

[Benjamin B. Talley papers, HMC-0241](#)

Anchorage, Alaska

March 19, 1941.

Subject: Daily Log for February 26 to March 16, 1941.

To: District Engineer, U.S. Engineer Office, Seattle, Washington.

A Daily Log covering February 26 to March 16, 1941, inclusive is inclosed.

B.B. Talley,
Major, Corps of Engineers,
Area Engineer.

1 incl.:
Daily Log (dupl) incl.
telephone conversation
3/13/41 (dupl)

Copy to:
Captain Welling

February 2 6— Left Anchorage 2 pm by Lavery plane, arrived Fairbanks 4:30 pm, met by Lieutenant Bush and went directly to Nordale Hotel.

February 27, Fairbanks, Alaska — On the night of Fairbanks 24, the log cabin just outside the gate to Ladd Field where Lieutenant Bush and two other officers lived burned down. They lost all of their clothing and other effects. The fire presumably was caused by a gas explosion in the coal furnace, as the interior of the cabin burst into flame simultaneously with the fire in the vicinity of the furnace itself. The temperature was about 25 degrees below zero. One officer was sleeping in a room just across from the furnace, and at the explosion, the fire was of such intensity that it was necessary for him to jump out the window in his bare feet. Lieutenant Bush lost everything he had at Ladd Field except the clothing he had on and a pair of trousers and a shirt in the cleaners. The fire occurred early in the evening and Lieutenant Bush was still at work when the fire broke out. There have been several fires at Ladd Field, and I shall look into the matter to ascertain the reason therefor.

In the morning, went to Ladd Field and conferred with Lieutenant Bush regarding the list of points to be checked while I was on the Outside. These have been the subject of previous correspondence to inform Lieutenant Bush of the policy of the District Engineer and of the Commanding General, Fourth Army, regarding new construction and on the methods of procedure to effect such new construction. Lunch at the Officers Club and a resumption of the conference in the afternoon.

There are two points discussed in the afternoon concerning which a record should be made. They are, namely, the access road to Ladd Field, and the ice plant. There has been considerable correspondence regarding the access road to Ladd Field. At the present time there is a road which enters the field near the west side along the Chena River, and is the road shown on the map of Ladd Field. This road crosses the end of the present runway about 2000 feet from the end of the concrete strip, thus the road is 2000 feet from the concrete runway, although it does cross the line of approach at right angles. Another road has been proposed for Ladd Field which generally follows the railroad. The road which follows the railroad will require two bridges and is covered by correspondence which has already been forwarded to the District Engineer. The proposed road will cost approximately \$100,000. Money is not available for its construction. There is, however, \$10,000 available for the maintenance of the present road. The present road, in my opinion, is ample to take care of the traffic to Ladd Field, and until the present runway is extended until it is dangerously close to the present access road, this road is suitable and does not present an undue hazard. This has been pointed out to the Commanding General, Alaska Defense Command, who has previously submitted an endorsement whereby he recommends that the proposed road be constructed. I am awaiting a reply from him regarding the present road, and while I have been told informally that he will withdraw his objection to the continuance of the present road, I have not yet been officially notified to that effect. In any event we have the present road and we have no money for the proposed road. I do not recommend that any funds be diverted from some other sub-project for the construction of this proposed road.

Until now, Fairbanks has depended for its ice upon the Chena River. The Chena River

has recently become polluted by cabin, trappers and so on, along its banks and by Ladd Field also, or at least they have just learned it is polluted. This has been pointed out in correspondence on this subject, and the pollution is not discussed here because it is ably covered elsewhere. However, a recommendation has been made for the construction of an Ice Plant at Ladd Field costing about \$150,000, for which money is not available. The permanent buildings at Ladd Field are all equipped with automatic ice-making and refrigerating machines. Therefore, there is no need for a refrigeration plant insofar as permanent garrison is concerned. There is need for ice for the temporary barracks for the company of Infantry, which is stationed at that place. In talking to Lieutenant Bush about this, I suggested to him that he notify the Post Commander that irrespective of action taken on the construction of an ice plant, it would not be available this year. Therefore, he should search out another source of ice. There are many ponds and some other streams in the vicinity of Fairbanks from which ice may be cut. It was later suggested to Lieutenant Bush that they dig a pool on the field, fill it with potable water and when it freezes, cut the ice. This is the recommended solution, and I therefore recommend that an ice plant be not constructed.

In the afternoon, I walked over Ladd Field and made some motion pictures of the field in its present state. Later in the afternoon, we discussed the need of additional runways at Ladd Field. It seems that the impetus for the construction of additional runways at Ladd Field has originated at Ladd Field itself. Nowhere have I seen any indication that higher authority, responsible for the defense of Alaska, has considered the necessity for additional concrete runways at Ladd Field or for the extension of the present concrete runway. However, these have been urged by Major Gaffney, the Commanding Officer of Ladd Field. Should additional runways for Ladd Field be considered, it is recommended that they be gravel rather than concrete. There is one concrete runway at Ladd Field 150 feet wide and 5000 feet long. From all indications this runway is sufficient to take care of any traffic likely to be at the field for some time to come. But in any event there should be emergency gravel runways on all of these large fields. In case of bombing attack, a considerable time and effort is required to repair a concrete runway, while it is a relatively simple matter to repair a gravel runway. I have so recommended to the District Engineer and have discussed it with Colonel Peabody, Executive Officer, Alaska Defense Command, who in general concurs with this thought.

February 28, Fairbanks, Alaska — The morning was spent in a conference on cost and fiscal matters at Ladd Field. The cost and finance personnel had many questions concerning what was to be the policy regarding the keepings of costs at Fairbanks. As a result of this conference they were instructed to keep accurate costs accounts of the money actually disbursed by orders placed at Fairbanks, i.e. paid by the Finance Officer, Anchorage. These costs records will be forwarded to the District Engineer through the Area Engineer, and upon arrival at the District Office, they will be added to the costs kept in the District Office and finally a correct cost account will be established in the District Office. It is impracticable to keep the accurate and complete cost record on the job. It is similarly impracticable to keep it in the Area Office, and the decision to keep the final cost in the District Office is a good one, particularly since most of the money is spent under the direction of the District Office rather than the Area or the field office. A conference was held between Major Talley, Lieutenant Bush and Mr. MacWatters of the Cory-Joelin Co. relative to the acceptance of the power plant by Cory-Joelin. Some weeks ago,

the personnel constructing the power plant at Ladd Field returned to the States, leaving only Mr. MacWatters, whom I understand has been a bookkeeper for Cory-Joelin. Mr. MacWatters was left in charge with instructions to complete the necessary work on the power house and, if possible, get the Government to accept it, whereupon he was to return to San Francisco. The Cory-Joelin Co. had requested the return of their tools at Fairbanks at Government expense. I informed Mr. MacWatters that if these tools were returned and it was necessary for them to bring them back to Fairbanks at a later date, they would have to be brought back at the expense of Cory-Joelin; that the Government was obliged to pay the shipping charges for one round trip only. This conference is recorded in a separate memorandum, copies of which have gone to the District Engineer by letter of transmittal. The power plant cannot be accepted at this time because it has not yet been given the efficiency test required for the contract. The power plant is required to pass an efficiency test of 73 percent before it can be accepted. If it should not pass this test with a 73 percent efficiency, the Cory-Joelin Co. are obligated to make such changes as will cause it to operate at at least an efficiency of 73 percent. This is covered in the contract and is mentioned here for a matter of record. In order to conduct this test, Cory-Joelin will have to send personnel back to Fairbanks in the spring. This test, however, is not being delayed because of any fault of the contractor, but is being delayed for the convenience of the United States. In the afternoon, in the company of Lieutenant Bush, I went out to the Chena Slough Diking job, and went over the project. Motion pictures were made of the dike in its present stage of completion. We went to the quarry and observed the type of rock being quarried. The rock is of poor quality and although there may be rock suitable for armor rock in the quarry, I did not see any such rock at the time. However, the quarry is spreading over a considerable area of the hillside and they may find other deposits. This has been the subject of correspondence with the District and details of it are not repeated here.

Returning to Ladd Field, we went through the various buildings at Ladd Field and through the powerhouse. At the present time, the coal for the powerhouse is received in cars, dumped into a pit, and carried by an elevating conveyor into a crusher, thence to a horizontal conveyor high up in the building, then carried by the horizontal conveyor and dropped from the ceiling down into the coal bin. This drop is about 30 feet and, as the coal is soft and pulverizes easily, a great amount of coal dust rises from this process. To reduce the amount of the coal dust, a sprinkler has been installed on the elevating conveyor which carries the coal to the crusher. This reduces the amount of dust but does not eliminate it. Lieutenant Bush is of the opinion there is danger of a coal dust explosion. Lieutenant Bush and Mr. Adams at the powerhouse pointed out also that there was considerable heating of the coal in the bin, and unless it were watched closely, they could expect a fire from spontaneous combustion. Lieutenant Bush recommended that we install a sprinkler system over to coal bin. I asked that he make a complete study of what was necessary to correct this situation and give me a memorandum on the subject. A sample of the coal dust was collected for shipment to the States for test to determine the extent of the fire hazard occasioned by this dust.

February 27 — An inspection was made of the quarters and barracks being constructed at Ladd Field. We left the powerhouse and went down into the utilidor tunnel and went first to the non-commissioned officers' quarters. There are two non-commissioned officers' row quarters. These are shown on the map and in the drawing for Ladd Field. However, it should be pointed out that the cost of these non-commissioned officers' quarters is at least \$12,500 per set and by

observing these quarters it is easy to see where this amount of money went. They are well built and nothing has been omitted which would add to the comfort and convenience of the occupants. From conversation with Lieutenant Bush it appears that there are more non-commissioned officers' quarters than are needed at the present time by the troops which are in sight for Ladd Field. One additional single non-commissioned officers' set is authorized. I may at a later date suggest that it not be constructed at this time.

We then inspected the row officers' quarters. The officers' quarters cost approximately \$30,000. They are well built, nicely laid out, and it is easy to see where this money was spent. We were unable to go into the Commanding Officers' set as it was locked. The officers were, on this day, moving into the row quarters and I was informed that by the time I returned to Ladd Field the Commanding Officers' set would also be occupied. The cost of the Commanding Officers' set is more than \$40,000. We then went to the bachelor officers' quarters, which are roughly 75 percent complete, and to the barracks which is at a lesser percentage of completion, and then to the hangar.

At the present time, effort is being made to enclose the hangar so that heat may be placed into it so the interior work of heating and thawing the ground may be accomplished before pouring the floor. It is expected that the hangar will be completed sometime in the early spring. We then returned to Lieutenant Bush's office and went over the problems of the day.

I asked Lieutenant Bush to have the gray Ford sedan, property of the Fairbanks Area Office, shipped to Anchorage on the next train. He said he would ship it as directed.

We discussed the location of the igloo type magazines. These magazines are arranged in a straight line and are spaced 400 feet apart. They are arranged in this manner because it was originally contemplated that they be served by a railroad. The railroad spur was not authorized but the magazines were left in a straight line. I recommended by radio to the District Engineer after consultation with the Commanding Officer, Ladd Field, and with Colonel Peabody and General Buckner's staff, that these magazines be disbursed for their greater protection in case of bombing attack. I later received a radio asking me for a drawing of the location of the magazine be sent to the District. This will be sent directly from Ladd Field by air mail to expedite its receipt in Seattle.

The question of fencing at Ladd Field was discussed at length. A recommendation has been made to place an 8-foot non-climbable fence completely around the field. The cost of such a fence is in excess of \$100,000. Money is not available for its construction. In addition to this fence it has been variously recommended that cross-fences be placed around the various utilities on the field. In other words, some wanted a fence completely around the powerhouse, some wanted fence around the hangar, and if all the fences were put in, the field would be cut up like a sheep corral. They have recommended that we place a fence around the runway, and in an argument against such a fence, one applicant stated that a fence would be useless, because in case of attack by ground troop, Air Infantry would come up to the fence, throw their hand grenades over the fence onto the runway and thereby demolish it. Such is the weight of many of the arguments for the fence. My recommendation is that if they want a fence completely around

the field, and there is merit in this request, that it be considered as a separate item, and then in time of war if they want fences around various things in the field then they should erect wire entanglements, but in the meantime we should not cut the field up in a bunch of corrals. (Later: From conference with Colonel Peabody, it develops that it is doubtful if the foregoing recommendations for fences within the field will pass the CGADC.)

March 1, Fairbanks, Alaska — Went to Ladd Field and remained until 9:45; then to the air field and returned to Anchorage by plane, leaving Fairbanks at 10:10 am and arriving at Anchorage 12:10 pm. Following a light lunch, I went to the Area Office to catch up on the work which had piled up in my office. I remained at the Area Office until about 10:00 pm and then got a light supper.

March 2, Sunday. Went to the Area Office and worked until 3 pm. A train for Seward scheduled to leave on March 3 was moved up to March 2. We had much correspondence which had to go out on this train, principal among which was the survey of the salaries of the per annum employees to arrive at new base salaries which should be placed in effect in the event an Alaska allowance of 25 percent in lieu of per diem or other adjustments. In order to catch the train this survey was mailed without a letter of transmittal. The letter of transmittal was sent by air mail to follow and the District Office was, on March 3, notified to this effect.

March 3 at 9:00 p.m. Mr. Frank Marshall, Organizer of the American Federation of Labor, called at my office to discuss the labor situation. He had on February 28 by letter requested an appointment. The subjects discussed in this conference have been covered in a memorandum to the District Engineer and are not repeated here. Later in the morning, I went to the office of the Commanding General and conferred with Colonel Peabody, Executive Officer.

February 27, The Commanding Officer of Fort Richardson has written a letter to the Commanding General, Alaska Defense Command, regarding the construction necessary in the event of the mobilization of the Alaska National Guard. In a telephone conversation with Colonel Dunn, it was indicated that 18 buildings were contemplated. In the memorandum of the Commanding Officer, Fort Richardson to the Commanding General, a considerably larger number of buildings had been recommended by Colonel Wood. This correspondence was referred to this office for comments and I shall send the District Engineer a copy of my comments to the Commanding General regarding this construction.

The non-commissioned officers' quarters situation was discussed with Colonel Peabody. In particular did we discuss the manner in which the number of non-commissioned officer's quarters was determined. In August 1940, it was requested that 545 non-commissioned officers' quarters be constructed and this is covered in a letter on this subject sent to the District Engineer. This figure was arrived at by taking the tables of organization of the units contemplated for Fort Richardson and Elmendorf Field, checking this table for the number of non-commissioned officers of the first three grades, assuming they would all be married and providing a set of quarters for each of them. In addition to the quarters for the non-commissioned officers, additional quarters were requested for permanent civilian employees likely to be employed on the Post after its completion. This estimate in my opinion is larger than the actual requirements. In other words it is in excess of minimum requirements. The letter covering this estimate has been sent to the District Engineer and in the upper

left-hand corner is a note calling his attention to paragraph 4 thereof, in particular.

We discussed the allotment of \$50,000 for addition to the present quarters. Colonel Peabody informed me that the Commanding Officer at Fort Richardson was preparing the estimates of how this money was to be extended.

We discussed the quarters at Ladd Field and I told Colonel Peabody how much the quarters at Ladd Field cost, and stated that I preferred that he inform only the General of this cost.

We discussed the runway situation in Ladd Field, and my original impression that the contention for additional runways at Ladd Field originated at the bottom was confirmed by Colonel Peabody, who likewise stated that he had not seen anyone in higher authority indicate additional runways at Ladd Field. He was going down to Corps Area Headquarters and was "going to get the additional runways" and many other things.

Colonel Peabody reminded me that for several weeks a letter had been floating around my office concerning the location of a cemetery near Fort Richardson. I checked up on this and got the reply back to Colonel Peabody for there is no reason for delay.

Conferred with Mr. Cunningham, Acting General Manager of the Alaska Railroad, regarding the ability of the Alaska Railroad to handle the cargo which is expected it will have to handle this summer. Off the record, Mr. Cunningham agrees more closely with our opinion that the Railroad and the docks at Seward cannot take care of the cargo than he does with Colonel Ohlson, his superior. However, this is a delicate situation and steps will be taken to insure that Mr. Cunningham does not suffer any embarrassment because he happens to have an opinion different from his superior in this regard. I told Mr. Cunningham we were making a study of the Alaska Railroad between Seward and Anchorage to determine if it could carry 30,000 tons per month construction material, 10,000 tons per month of miscellaneous military cargo, and the expected 12,000 tons per month of civil cargo. We likewise discussed the ability of the docks at Seward to handle this amount of freight. This has been the subject of considerable correspondence which will not be discussed in its entirety here. Colonel Ohlson of the Alaska Railroad has recommended that we arrange the transports so that no more than one transport will be at Seward at any one time. This is impossible due to the length of time necessary to unload a transport at Seward. Provision must be made for taking care of two transports at one time if we are to handle the amount of freight indicated above. Colonel Ohlson has stated that he would give the military shipments preference over the civil shipments. This will not take care of the situation in its entirety, because it is expected that at Seward each month from April or May to September. There will be 12 passenger vessels which also carry freight, and probably at least 4 freighters. Thus, one of the two berths at the dock will have to be reserved for the commercial boats at least 16 days out of the month, leaving only one berth free and with partial use of the second berth. If a loaded transport comes in and it is required that it lie there for 4 or 5 days while being unloaded, there will be no place for the commercial vessels and giving the military cargo preference over them will not solve the problem. Additional berthing space seems to be in order. This will be covered by a separate report on or about March 10th.

I suggested to Lieutenant Bush that he ask the Commanding Officer at Ladd Field to dig a

pool for ice at Ladd Field. Received word to suspend the construction of the ordnance Seward facilities at Ladd Field and Fort Richardson.

There was a derailment of the diesel engine for Fort Richardson and 3 cars at Mile 43 of the Alaska Railroad. This tied up the traffic for 12 hours. Accordingly, the passenger train from Seward which was scheduled to arrive at 12:30 pm arrived at 9:45 pm. This passenger train remained in the yards at Anchorage until after 11 pm and then started for Curry, where it will stay the remainder of the night and continue to Fairbanks on March 4.

March 4, 1941. Talked to Captain Smith at Seward regarding the study being made concerning the additional port facilities required at Seward in order that the cargo for the construction may be properly handled. I asked Captain Smith to prepare his report so that I might see it when I arrived in Seward about March 7 or 8.

Captain Smith is making a study of the present facilities of the Alaska Railroad which includes the dock at Seward, in order to determine what additional facilities must be provided in order to handle 30,000 tons per month of construction materials, 10,000 tons per month of miscellaneous military cargo, and about 12,000 tons per month of civil cargo. I inquired if Captain Smith would need any assistance in the preparation of this report as I wished him to include blueprints, drawings, etc., of the present facilities whereon might be shown such additions as may be required. Captain Smith asked that I get him copies of the blueprints of the existing facilities and send him a draftsman. This I proposed to do on March 6.

I talked to Mr. Hart at Seward and inquired into the status of the work being done on the defense project at Seward. Mr. Hart informed me that the weather was very bad and that they were unable to do any outside work. There has been several heavy snows in that vicinity and the weather has been generally inclement. Mr. Hart stated that the only boat they had for use in Resurrection Bay was a 16-foot boat with an outboard motor and that they were unable to go out in the bay in rough weather. He stated, however, that he had sufficient inside work to keep him and Mr. Kukkola employed during the stretch of bad weather. I asked when they would return and he stated that he did not know. I told Mr. Hart that I would probably be at Seward on March 6 or 7.

I spent the better part of an hour trying to make radio contact with the Seattle Office but was unsuccessful.

The afternoon was spent on routine matters and for the first time since I have been at Anchorage it was not necessary for the office personnel to work at night. We therefore suspended operations at about 5 o'clock.

March 5, 1941. Mr. Cunningham of the Alaska Railroad called to point out that at the present time we are back some \$350,000 in our payments for freight hauled on the Alaska Railroad. He requested that we expedite payment if it is possible to do so. Instructions were issued to expedite the processing of the bills of lading so that there will be no delays in excess of 30 days in forwarding the bills of lading to Seattle. Assurance was given that all bills of lading now on hand covering shipments up to date would be processed by March 31, and forwarded to the District Engineer for action. This should

relieve the situation. It will be followed and this condition should not arise again.

Instructions were issued to have a number of bills of lading signed and sent to Captain Smith, Assistant Superintendent, Army Transport Service at Seward, for his use in handling the shipment from Seward to Anchorage and to Fairbanks

Mr. Rather, manager of Anderson's Camp at Fort Richardson, called to discuss the situation in Anderson's Camp. At the time of taking over the project, several slot machines were in use in Mr. Anderson's Camp. I subsequently issued instructions to remove the slot machines from the premises. This has been done. Mr. Rather requested reconsideration of this decision, but it was pointed out to him that their installation was illegal and that it was desired that they remain permanently out of Anderson's Camp. Mr. Rather likewise discussed the dormitory or barrack situation for personnel living in the camp. He asked if the decision was final that the United States would not cut the dormitories up into rooms sufficient for one or two men. I told Mr. Rather that insofar as the workmen are concerned the barracks occupied by them would not be cut up into rooms but that Captain Walling, Resident Engineer at Richardson, had been authorized to make room in one or two of the buildings as might be required for his foremen.

Mr. Rather stated that he was hard at work on the construction of suitable wall lockers for the barracks as is required by the terms of his contract. He stated, however, that this work was going slowly due to the inability to purchase hardware in Anchorage and that he had radioed to Seattle and had been informed that the necessary hardware was shipped on the last boat. Mr. Rather stated that he was having approximately 280 lockers built at this time and then as additional personnel moved into the camp he would supply as may be required by them and would have the lockers there before these barracks were occupied.

We discussed the general conditions at Anderson's Camp and both agree that steps should be taken to make the camp sufficiently attractive to keep the men in camp rather than them come to town for relaxation. It may not be generally known, but Anchorage is wide open at the present time and it is not unusual for a workman to spend his entire paycheck in a single night. We agreed that if Anderson's would make the camp sufficiently attractive to keep the men in camp that they would spend a greater amount of their money there while if the men did remain in camp, then we would have sober workmen. I told Mr. Rather that we would meet him half way in that regard. I believe that the situation at Anderson's Camp will be rapidly improved. I mentioned also to Mr. Rather that the Mr. Frank Marshall, Organizer of the American Federation of Labor, had mentioned to me that complaints regarding the camp had been called to his attention.

March 6, 1941. Colonel Peabody telephoned stating that he has just received a message asking when they could take care of one Signal Corps company of about 136 men. He explained that it had been necessary to use four barracks buildings for office space and believed that he could take care of the Signal Corps Company although he had previously committed himself into accommodating the company of the 29th Engineers scheduled to arrive this spring.

It is to be recalled that in a telephone conversation with Colonel Dunn I had recommended that the 29th Engineers be not permanently quartered at Fort Richardson and in view of this and in

consideration of the type of duty they would be on, Colonel Peabody inquired if I considered that the 29th Engineers would be willing to live in tents. I replied that with the exception of the headquarters, which would require one or two CCC building for drafting rooms, offices, etc., that the greater portion of the company of the 29th Engineers would be in the field and that to keep space for all of the company under the present conditions of shortage of buildings would not be economical.

I stated that the 29th Engineers would probably be able to take care of itself and that from my point of view I felt that he was justified in stating that he could take care of the Signal Corps Company in the space previously allocated to the 29th Engineers. However, when he did so he would perhaps like to make it known that this was the case in order that the 29th Engineers might be notified in the event they were counting on it. Later, when I talked to Colonel Dunn, I informed him of this and he said it was OK.

Spent the greater part of the morning trying to make contact with the District Engineer over the radio. On Tuesday and Wednesday of this week, about an hour to an hour and a half have been lost each day trying to make contact with no luck. Just before noon I was notified that contact had been made with Seattle so I returned to the field and talked to Colonel Dunn and Major Booth. A transcription of this conversation is recorded separately.

Completed the report on the Alaska Railroad between Seward and Anchorage as concerned its ability to handle the cargo necessary for the construction and other military needs in Alaska. This report was sent to Seward on the noon train for forwarding to the States on the boat scheduled to depart from Seward on March 7. In this report it was recommended that the Alaska Railroad provide 100 additional cars and 2 locomotives. (See Daily Log for 3/7/41 also)

In a discussion of the terminal facilities at Seward, Major McKennett told me that he had learned informally that Colonel Ohlson of the Alaska Railroad had issued instructions for the construction of the cross-over on the dock and, as the Army Transport Service had agreed to install long booms on the transports to permit loading on the second track on the dock, that they would then be able to handle 1600 tons of cargo per day at Seward. I passed this word to the District Engineer in the later conversation and pointed out that I had gone on record from the beginning as not asking the Railroad for the cross-over because I thought if we did so they would construct it and then might feel that they had done their share since that was what we had asked for, thereby indicating that it would be sufficient to take care of our needs. However, Colonel Dunn later told me that this was between Colonel Ohlson and the Army Transport Service in Washington and that this arrangement still considered additional facilities would be required at Seward. Captain Welling departed from Anchorage to Fairbanks by Army bomber to obtain the approval of the Commanding General on modifications which we were suggesting should be made to the non-commissioned officers' quarters. This, however, later developed to be a fruitless trip as word was received that the quarters would have to be constructed within the limit of the original \$35,000, including heating, therefore nothing could be gained by obtaining the approval of the present plans as their cost is considerably in excess of that amount.

Discussed the design of the water supply system for Fort Richardson with Mr. Coray. He stated that the design would be completed by the night of March 7 and that I should have the design

early on the morning of March 8.

Worked until about 10:30 pm.

March 7, 1941.

Called Captain Smith, Assistant Superintendent, ATS, Seward, and inquired concerning a shipment of steel for water towers at Fort Richardson. This steel was scheduled to arrive on the HUNT at Seward on February 27. The said steel, however, has not yet reached Anchorage. Mr. Larson, representative of the Pittsburg-Des Moines Co. stated that he saw the steel unloaded at Seward, yet it has not reached Anchorage.

Captain Smith stated that the HUNT arrived at Seward on February 27 and departed on March 3. The only cargo which had arrived on the HUNT on February 27 and which was still at Seward was lumber. I called the Alaska Railroad to inquire into the status of this shipment and was informed that the shipment would arrive in Anchorage today, Friday, March 7, which is 10 days after the arrival of the steel in Seward. I told Mr. Coray of this and he stated that it was always his experience that he should allow a week for delivery in Anchorage after the freight had arrived in Seward. Apparently the delay in this particular shipment is due to the Alaska Railroad. The weather has been bad during been covered in several places by snow slides, but the fact remains that 10 days have elapsed since the arrival of the steel in Seward before it arrived in Anchorage. The previous report on the Alaska Railroad between Seward and Anchorage presumed that the delivery of freight would be made at Anchorage the second day after unloading at Seward. If this schedule is to be maintained, the Alaska Railroad will have to improve its service. It is expected that there will be snow slides until about the first of June and, with the heavy traffic on the Alaska Railroad, other interruptions of service must be expected. Therefore it is considered the report prepared on the Alaska Railroad from Seward to Anchorage was, to say the least, on the optimistic side.

Mr. Cunningham of the Alaska Railroad called to discuss the situation at Seward. He stated that he was sending Mr. Berryhill down to Seward on Saturday, March 8, when I go down. Mr. Berryhill is to make a study of what should be done to the facilities at Seward to enable them to handle the traffic which they shall be called upon to bear. Mr. Cunningham told me that he had word from Colonel Ohlson from Washington that he would probably extend the dock to the westward. This was discussed at length but will be covered in the report to be prepared on the dock and the facilities at Seward.

Mr. Maitland, local officer in charge of the Territorial Employment Service at Anchorage, called a couple of days ago to discuss how he might be of service in the handling of the labor for the bases in Anchorage. I told him that our policy would be as follows: First, we would recall all of the people whom we had laid off who were still in the vicinity; next, we would call on him for service, and third, we would then call on either Juneau for other Alaskans directly or we would call on Juneau through his office, and if and when the time came he was no longer able to supply us with the numbers and types of persons we needed, we would then request the Seattle District to furnish the necessary additional personnel.

In the Anchorage Times of March 7, there appeared an extract from a talk that Mr. Maitland had made before one of the local civic bodies, wherein he stated that he was going to furnish 4,000

employees to the air base this summer and that in order to do it he was seeking new quarters, was expanding his office, and so far had been unable to find the proper space which would enable him to undertake and accomplish the necessary expansion to enable him to handle the big job put before him. This is the second case where it is shown that "mighty oaks from little acorns grow!"

March 8. Called the District Engineer at Seattle to give him information which he had requested concerning the status of contract at Fort Richardson and Ladd Field. This conversation is recorded with a memorandum of notes of this date.

At 2 pm, departed for Seward, Alaska. About 10 days ago, Mr. Hart and Mr. St. Vincent went to Seward to work with the Board of Officers, consisting of Colonel Holsington and Colonel Brey from Fort Richardson, to work on a project for the defense of Seward. Mr. St. Vincent returned 2 days ago and Mr. Hart and Mr. Kukkola accompanied the Board to assist them in what manner they might be able.

We arrived at Seward about 5 pm, had a bite to eat, and worked at the Office of the Port Quartermaster until about 11:30 pm. It was fortunate that we had a secretary as the Board was without any clerical assistance of any nature. Miss Gjelde, who had gone to Seward to prepare final copies of the Engineer reports, worked for the Board of Officers on Saturday night.

March 9, 1941, Sunday — In the morning I made a reconnaissance on the waterfront at Seward to determine what additional facilities might be required in order to handle the amount of freight which we expect to be called upon to handle during the coming construction season. A report of this reconnaissance has been prepared under date of March 10 and a copy thereof has been furnished to the District Engineer. Therefore, the details on this reconnaissance are not recorded. Miss Gjelde worked for the Board of Officers until 10:30 pm and then commenced work on the Engineer Report. Work was suspended at 11:30 pm.

March 10, (Seward, Alaska) The USS CHARLESTON arrived at about 7 am. The officers went aboard the CHARLESTON and met Colonel Martin and Commodore Parker of the Navy. Colonel Martin, accompanied by the officers from Fort Richardson, made a reconnaissance of the area selected for the protective garrison in the vicinity of Seward. I worked on the report of the harbor facilities.

During the morning, I had the longest talk with Major Gaffney that I have had since arriving in Alaska. In particular did we discuss the type of runway which should be constructed for the several airfields. Heretofore it had been reported to me that Major Gaffney was adamant in his demand for concrete runways; following my discussion with Major Gaffney I am convinced that what Major Gaffney wants is a surface runway and he does not propose to dictate what the type of the surface, but does specify that it be suitable for the purpose intended. It must be recalled that military aircraft are heavy; likewise that very few such craft have balloon or doughnut tires. Therefore the load on the runways is concentrated and requires great strength. The inertia of the wheels will tear up the runway unless it has a prepared surface. If the runway does not have a prepared surface but is covered with loose gravel, the propeller will pick up the gravel and will dent and knock holes in the tail surfaces and lower wing surfaces of the plane, as well as do considerable damage to the propeller tips.

Major Gaffney and I discussed the runway situation at Ladd Field and while Major Gaffney does wish additional runways at Ladd Field, he is not insistent that they be of concrete. However, as previously stated, he does believe that they should be surfaced, with which I concur. Had lunch aboard the CHARLESTON.

In the afternoon conferred with Colonel Martin concerning the purposes of our being at Seward. In my own case, I was most concerned with the situation regarding the terminal facilities of the Port of Seward and the Alaska Railroad and of their ability to handle the quantities of cargo expected of them during the construction season. I gave Colonel Martin a memorandum covering several points which had been mentioned; a copy of this memorandum has been forwarded to the District Office and its contents will not be discussed here. I likewise furnished Colonel Martin with a copy of the report of the facilities at Seward; and a report on the ability of the Alaska Railroad to transport our necessary cargo between Seward and Anchorage. In brief, the recommendation of the report on the facilities at Seward was to the effect that the Alaska Railroad should be called upon to give the necessary service and that they should increase the capacity of the Alaska Railroad to handle the tonnage likely to be required of it. In the accomplishment of this increase in capacity it was recommended or suggested that they might rehabilitate the present stock to enable it to accommodate two transports or two ships which might be unloaded with an equal efficiency. At the present time, the ship docking at the east end of the dock can unload at a high degree of efficiency while the ship at the west end is handicapped due to the poor switching facilities on the dock. It was further recommended, however, that proper switch engine service should be provided, proper crane should be made available, and a completely new dock constructed which would be separate and operate independently from the present dock, and should be sufficiently large to handle two ships. If such a dock were constructed, there would then be berthing facilities at Seward to permit the simultaneous unloading of four ocean going vessels. It is considered that this is a minimum emergency requirement.

However, inasmuch as the problem of increasing the terminal facilities at Seward, the capacity of the Alaska Railroad between Seward and Anchorage, and the construction of a lightering dock at Anchorage are tied together, this report recommended that action be taken only in line with the recommendation of the report to be prepared on the lightering dock at Anchorage. The copy of the report on the lightering dock will be completed on or about March 13, whereupon it will be forwarded to the District Engineer, Seattle, and a copy furnished to Colonel Martin at the Presidio.

General Buckner and Major Post arrived from Fairbanks and Anchorage at about 8:30 pm, after which we had dinner aboard the CHARLESTON and a conference followed. The conference continued until about 12:30 am on Tuesday, March 11, and I returned to the hotel at 1 am.

March 11, Anchorage Alaska.

Departed from Seward at 9 am. It is considered that the train left on time, as it was only its customary 1/2 hour late. It was noted that 15 cars of freight from the USS HUNT, which arrived on February 27, still remained at Seward when we departed; cars, however, did leave Seward at 10 am and arrived at Anchorage late on the night of March 11.

Following my return to Anchorage at 2 pm, went to the office and worked until 11:40 pm.

March 12, Anchorage.

In summing up the events of the day, it is very probable that this will be what is known or remembered as "one of those days."

Upon my return to Anchorage yesterday, I was informed that the District Engineer had been trying to get in touch with me; therefore I made a schedule for a call to the District Engineer at 9 am. I called the District and talked to Captain Lang. Captain Lang told me that the purpose of the call was to discuss with me the circumstances surrounding the hiring of labor for the prosecution of the Betchel-McCone-Parsons costs-plus-a-fixed-fee contract. Captain Lang told me that up to the present time Betchel-McCone-Parsons had been unable to enter into a satisfactory labor agreement with the union. It appears that the union desires a 40-hour week; ha half or double time for all hours worked in excess of 40. They likewise demand full pay for all travel time from the point of hire to the place of employment, full pay during all standby time when they may be laid off due to lack of work, weather or other causes, and full pay for their return trip to the place of hire.

These conditions vary widely from the conditions under which the other employees are working at Fort Richardson and Ladd Field. Captain Lang explained that the only alternative was to hire these employees ourselves and place them on the Government payroll and furnish them to the Betchel-McCone-Parsons people said that if this were done they could not get the caliber of men they wanted. I told Captain Lang in my opinion that by all means this should be done because it would be impracticable to work men on the same job with different hours of employment and substantially different rates of pay. Captain Lang stated that the Betchel-McCone-Parsons people said that if this were done, they could not get the caliber of men they wanted. I replied to the effect that we would get the men from the same places that they would get them with the exception of such few key individuals as they might have in their organization and that the advantage of having a stabilized labor situation outweigh the disadvantages of what inefficiency we might get by not having exactly the men the Betchel-McCone-Parsons people desire.

I mentioned to Captain Lang that I considered it advisable to have in Alaska either an Engineer Separate Battalion or an Engineer General Service Regiment. In addition to the effective work which this organization might accomplish it would have a stabilizing influence on the labor situation.

Following my conversation with Captain Lang, I talked this over at length with the Commanding General, Alaska Defense Command, who was cordially in accord with this principal. The General asked that I prepare a list of projects where these Engineer labor troops might be ted this request to his headquarters he would add a further list of strictly military projects and would then request that such a unit be sent to Alaska. It is necessary, however, that provision be indicated for housing or tenting these troops in Alaska.

Upon returning to the Area Office, I received a call from Captain Smith, Assistant Superintendent of the Army Transport Service at Seward, who informed me that this morning he had been waited upon by a delegation from the labor union, who advised him that the new agreement with the union called for longshoremen and stevedore pay increases from \$1.37-1/2 per hour to \$1.50 per hour. Captain Smith asked for my comments and I suggested that he should tell the delegation that he was without authority to change their pay but that he would call their demand to the attention of his

superior and in the meantime they should continue to work at their existing rate of pay. Captain Smith informed me that this is what he had done. And in view of the conversation with Captain Lang, I radioed the District Engineer of the call that I had had from Captain Smith.

I spent a good part of the day discussing the report on the port facilities at Anchorage with Major McKennett. This report will be submitted under date of March 13 and recommend the construction at Anchorage of a lighterage dock costing about \$200,000. The construction of this dock is economically justified and will be paid for in about 3 months' savings from freight over the Alaska Railroad, and even more important that the economic consideration, it would serve to guarantee the continued flow of military supplies and food stuff into Anchorage in event something should happen to the Railroad between Seward and Anchorage. Furthermore, it would supplement the terminal facilities at Seward.

In the late afternoon, Mr. C. L. Coray called at the Area Office with Captain Welling, the Resident Engineer, Fort Richardson. Mr. Coray told me that he desired to resign his position as Construction Superintendent at Fort Richardson and requested his release to enable him to accept employment with the Zone Constructing Quartermaster at the Presidio, Lieutenant Colonel George, for whom Mr. Coray had worked before. I discussed with Mr. Coray the reason for his leaving, and he explained to me that he had become unhappy on the job; that the job was bogging down; that the conditions were not as good as they had been; that we were merely struggling to carry on in what is in effect a hopeless situation; the said hopeless situation being the action regarding the construction or rather the lack of construction of the officers' and non-commissioned officers' quarters. It is true that we have been holding carpenters in a vain hope that we might employ them continuously and not have to lay them off and then mobilize a second time; however, it does seem necessary to let these men go and we will have to meet the reemployment situation when it arises. Last night I sent a radio asking the District Engineer if I dare commence construction of a National Guard Cantonment. Today, I received a reply that it was not authorized and that I could do nothing regarding it. I shall therefore issue instructions for the layoff of trucks, carpenters and other workmen as cannot be profitably employed. It is with extreme regret that I find myself forced to do this, but there is no other choice since there is no immediate prospects for work for them.

Went over the design of the gravity water supply system at Fort Richardson with a view of approving it. I likewise discussed by long distance the new installation of gasoline storage at Ladd Field with Lieutenant Bush. Worked until 11 pm.

March 13. Called Seattle to inform the District Engineer of Mr. Coray's resignation. I talked with Major Booth. Notes on this conversation are attached separately under date of March 13.

Completed the report on the lighterage dock at Anchorage and sent it to the District Engineer by regular mail. I should reach Seattle on March 20.

Mr. Cunningham, Acting General Manager of the Alaska Railroad, called to discuss the handling of freight at Seward and between Seward and Anchorage. Specifically we discussed plans for expediting the shipment of freight arriving on the CHIRIKOF at Seward sometime during the week end. It is expected that 3,000 tons of freight will be on the CHIRIKOF and Mr. Cunningham

stated that he could ship this freight to Anchorage as fast as it would be unloaded from the ship, and he added that this was faster than we would probably be able to unload it at Fort Richardson. I assured Mr. Cunningham that if he would get the freight up, we would unload it as fast as he could ship it. He has promised this freight within 5 days from the date that unloading at Seward commences, providing of course unloading is accomplished in this time.

Mr. Cunningham has within the limits of his authority given excellent cooperation in the preparation of the studies having to do with the Alaska Railroad, and is in general familiar with the nature of our reports since we have been required to obtain considerable information from him. He mentioned the report on the Port of Anchorage and I told him we had made such a report and had found the construction of a lighterage dock to be feasible. I asked, however, that he not mention this information to anyone until at least a week had passed to enable the report to actually reach Seattle before he might mention it to Colonel Ohlson, who also is concerned in the construction of the lighterage dock as it has considerable bearing on the operation of the Alaska Railroad. Mr. Cunningham promised to do this.

Mr. Atwood, owner of the Anchorage Times, called to get the straight story regarding the lay off of which there have been many rumors. Mr. Atwood stated that there are all sorts of rumors regarding the project at Fort Richardson closing down and about several other things in connection with the Project and that he would like to have the truth of the matter. We discussed to write his story and submit it to this office for approval tomorrow prior to publication. In the event he writes such a story, it will be forwarded to the Seattle District, along with other newspaper clippings pertaining to Army activities.

In the late afternoon discussed with Mr. Coray and Captain Welling the lay-off situation at Fort Richardson. I directed Captain Welling that all men not required for the actual prosecution of the work should be laid off in exactly the same manner as if he were a private contractor, and I asked also that he determine whether or not we should work a 6 day week rather than a 7 day week. A report on this subject is expected in a day or two. Worked until about 10 pm.

March 14.

1. Discussed with Lieutenant Bush the situation surrounding the wells at Ladd Field. There are two wells in the powerhouse at Ladd Field; one is an 18-inch well which is satisfactory, although it is reported that two or three times the pump has sucked air or for some other reason the flow of water has been stopped from the well while the pump was in operation.

2. The 24-inch well has never been clarified and the water contains silt in such quantities as to render it unusable. A request has been made for authority to cap this well, leave the pipe intact, and dig one or more other wells at a different location. The cost of the wells at the other location he previously indicated in correspondence involved an expenditure of funds variously estimated from \$26,000 to about \$65,000.

3. Lieutenant Bush was instructed to calibrate the 18-inch well now being used and determine its probable capacity. He was likewise asked to determine the cause of the stoppage of the flow of water while the pump was in operation.

4. He was instructed to attempt to save the existing 24-inch well rather than discard it entirely. To this end he was directed to sink a 4-inch test hole through the bottom of the well to see if he would within a reasonable depth strike a strata of soils which would permit the taking of water free of silt.

5. In the evening I discussed with Mr. Fitzsimmons, local representative of Standard Oil Company, the possibilities of bringing gasoline and oil into Anchorage by boat. Mr. Fitzsimmons is interested in this from a commercial point of view and has been in contact with the Seattle office regarding it. Mr. Fitzsimmons told me that the local people in Anchorage had stated that it was impossible to successfully bring oil ashore in this port. My thought on the matter is — and so I informed Mr. Fitzsimmons — that this belief on their part might be an outgrowth of some 25 years of use of the Alaska Railroad without any consideration being possible for a harbor at Anchorage. Although this was not explained to Mr. Fitzsimmons in this manner, I did suggest that if his company was seriously interested in this, they make their separate study and arrive at their own conclusions based upon this study. Mr. Fitzsimmons was interested in the use of fuel oils in heating the officers' quarters, and I suggested to him that he might have his Seattle office call on Major Booth at 700 Central Building and advise Major Booth of the advantages of fuel oil in the quarters.

March 15.

Spent the morning working on reports and on several secret and confidential letters. In the afternoon Major Davis, Air Corps, and Lieutenant Kirk, Company "D" 29th Engineers, called at the Area Office. Lieutenant Kirk had arrived in Seward two days before. The purpose of their visit was to discuss the barracks which might be made available to Company "D" 29th Engineers upon their arrival. I had had no notice of the coming of Lieutenant Kirk and was therefore unprepared to receive him. However, Major Davis had been notified of his coming and had space available which they might use up until about June 1. The space consists of Air Corps barracks and mess hall which he will probably require at that time. The availability of the mess hall is, however, clogged with equipment, which is at the present time awaiting the procurement of the necessary transformers and large copper wire for making an industrial installation drawing about 20 KW, which is the total load of the electrical equipment. This amount of power is not available on the Post and the situation is further complicated by the necessity of procuring this power from the City of Anchorage. Major Davis stated that the Quartermaster at Fort Richardson was handling this procurement, but he did not know how soon it would become available to him. (Upon check, it was learned it would probably be available by about April 10.) The money is not available for the installation of the electrical equipment and some \$6,000 are needed for that purpose.

The work of the 29th Engineers was discussed briefly with Lieutenant Kirk, who stated that the 29th Engineers were planning to return to the States this fall and work in a more hospitable climate during the winter. It is my opinion that the 29th Engineers can work in Alaska in the winter time as well as any other troops and that it would be a mistake to bring them to Alaska in the summer time and take them out in the winter. In the summer time it is extremely difficult to get about in Alaska except on improved roads. The ground is generally covered with moss or muskeg from a few inches to several feet deep and it is extremely difficult to move when one gets off the road, while in the winter the area is covered with ice and snow, which affords firm footing and it is relatively easy to travel. While it is cold in much of the area of Alaska, the temperatures are not materially colder than in Montana and in some of the other northern states. The greatest visibility occurs in Alaska in the

winter time and it is during that season that the 29th Engineers might be able to best do their triangulations. However, it should be stated that the Coast Geodetic Survey and the Geological Survey habitually work in Alaska in the summer time, but it is believed that this is a custom growing out of the difficulty of supplying people by pack trains a few years ago and is by no means considered necessarily to be the best time of the year in which to work. Alaskan winters are not nearly so bad as they are reported to be.

March 16 - Sunday

Worked in the morning on replies to secret communications. At noon time met General Buckner and discussed the situation regarding the construction of a lighterage dock at Anchorage and made an appointment for 1 pm March 17 to inspect a dock at Goose Bay which might be used in the construction of the highway planned to connect the railroad with the Richardson Highway. Later in the afternoon returned to the office and worked until 7 pm. In the evening I discussed the CAA air field with Mr. Sealey of the CAA. Mr. Sealey told me that he had 20 D-7 tractors with bulldozers, hoists, etc., at Nome, and in the event these were not required for the use of the contractors in the construction of the 7 fields recently authorized, it is just possible that these might be available for transfer to the Engineer Department on a reimbursable basis. Although there would be little economy in this transfer due to the heavy shipping costs out of Nome, there might be a considerable saving in time. However it is expected that they could not be shipped from Nome until about July 1.

Brief Notes on Radiophone Call to Seattle, March 13, 1941

1. I will send you specifications for last year's design of the runway in the next mail.
2. I received Mr. Coray's resignation. See if you can get Ragsdale from Portland. I have worked with Ragsdale before.
3. Regarding the \$50,000 for Fort Richardson. Is the actual availability of the \$50,000 going to wait my detailed breakdown? All right, I'll get it to you as quickly as I can (Notify the Post and ask them what they want. We can do nothing until the Chief of Engineers approves.)
4. The airplanes are here. We had to do something regarding the construction of a control tower. The control tower cost \$1,800 and on the assurance that money would be forthcoming, I have had that tower built. We had intended for it to be paid out of the \$50,000. (It will be if you will put it in the breakdown and justify it.) I can't wait for these to run the gauntlet of the Chief's Office, and the budget and whatnot, because if weather closes in and the planes are out, they can't get back. Welling went to Fairbanks last Thursday and got back on Tuesday and there hasn't been a plane flown between here and there since he went up. The Air Corps has to have a radio building to set up their apparatus and that will cost about \$900 and I can't wait for specific authorization on these. (You should have the local Air Corps Commander wire his chief stating that a request should be authorized for them and it will come right through.)
5. Relocation of magazines at Ladd Field. Did you get my layout? (Day before yesterday. We have stopped all work to change designs. Ladd Field is not only one involved. All Air Corps stations are involved. We have told the Chief of Air Corps they can't do much on changing design or materials purchased except monorails.)
6. See if you can get authority to go ahead with igloos at Ladd Field. I am maintaining large crews most of the time just putting in time. (At Ladd Field?) Few at Ladd and large number here. (We are going money or plans.) With reference to igloos if you can tell me that layout is approved I can go ahead. (That has just got to go to Washington.) I am discouraged about changes. We have a choice of one or two things: building to existing plans or else admit they will not be approved in time to be incorporated in actual construction. Ask Colonel Dunn if he will talk with General DeWitt and see what action can be taken to speed this up.
7. What effect will this have on our freight shipments this summer? We may not maintain the 30,000 tons per month we have been talking about. (We are behind on our April shipment of 30,000 tons because we didn't have the money.) We are going ahead then with our demands on Alaska Railroad that they be prepared to handle 30,000 tons per month. I am wondering if we have called them to do a lot of things and our freight is falling far below our estimate. (It looks like it has fallen below.)
8. We have completed report on the lighterage dock at Anchorage. Obviously I did not want to go into detail in the design and prepare bill of materials until I have some assurance it is approved in principle. We are recommending that a lighterage port or dock be constructed here to take care of

20,000 tons per month. We have found it to be perfectly feasible. We are recommended that such a dock be provided to handle 20,000 tons per month; that is half of what we originally intended the tonnage to be. (Have you a cost estimate?) It will probably cost about \$200,000. In that connection, if we ship 20,000 tons a month from Seward to Anchorage, our freight bill will be in round numbers \$260,000; that will include the charges at Seward and this dock will pay for itself in 3 months operation at that rate. (It will be cheaper.)

9. (Do you know whether or not there are commercial trucks that can be used at Fairbanks and Valdez instead of unloading at Seward?) There are some commercial trucks here. I will check and see the number of trucks that are here. The Army enough trucks to do that — to supply Fairbanks in case of emergency, provided they are not needed for protection purposes. We will have more than 100 trucks of our own on these jobs so we will have plenty of trucking material and equipment. I am sure we can handle any demands placed on us.

10. With reference to \$350,000 for Ladd Field for new construction. The utilidor costs \$100 a foot and that is just one of the items and a quick estimate with detailed breakdown is that those facilities under project D will probably cost \$5,000. The estimates for Ladd Field were first a lump sum and later on they were increased by another lump sum.

11. Just as soon as this money becomes available for Fort Richardson, we will have more money than we know what to do with. Why can't we borrow from one of these projects for use on another? Let us operate on that basis in cases where we are going to run over just as we do in the District. That is the only solution I see. We can't run to Congress every time.

12. 2 QM warehouses. The plans for those 2 QM warehouses at \$75,000 each are the only plans we have from Project C.

13. Some days ago I sent cost of QM garage and I haven't had an answer. (We can't furnish anything until we have a breakdown with the cost of the materials furnished.) You will recall that the only reason I asked for that was so I could tell the Commanding General approximately the amount of money involved so that he would be able to make a decision whether he would like to have this building or something else. (It will be ready tomorrow.)

14. One of the first requisitions was for steam hose back in January to be used for thawing ground. That was one of the thorns in Mr. Coray. I told him we would get the steam hose. Apparently the request for the steam hose disappeared. (I will have to check up on it.) All of the glass for the hangars came for the temporary hangars at Richardson, but we received no putty, so that didn't help the situation any.

15. One of the wells at Ladd Field is unusable. Did you receive my report on this? The story is this: Originally an 18-inch well and a 24-inch well were put in the powerhouse. The 24-inch well is bad. In other words it pumps silt and we have pumped so much silt we are afraid to pump more because this well is in the corner of the power plant and we may pump out the foundations. Are you familiar with the soil conditions up there? (No, I am not.) The ground is frozen about 60 feet deep. It never thaws except on the top. We have pumped a good portion and it has not cleared up. We are

afraid to pump any more. We better close off that well and that means we have to have an additional well at Ladd Field so we have to provide for a water system and the original estimate or the original letter I wrote was to that end. That is going to cost \$65,000 or \$70,000. I have sent you an estimate of \$60,000 but I didn't recommend it at that time because I was going to try to improve this 24-inch well. We have to have a well whether or not there is sufficient money in Ladd Field for it. (I can't tell you off hand but I will advise you.) The need for water at Ladd Field is urgent. (I will look into the matter and advise you.)

16. Radiogram RE 205 was sent on March 3 asking the District to identify the steel which they had shipped. I wonder if you can get me an answer to this.

17. I have before me the list of materials for that water system — that is for the pipe line and so forth. We have not designed the intake works because there are 3 feet of ice over the area. We have the bill of material for the line from the intake works from the field. If I were to read you this list would it help you in getting started on the procurement? Also the steel pipe is interchangeable with the asbestos cement pipe, so we can use the same type of fittings on either type of pipe. Therefore, it is immaterial as to the question of supplies whether we have asbestos or whether we have the steel pipe, but for economy of installation, we prefer asbestos. I would appreciate your seeing what you can do.

18. Regarding the labor situation, I think we should do the hiring. I talked with General Buckner and I believe that is the sensible solution. You see that labor organizer was here getting data and I wonder if he came to size up the situation. If the FBI man returns, I intend to see if that was what he has done. I didn't want to ask the Signal Corps to let me see his telegrams — there is some law regarding that, but I do know the FBI can find out.

19. (The CHIRIKOF left on Saturday. The putty and steam hose left on Sunday on the CHIRIKOF. You asked several times about the identification badges. Twenty-five hundred left for Fort Richardson on February 5.) Those have been received.

20. The plans regarding the NCO quarters. As far as we know it appears to be in order. They are shown on the Fort Richardson layout. The boundaries of the streets may not be correct if they are redesigned.

21. I feel that I have no choice but to lay these men off. (Yes, I agree with you.) I am going to have to cut the force — may cut it to a 6-day week. When I do that, hell may pop. (I can't see any alternative, our hands are tied.) That's what I will do.

22. Regarding the structural steel for the hangars, I would like to get the delivery dates from the contractor. (I will let you know.) I wonder if you would have your people go over those contracts and see what kind of delivery dates they have? (All right. Fine.)

23. You wrote a letter asking us to make plans for gymnasium; did you intend to make complete drawings or just general plans. (Give us as much about the location as you can.) I will have to do that.

24. I have to go to Yakutat next week. Very probably General Buckner will accompany me.