. Will you continue with your statement, Mr. Hoffman?

Mr. HOFFMAN. The balance of the white men at the camp disturbed the camp so badly by getting drunk, that it came to the attention of Colonel Farnham, the commanding officer, who threatened to have the camp removed unless it was stopped immediately. I eventually disposed of most of those men to other fields. This was known to Colonel Wynan and the U. S. Engineers, and the Area Engineer, Paul J. Lynch, backed me up.

Personally, had it been possible to have resigned my position in Hawaii as early as June 1941, without breaking a contract, I would have left at that time, realizing that the job was badly mismanaged; that it would do me no good in the future as a reference, or as an accomplishment.

[2259] About the Japanese, it was difficult to say whether they were loyal or not. I will truthfully tell you that the best work performed, and the quickest, was done by the Japanese help. The American-born Japanese, most of whom had brothers in the United States Army belonging to the 288th Infantry, or some relative who had been in the Army long before the attack took place. I have heard through the Army Intelligence, who made another examination of all the Japanese working for the contractor, that only one Japanese had been removed from Bellows Field after the attack.

An amusing incident occurred during September of 1941 when it was decided to place an eight-inch rifle on the ledge off the Diamond Head Lighthouse. The only available road is known as the Diamond Head Road around the south end of the island, and due to the height of the ledge, it was necessary to do all the preliminary work and hoist the base of the rifle, as well as the rifle itself, off of the road proper to the top of the ledge, which was about 100 feet. The plans showing how the rifle was to be installed were stamped secret and had to be returned to the office every evening before five o'clock and could not be taken out until nine o'clock in the morning. Still, every Japanese driving along the road was able to stop without molestation and watch every operation in the mounting of this rifle. The secrecy was only for the Americans, the Japanese had access to the complete operation.

[2260] Mr. BURTON. On what date did you leave Hawaii?

Mr. HOFFMAN. May 2, 1942.

Mr. BURTON. Did you then become associated in the performance of any other contracts?

Mr. HOFFMAN. I embarked from Honolulu on May 2, 1942, arriving ten days later in San Francisco, where I was immediately contacted by Colonel Theodore Wynan.

Mr. BURTON. Had he left Hawaii?

Mr. HOFFMAN. He left in February of 1942.

Mr. BURTON. We can stop right there, Mr. Chairman.

The CHAIRMAN. All right. The committee will stand adjourned until Thursday morning at ten o'clock.

(Whereupon, at 12:05 o'clock p. m., an adjournment was taken until 10:00 o'clock a. m., Thursday, January 27, 1944.)