



4-16-1949

## Letter from Kenneth C. Royall to Representative Burdick Regarding General Pick, April 16, 1949

Kenneth C. Royall

[How does access to this work benefit you? Let us know!](#)

Follow this and additional works at: <https://commons.und.edu/burdick-papers>

---

### Recommended Citation

Royall, Kenneth C., "Letter from Kenneth C. Royall to Representative Burdick Regarding General Pick, April 16, 1949" (1949). *Usher Burdick Papers*. 376.  
<https://commons.und.edu/burdick-papers/376>

This Book is brought to you for free and open access by the Elwyn B. Robinson Department of Special Collections at UND Scholarly Commons. It has been accepted for inclusion in Usher Burdick Papers by an authorized administrator of UND Scholarly Commons. For more information, please contact [und.common@library.und.edu](mailto:und.common@library.und.edu).

DEPARTMENT OF THE ARMY  
WASHINGTON, D. C.

*Garrison Dam*

16 APR 1949

# 8

Honorable Usher L. Burdick  
House of Representatives  
Washington, D.C.

Dear Mr. Burdick:

In reply to your letter of 7 April 1949, and your request for comment on three specific incidents reported to you regarding work of the Corps of Engineers and of the present Chief of Engineers, I respectfully submit the following information:

LEDO ROAD, later known as the Stilwell Road, constructed under General Pick's command, has been generally considered one of the outstanding feats of military engineering of World War II. The citation which accompanied the award of the Distinguished Service Medal to General Pick, reads in part as follows:

"\*\*\* Charged with the mission of building an all weather road to China, he advanced the road with a speed which matched the advance of the Allied ground forces. Only one day after the Japanese were cleared from the road area, the first convoy crossed the border into China.  
\* \* \* The success of his efforts \* \* \* is attributed directly to his tenacity, leadership and exceptional engineering ability. \* \* \*"

Obstacles encountered in driving the road over mountains and through jungles must have been overcome without serious loss of time, since the road, and the convoys over it, went through as scheduled.

GARRISON DAM. Acting on the advice of a consulting geologist, the Corps of Engineers' 308 report, printed as H. Doc. 238, 73rd Congress, 2nd Session, did not recommend a high dam at Garrison site. Based upon a more thorough foundation investigation in 1943, a group of consultants -- Dr. A. Casagrande and Messrs. O. N. Floyd, L. C. Glenn, and L. F. Harza -- independent and nationally known experts in the fields of construction, soil mechanics and geology, agreed unanimously that it was feasible to build a safe high dam at the Garrison site. The Board of Consultants has continuously reviewed all engineering plans, and are making frequent inspections during construction of the project, supplementing the review and inspections being made by experts of the Corps of Engineers.

FORT PECK DAM. There has been no break in the Fort Peck Dam. A slide occurred in the hydraulic fill at the most critical stage of construction. The section was reconstructed with the necessary modifications to insure a safe structure before any water was impounded. Water has been stored behind the dam for over ten years. The performance of the structure has been entirely satisfactory and has confirmed the opinion of consulting engineers and Corps of Engineers experts that safe and economical high dams can be constructed at Garrison and other planned sites on the Missouri River.

Sincerely,

*Kenneth C. Royall*

Kenneth C. Royall  
Secretary of the Army