

Q: Yesterday you spoke of Sam Sturgis' part in Passamaquoddy. What about Roy Lord and his role as the chief of the Operations Division?

A: Royal was chief of operations. If the project had proceeded, and we were going into construction, and if he were still going to remain as chief of that, his would have been a rather major responsibility. But during the survey phase the principal thing we were doing was in engineering; the development of plans, specifications, cost estimates, and so on for it. As chief of operations, his function then was solely to supervise the construction of the quarters that we required for the personnel. We had to provide a rather sizable village community to take care of the personnel that we had and which we would require during the construction phase. That was principally the function that Lord had at that time, supervision of that construction. Oh, we did fill in two small railroad bridges where we were going to enclose the pool, and we did provide some rock-fill around those, and the Operations Division supervised that.

Q: What about Roy Lord, as a person?

A: Roy was a very positive person. He was held in very high regard by Phil Fleming as he later on went with Phil Fleming, I think, when Phil had the Public Works Administration. But Roy was a bit brash and direct. Roy wasn't too popular among a lot of the Corps. Later on his principal role was when he served in Europe, I think, as deputy or assistant to General Lee [Lieutenant General John C. H. Lee] in connection with the Services of Supply [European Theater of Operations, US Army, ETOUSA]. I have heard stories about his actions and service over there, but it's best to get those views directly.

### **Boston Engineer District**

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Q: When the Passamaquoddy project was shut down in 1936, you were transferred to the Flood Control Division of the Boston Engineer District. Did you have any choice in this assignment?

A: No. I had finished the engineering studies and submitted our report, but in 1936 we had a major flood through New England and through the Pittsburgh area. As I say, I had put in my report in 1928 on the Pittsburgh flood control, on the Allegheny and Monongahela rivers. The '36 flood came right in on the button as to the type and extent of flood I had projected. So the Chief's Office-I guess they got out the report-saw that here was this special investigation of flood control; so they figured that Pat Casey was the boy to be sent down to take charge of the New England flood studies, because New England had also been subject to flood and devastation in their area, just as they had been in the Pittsburgh area.

So I was sent down, not by request but by orders from the Chief's Office, to report to the Boston District. Colonel A.K.B. Lyman was the district engineer, so I reported to him and was put in charge of the flood control investigation. I got a few of our principal engineers from Passamaquoddy, particularly those who had been involved in hydraulics and in some of the structures, and so I built up a nucleus of civilian civil engineers in connection with that project.

Then we conducted a number of surveys for potential reservoir sites throughout the principal New England streams. We also embarked on the construction of the Franklin Falls Dam for flood control on the upper Connecticut River. WPA money was available at that time. We had had some concentrated flood damage down in the city of Fitchburg, Massachusetts, and also at Haverhill; relatively minor projects. We investigated them and found that we could afford relief by some corrective works at each locality; building a river wall at Haverhill and doing some river rectification and construction of some small reservoirs at Fitchburg. We proceeded with those projects with WPA funds and personnel. Those were two small flood control projects that we completed, and the rest of our investigation, other than the Franklin Falls Dam, was in studies that we were making on major flood control on the principal tributaries of the New England rivers in Maine, New Hampshire, and Vermont.

Q: All this work in response to the Flood Control Act of 1936 was very significant. How much state and local cooperation did you get? Did they all provide you with the state and local compacts? The Connecticut River was a real problem because it went through Connecticut, Massachusetts, New Hampshire, and Vermont.

A: Well, as I recall now, I don't think we got any direct assistance. If we wanted to get some hydrographic information from agencies, why we'd get that, but we did not have any direct assistance from these communities. However, if we were going to build a project, why there probably would have been some recommendations that we proceed with this if the local interests provide some rights-of-way such as they do for spoil areas for dredging. But in the major projects I don't think that would have been contemplated, because one of the major costs in constructing some of these dams would be the relocation of a railroad.

It just so happens that the best flood reservoir possibilities are in the valleys, and the valleys are where you have industrial and agricultural development. You'll have roads there because it is an easy route of access and you'll have railroads there. So if you are going to build a dam, why, you not only have to relocate the roads in the reservoir area itself, but you have to relocate them almost in an equal distance downstream in order to get it up to above dam elevation. Railroad relocation and road relocation are quite difficult and quite expensive, and taking over lands and developments and relocating communities are also major problems. I notice in other similar reports that have gone in there is a tremendous amount of local opposition on the part of some of the people who are being displaced by the construction of such reservoirs.

Q: Did you notice any distinct break between the urban and the rural populations and the political forces in New England on flood control work?

A: No, certainly not at that time. As I say, during the period I was there it was just during a period of investigations and preparation of reports, and other than, let's say, Fitchburg and Haverhill, where we got full cooperation from the community because they were minor projects, they were not going to be disrupted too much, and they were going to benefit materially, those specific areas. They were heartily in support of us, and we got strong support from them. But if we had proceeded with maybe some of the larger flood control reservoirs which would require major dislocations or taking of property, I don't know what the attitude would have been, because I wasn't there and I had left before those studies were completed.

Q: Were you at all involved in designing some of the early flood control projects in New England that provided penstocks for potential conversion to hydropower facilities?

A: I am trying to think whether or not in Franklin Falls we did that or not. I know we had contemplated it in connection with any major structures that we were planning to build. You must keep in mind that at that time we had the advantage of the stock of 308 surveys. We knew that it was policy to utilize the basic resources of a stream not just for flood control purposes alone, but that it was possible to get other added benefits from it in the way of a potential lake or as resort potential. And particularly if there were any possibilities for hydropower, why, we certainly wanted to consider such potential and make provision for it.

Q: Were you at all involved in the work being done on the Cape Cod Canal?

A: Yes. However, my primary function was on this flood control work, and I was doing a lot of work in the field. I was also involved with some matters on the Cape Cod Canal, but only in a minor way because no major changes were under way at that time. I do recall one time that Colonel Lyman had me go down when they were having some problems with the paving on the bridges, and so we had to work out corrective measures for that. But there were no important plans nor major work under way other than operation and maintenance activities on the canal at that time.

Q: What major engineering and managerial lessons could you say you learned from your tour with the Boston District?

A: None other than possibly sort of a continuation of the flood control investigations and work I had done initially up at the Pittsburgh District. I don't know of anything novel or new other than some experience working with WPA people on some of our projects. There we utilized requisition labor and by direct management did some minor engineering works, which maybe to them were considered major but actually were relatively small—some river regulation and small reservoirs at Fitchburg and a flood wall at Haverhill, both in Massachusetts.