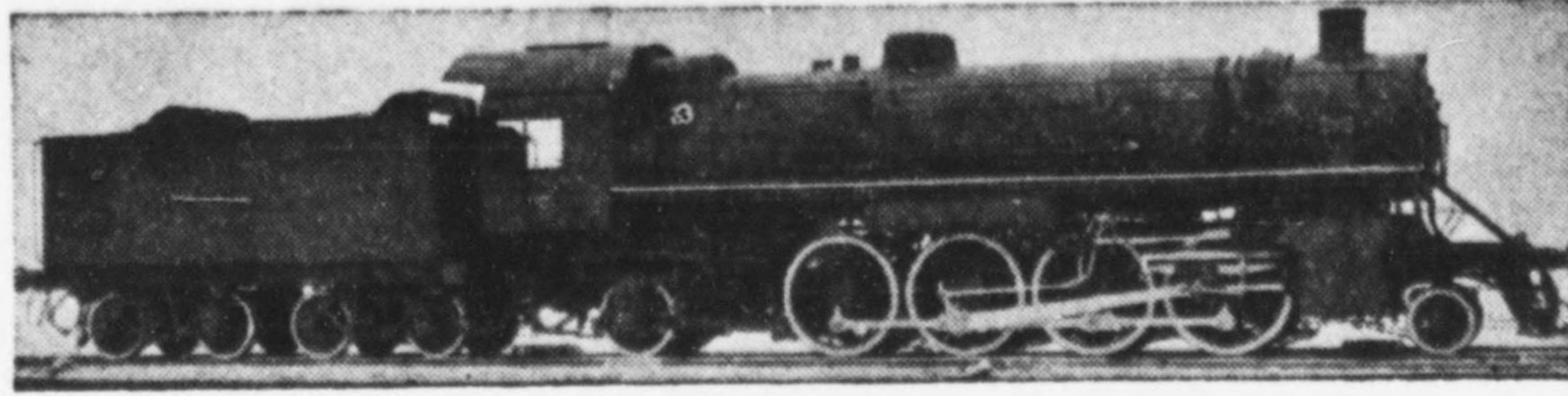


894.77/1-145 -- 12-3147-48-49

FE

HOWARD G. HILL
Consulting Engineer

RAILWAYS
REHABILITATION · MODERNIZATION
OPERATION



EQUIPMENT · MATERIALS
DESIGNS · SPECIFICATIONS
INSPECTION

5542 NEVADA AVE., N. W., WASHINGTON 15, D. C.
Telephone: EMerson 5757

*Letter drafted
see 8/24/47 - MAB*

The Honorable George C. Marshall,
Secretary of State,
Washington, D. C.

Sir:

When Mr. George Acheson, U. S. Ambassador to Japan and Chairman of the Far Eastern Commission, was in Washington on February 21, 1947, I discussed with him the serious problem which exists on the Japanese railways as the result of intensive operation and deferred maintenance during the recent war period, and the critically dangerous situation which had become accentuated by material shortages which made it impossible to initiate the rehabilitation program necessary to effectively correct these conditions.

Since Japanese industry was unable to produce the materials required by the railways, I stated to Mr. Acheson that it was my opinion that steps should be taken to enable the Japanese railways to obtain some of the critical materials and equipment from the United States in order to effect repairs and improvements to locomotives and other railway equipment, since further deferment of these repairs will very likely result in delays, failures, and serious accidents on the railways which will endanger the lives of Occupation personnel, seriously interfere with the orderly movement of Occupation personnel and material, and retard the distribution of supplies needed by the civil population of Japan.

I told Mr. Acheson that I was preparing a report on conditions on the Japanese railways based on my investigation of them made last Fall. Mr. Acheson asked me to send him a copy of my report. Having just completed this report, I am attaching a copy with the request that it be forwarded to him. If I can be of further assistance in this matter, I am at your service.

Faithfully yours,

Howard G. Hill
HOWARD G. HILL.

1947 AUG 11 AM 11 36

OFFICE
THE SECRETARY
DEPARTMENT OF STATE

APR 23 1949

FILED

894.77/8-147

CS/V

894.77/8-147

FE

AUG 27 1947

*File
W. Hill*

In reply refer to
NA

894.77/8-147

My dear Mr. Hill:

The receipt is acknowledged of your letter of August 1, 1947, to the Secretary of State.

In view of the anticipated early arrival of Ambassador Acheson, your letter was held in the Department for Mr. Acheson. Because of the tragic accident, the report has now been forwarded to the Office of the United States Political Adviser in Japan for information. I am sure that Mr. Acheson would have wished me to express his appreciation for your kindness in forwarding a copy of the report to him.

Sincerely yours,

Max W. Bishop
Acting Chief
Division of Northeast Asian Affairs

TO:	DCR - Mr. Hill
FROM:	
SUBJECT:	
DATE:	
INITIALS:	<i>[Signature]</i>

CS/V

Mr. Howard G. Hill
Consulting Engineer
5542 Nevada Avenue, N.W.
Washington 15, D. C.



894.77/8-147

MWB
NA:MW Bishop/pm
8/26/47

[Initials]
OR
AUG 27 1947 P.M.

5542 NEVADA AVE., N. W.
WASHINGTON 15, D. C.
EMERSON 5757

RAILWAYS
CONSULTING ENGINEER

HOWARD G. HILL

HL

Would you please
handle this. I think we
should get some reply on it
today if possible. *RW*

Office of
DEPARTMENT OF STATE EASTERN AFFAIRS
THE SECRETARY
DIRECTOR
Department of State
October 10, 1947

FE - Mr. Penfield

Please note the attached
file. I told Mr. Hill that we
would try to find out for him
whether his report had been re-
ceived in Tokyo. Could you
have someone check on it and
write to Mr. Hill?

S/S:RBReams

HOWARD G. HILL

CONSULTING ENGINEER
RAILWAYS

5542 NEVADA AVE., N. W.
WASHINGTON 15, D. C.
EMERSON 5757

HL

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THE SECRETARY
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DEPARTMENT OF STATE

THE SECRETARY

10/8

Mr. Humelsine

Mr. Hill came in to see Gen. Carter, whom he says he knows personally, about the attached correspondence. In his absence he would like to see you, around 11:30 tomorrow if convenient.

Mr. Hill realizes that he should talk with someone in NA instead, and has tried to do so. He says he was told by the girls in NA's front office that Mr. Bishop is no longer here, and that no one else in the Division knew anything about the matter.

Mr. Hill was not happy. Do you wish to see him, or shall I attempt to make an appointment with someone in NA for him?

JGC

→ *Reams*

OCT 15 1947

In reply refer to
NA

894.77/10-1547

My dear Mr. Hill:

Upon my return to Washington I was informed that you called last week for the purpose of discussing with Mr. Max Bishop, formerly Acting Chief of this Division, your report on the condition of Japanese railways. I believe Mr. Bishop has written you that the report was forwarded to the United States Political Adviser in Japan.

Should you desire to talk with me regarding this matter, I should be happy to see you at any time. Just have your secretary make an appointment by telephoning my office on Republic 5600, Extension 442.

Sincerely yours,

John M. Allison
Chief
Division of Northeast Asian Affairs

CS/V

A true copy of the signed original.

Mr. Howard G. Hill,
Consulting Engineer,
5542 Nevada Avenue, N.W.,
Washington 15, D. C.

21
OCT 15 1947

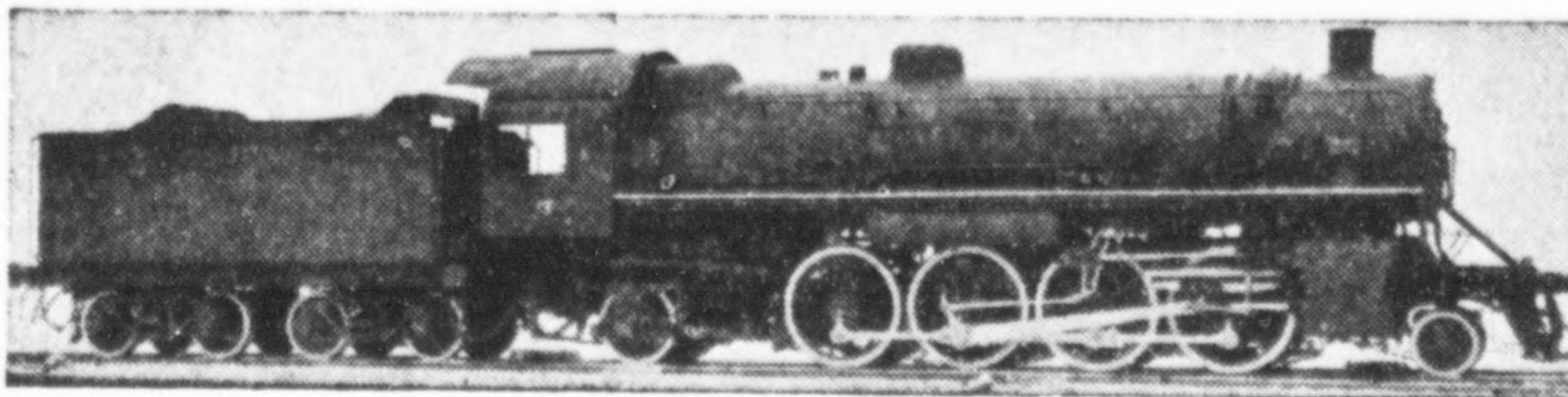
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~~FE~~

894.77/10-1547

HOWARD G. HILL
Consulting Engineer

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8-1-47

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HOWARD G. HILL.

In reply refer to
NA

August 27, 1947

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Sincerely yours,

Max W. Bishop
Acting Chief
Division of Northeast Asian Affairs

OCT 15 1947

Mr. Howard G. Hill
Consulting Engineer
5542 Nevada Avenue, N.W.
Washington 15, D. C.



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

UNITED STATES POLITICAL ADVISER
FOR JAPAN

DATE
ACTION
is assigned to

TRC

DCIR

No. 342

Tokyo, June 10, 1948

UNCLASSIFIED

*VAR 100.88
894.85*
Subject: Japan's Freight Requirements.

The Acting Political Adviser has the honor to enclose five copies of a press release of May 25, 1948 from General Headquarters, Far East Command regarding the amount of freight which must be handled in Japan in the fiscal year 1948-49. The Civil Transportation Section of this Headquarters estimates that 424,000,000 tons of freight must be moved if the Japanese economy is to recover as planned. Of this total, fifty-eight percent will move by motor transport, thirty-one percent by rail, and eleven percent by water. Attainment of this goal for the railroads is dependent upon many factors, including 4500 new freight cars and the repair of 60,000 others, improved scheduling and handling of freight and equipment, and improved communications. As far as ships are concerned, available Japanese shipping has a capacity in excess of either cargo or fuel presently available. Wherever possible, short-haul cargoes will be diverted to highway transport, although only thirty-seven percent of the fuel requirements can be supplied in the form of gasoline, the remainder being substitute fuels. Only a small part of the rubber requirements are available at present, but means are being studied to remedy this difficulty.

The hope of Japanese leaders that high priority will be assigned to the use of funds for transportation improvement has already been mentioned in this Mission's despatch No. 321 of June 4, 1948 reporting observations made as a result of an orientation visit to Kyushu.

894.77/6-1048

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DEPARTMENT OF STATE

JUN 16 PM 1 34

Enclosure:

Press release dated May 25, 1948.
(five copies)

RECEIVED
JUN 18 1948

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UNCLASSIFIED

894.77/6-1048

GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

Press Release:

1330
25 May 1948

424,000,000-TON FREIGHT MOVEMENT NEEDED IN 1948

At least 424 million tons of freight must be moved in the fiscal year beginning April 1, 1948 if Japanese economy is to recover as much as planned, Brig. Gen. F.S. Besson, Jr., Chief of SCAP's Civil Transportation Section, declared today.

Of this total, some 245 million tons will move by motor transport, 130 million tons by rail and 49 million by water, the General said.

"Attainment of the rail goal of 130 million tons depends on a number of factors," the SCAP officer explained. "Most important of these is a program to build 4500 new freight cars of all types and an emergency repair program to place another 60,000 cars in condition to render efficient service.

"This will cost an estimated 3,117,700,000 yen, of which about 1,960,000,000 yen will be for materials and the balance for labor."

Another important factor, General Besson pointed out, is freight car turn-around speed. He said prompt unloading, loading and return of cars will increase tonnage hauled by more than 5 percent, and added:

"Proper scheduling and use of locomotives will also increase tonnage hauled by another 5 percent. This problem is being studied, and it is hoped that by using proper locomotives for every job and assigning them to longer runs with fewer changes there will be a considerable increase in efficiency and a substantial saving of fuel."

The SCAP officer indicated that improved communications will aid in expediting the movement of freight. He added that if cordage and tarpaulins can be secured perishable goods may be hauled in open gondolas.

"The Japanese railways," he declared, "have shown a marked improvement during the Occupation. During the fiscal year ending March 31, 1949, the roads will better their record of last year by 14 percent."

General Besson said there is no present need for chartering foreign vessels, since Japanese ships have a capacity in excess of the availability of both cargo and fuel. He pointed out that steel ships, which are largely coal burners, can carry 18 million tons of freight during the 1948 fiscal year and wooden ships, which are diesel powered, are scheduled to carry in excess of 31 million tons, depending on fuel availability.

(more)
(over)

Wherever possible, short-haul cargoes will be diverted from the railroads to highway transport, the SCAP officer said. He added that despite severe shortages of fuel and equipment, Japanese truckers are expected to move the 245 million tons for which they are scheduled.

The estimated fuel requirement for trucks is the equivalent of 800 thousand kilolitres of gasoline. However the General said, 300 thousand kilolitres of gasoline is the maximum that may be expected for all motor vehicles in Japan. The balance must be substitute fuels (wood and charcoal). Four tons of wood, or two of charcoal are required to equal the power output of one kilolitre of gasoline.

Rubber requirements are estimated to be 14,000 tons of which only a small part is available at present. The Civil Transportation Section chief said his office is studying this problem at the present time.

"After careful study," General Besson concluded, "it is the opinion of this section that the transport systems of Japan are potentially able to meet the needs of the country during the present year. These needs will be met with the close cooperation of this headquarters, the Japanese Ministry of Transportation, and both management and labor within the transportation industry."

-0-

NINE NAVAL OFFICERS ACCUSED IN POW BEHEADINGS

SCAP's Legal Section today charged nine members of the onetime Imperial Japanese Navy, including a former admiral, with beheading four captured American naval airmen. All nine pleaded not guilty when arraigned before an Eighth Army military commission in Yokohama.

One of the Japanese, ex-Capt. Gosuke Taniguchi, also was charged with ordering the decapitation of an unidentified woman. The woman, who was either Australian or American, was dressed in khaki coveralls and carried a pistol when the Japanese captured her in the Celebes, Netherlands Indies, in 1944.

Three of the defendants were charged with command responsibility for execution of the airmen who had survived the crash of a PBY plane in October, 1944. The three are Rear Adm. Tamotsu Furukawa, commanding officer of the 23d Japanese Naval Air Unit; Comdr. Takao Sonokawa, Furukawa's chief of staff, and Captain Taniguchi, who was in command of the 23d Special Naval Base Detachment at Kendari in the Celebes.

Taniguchi claimed in an affidavit filed with Legal Section that Admiral Furukawa asked for custody of the Americans on learning they were to be killed, so that he could use the executions as a moral stimulus for his men. Taniguchi complied with the request and sent the airmen to Furukawa's headquarters on Celebes Island.

(more)
(2)

The six other defendants, who ranged in rank from chief petty officer to a naval captain, were charged with carrying out the beheadings ordered by Taniguchi, Furukawa and Sonokawa.

The four Americans beheaded on Celebes Island were Aviation Radioman 1/c Joseph J. Sorrer, 27 Concord Ave., Maplewood, N.J.; Aviation Radioman 3/c Edwin C. McMaster, 4530 S. Richmond St., Chicago; Aviation Machinist's Mate 1/c Walter G. Price, Box 203, Pampa, Tex., and Aviation Radioman 2/c Henry T. Zollinger, Box 101, St. Matthews, Ky.

Five of their crew mates were beheaded by Taniguchi's subordinates. Both Taniguchi and his former commanding officer, Vice Adm. Morikazu Ohsugi, were convicted by separate U.S. military commissions in Manila of ordering execution of the five and are now serving life terms. Any sentence imposed by the Eighth Army commission now trying Taniguchi and his eight co-defendants for the murder of the four other Americans will be added to his earlier sentence.

The five airmen beheaded by Taniguchi's men at Kendari were Aviation Machinist's Mate 2/c Jake H. Nilva, 1830 Hillcrest Ave., St. Paul, Minn.; Aviation Ordnance Mate 1/c Paul E. Schilling, 35 College St., Clinton, N.Y.; Lt. (j.g.) William F. Goodwin, New York state (address unknown); Aviation Machinist's Mate 3/c Raymond L. Cart, Paris Crossing, Ind., and Aviation Machinist's Mate 1/c Harvey E. Harbecks, 201 Swink Ave., Fowler, Colo.

Two other members of the 11-man crew were killed in the PBY's crash. They were Ens. Arthur W. Kuhlran, 8096 S. Osage Ave., Inglewood, Calif., and Lt. John P. Schenck, 222 Lantwyn Lane, Norberth, Pa.

-0-

KOREAN ILLEGAL ENTRANTS RETURNED TO HOME COUNTRY

During the seven day period which ended May 20, 519 Koreans charged with attempting illegal entry into Japan were returned to South Korea. These Koreans were among 23,758 who have been seized by the Japanese authorities while attempting to enter Japan since October 1945, according to a report to SCAP Tuesday. At present, all but 130 of the Koreans seized by the Japanese have been returned to their homeland, the report revealed.

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