

GHQ/SCAP Records (RG 331, National Archives and Records Service)

Description of contents

- (1) Box no. 3008
- (2) Folder title/number: (17)
Public Works - Roads
- (3) Date: Oct. 1949 - Dec. 1950

(4) Subject:

Classification	Type of record
9640	a, c, e

(5) Item description and comment:

Hiroshima

(6) Reproduction: Yes No

(7) Film no. Sheet no.

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C O P Y

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

D/TK/hk

CCAR 319.1

11 December 1950 ✓

SUBJECT: Report of Field Trip, Kabe, Kake, Nanukaichi
and Kano Town, 6-8 December 1950

TO : Chief
Economics Section

PREPARED BY: Tetsuro Kajiya, Distribution & Industry Division

1. REFERENCE:

C. D. 11

2. PURPOSE:

Surveillance of Industries.

3. BACKGROUND:

None

4. DISCUSSION:

Conferences were held in the pre-mentioned towns in connection with local industrial problems. In view of the geographical locations of the towns industries are limited to small enterprises dealing in agricultural and forestry products.

The following problems are considered worthy in reporting:

Kake Town

Major industry is the Teikoku Seitetsu K.K., Kake Factory which employs 300 workers. Also many small enterprises are engaged in production of charcoal.

Major problem voiced by the Seitetsu Co. was the short supply of charcoal. This factory consumes approximately

Road Construction (H-1)

2000 bales daily and charcoals purchased from Kyushu! This peculiar situation where a producing area of charcoal must import from Kyushu was questioned, and it was found that charcoal purchased from Kyushu is cheaper than those locally purchased even when transportation costs are included. Therefore local producers ship all productions to Hiroshima and other nearby cities. This problem is believed to be one that can be overcome by the Japanese themselves and is reported purely for informational purpose.

Kano Town

This town owns approximately 3,000 chobu of forest land with potential production of 2,000,000 koku of lumber and 1,700,000 koku of charcoal. However, this huge untapped resource of vital materials cannot be exploited due to lack of forestry roads. Town officials claim that at the cost of approximately 5,000,000 yen this particular road can be completed. Completion of this road will not only aid in the exploitation of the above forest area but also create another avenue of entrance into Yamaguchi Prefecture from Shimane Prefecture.

5. CONCLUSION:

None

6. RECOMMENDATION:

It is recommended that a study of this public works program in the Kano area be made and a conference held with Yamaguchi Prefectural Government in order that completion of the pre-mentioned road be realized. The mayor of Kano town claims that influence by the cities exceeds that of the towns at the Kencho whereby very little aid is extended to the towns and villages and much to the cities. (Map of the area concerned has been turned over to Mr. Stradley)

TETSURO KAJIYA
Distribution & Industry Division

C O P Y

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 132

CCAR 004 (D-Kei)

4 October 1950

MEMORANDUM FOR: Mayor, Onomichi City

THROUGH: Chugoku Liaison and Coordination Office

SUBJECT: Bridge Construction

1. Reference is your letter, 19 August 1950, subject: "Application for Using Collateral Money to Construct the Bridge over the Onomichi Harbor Between Onomichi and Mukaishima."

2. The project outlined in reference letter has been discussed with officials of the Construction Ministry. Request for consideration of the project should be submitted through Japanese channels to the Japanese Government for consideration in the 1951-52 budget.

C. N. BAILEY
Colonel, Inf
Chief

1-28-N
SUBJECT FILE

NGK

218

Ref ZCON-1387
ZCON-1566

C O P Y

Ltr, Chugoku CAR, CCAR 004 (D-St), Subj: Bridge Construction - Onomichi,
25 Aug 50

004 (25 Aug 50) CAS-EM 1st Ind

Civil Affairs Section, GHQ, SCAP, APO 500, 29 September 1950

TO: Chief, Chugoku Civil Affairs Region, APO 182

This project has been discussed with officials of the Construction
Ministry. Request for consideration of the project should be submitted
by the Japanese parties concerned, through Japanese channels to the
Japanese Government for consideration in the 1951-52 budget.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl:
n/c

J. A. O'BRIEN
CWO USA
Adm Off

C O P Y

COPY TO - INDUSTRY BRANCH

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
Economics Section

20 June 1950


D-Ke

MEMORANDUM FOR: Chief, Chugoku Civil Affairs Region

SUBJECT: Request for Endorsement of US Aid Counterpart Fund
Appropriation for the Construction of 100 meter Boulevard,
Hiroshima City

1. Reference: Application from Mayor, Hiroshima City, 30 May 1950, Subject as above.
2. Subject application has been submitted to GHQ SCAP in the proper manner through Japanese channels.
3. All information required for SCAP action is contained in the application.
4. No action by this headquarters is desired by SCAP/CAS in connection with use of Counterpart Funds except when excessive delays occur in receiving an answer to applications.
5. The US Aid Counterpart Fund Appropriation is designed for industrial development such as hydro electric power plants, flood control, river and harbor development and private plant improvement. It is the understanding of this section that in general it is not to be used for municipal improvement.
6. If SCAP desires regional civil affairs to make recommendations on such applications requests are made.

SCAPIN 1988


HENRY C. KEISEL, DAC
Chief, Economics Section

Noted RPL

1-28-H

*Mr Stradley
D-Ke
Send your copy for info
AKK*

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
Economics Section

22 May 1950

MEMORANDUM FOR RECORD:

SUBJECT: Road Construction, Repair and Maintenance, Kure City

A conference was held with Mr Oka, Assistant Chief, Civil Engineering Section, Kure City and Mr Yamanaka, Chief, City Planning Section, Kure City concerning road construction, improvement, repair and maintenance.

1. Construction, repair and improvement of roads:

Preliminary Application was submitted to the Central Government for the following projects totalling ¥19,986,846 for the 1950 Fiscal Year:

Name of Project	Total Expenditure	Subsidy			Remarks
		National	Prefectural	City	
Hondori-Kegoya-Aga	¥ 5,692,000	50%	-	50%	Eliminated by Central Gov't
Kure-Nigata	1,425,000	-	-	100%	
Yokoro-Shiraishi	1,484,596	-	-	100%	
Circular Road	2,298,250	-	-	100%	
Miyahara	2,417,000	50%	-	50%	Eliminated by Central Gov't
Nanmon-Nabe	1,400,000	50%	-	50%	
Hondori-12 chome	2,445,000	50%	50%		
Kuramoto-Hondori	2,514,000	50%	50%		
Shimonaka-Niko	41,000	50%	50%		
Total	19,986,846				

Final application has not yet been submitted to the Central Government by the Kure City Office.

No work is or will be done on the above projects pending decision by the Diet on Suiji Chieki (Water Utilization and Land Benefit) Tax Bill which is expected to be passed around June 1950.

I-28-H

MEMORANDUM FOR RECORD: By H C Keisel
 Subject: Road Construction, Repair and Maintenance

22 May 1950

2. Preliminary application was submitted to the Central Government for the undermentioned improvement projects on asphalt roads for 1950 Fiscal Year:

<u>Name of Project</u>	<u>Total Expenditure</u>	<u>National Subsidy</u>	<u>City Subsidy</u>
Improvement of roads, Kure Arsenal Area	¥1,200,000	50%	50%
Asahi Akebonocho-Tatsukawa-Gorimachi	1,110,000	50%	50%
Total	¥2,310,000		

No final application from the Kure City Office to the Central Government has been submitted as yet.

The Kure City must raise one half of the aforementioned expense in order to receive another half of the total expenditure as national subsidy from the Central Government.

3. Present maintenance and repair work:

<u>Location</u>	<u>Number of Men</u>	<u>Type</u>
Uchigami	8	Small repair on asphalt road
Aga (Nobesaki)	9	Surfacing on gravel road
Aga (Shioya)	5	Levelling the surface of gravel road
Shimizu Dori	20	Small repair on concrete road
Miyahara 11 chome	10	Surfacing on gravel road
Kegoya 12 chome	10	Levelling the surface of gravel road
Total	62	

Mr Nishimura, Chief, Civil Engineering Section, Kure City Office determines these projects on the basis of information and data submitted to him from the engineers of his section.

HENRY C KEISEL, DAC
 Chief, Economics Section

*Noted RPL
 Noted - RBS*

FIELD TRIP REPORTR.G. STRADLEY12 May 1950
Onomichi1. Purpose:Inspection of Road construction in Onomichi City.2. Background:

Surveillance in accordance with O.D. 11.

3. Discussion:

Conferees.

Mr. Yokoyama, Chief Fukuyama Branch of Chugoku-Shikoku Construction Bureau.

Mr. Shimoya, Chief Onomichi Branch, of Chugoku-Shikoku Construction Bureau.

Mr. Kashiwabara, Engineer, Chugoku-Shikoku Construction Bureau.

a. Location inspected:

No. 1 Project, Starting from in front of Onomichi Railway Station toward Fukuyama along the railroad, a distance of 2 kilometers.

b. No. 2 Project, 2.5 kilometers from the end of No. 1 project, toward Fukuyama along the railroad, a distance of 1 kilometer.

c. Major points discussed,

(1) The "U" type open culvert along the railroad is uneconomical, unsanitary and unable to gain more road.

(2) The use of pipe under the pavement entails too much expense. The concrete base under the pipe should have been substituted by wooden saddle which will last at least 20 years in dry soil.

(3) Instead of the "U" type culvert, "L" type gutter should have been adopted.

d. Construction, Size of balast, Approx 3cm
3 layers,
8 cm thick.

Filler, degenerated Granite.

e. Asphalt, According to Mr. Yokoyama, the road needs Asphalt surfacing in the future and it will probably be done in 1951.

f. Total cost of Pipe ¥2,358,000.

Number of pipes, About 900 pcs.

Distance, 1,875 meters.

Approx price per pipe, ¥1,255
Including expenses for base and excavation (75%).
Excluding labor, clerical work and machinery (25%).

4. Conclusion:

There was no evidence of soil control.

5. Recommendation:

Sending of the Japanese soil mechanic to the university of Iowa for the study of soil control is advisable.

RSS
R.G. STRADLEY.

CITY OF HIROSHIMA
HIROSHIMA, JAPAN
OFFICE OF THE MAYOR

Hiro/Fuku
To/Sho/Otsu
No. 5

24 Oct. 1949

SUBJECT : Notice re Permanent Closing of a Road to be finally
Abolished in Pursuance of City Planning Work

TO : Commanding Officer,
Hiroshima Civil Affairs Team,
Kure

With relation to the subject, we should like to inform you
that thoroughfare shall be closed in the following manner.

1. Name of road : Kabe-Ujina Harbor Prefectural Road
2. Locality to be closed : Within the boundary of Matsubara-
cho, Hiroshima City (as shown in
attached map)
3. Reason of closing : Said road is to be substituted by
the road already projected in City
Planning work.
4. Date of closing : On and after Oct. 25, 1949.

Shinzo Hamai
Shinzo Hamai
Mayor, Hiroshima City

I-28-H

3279

ECON 182

CITY OF HIROSHIMA
HIROSHIMA, JAPAN
OFFICE OF THE MAYOR

Hiro/Fuku
To/Sho/Otsu
No. 5

24 Oct. 1949

SUBJECT : Notice re Permanent Closing of a Road to be finally
Abolished in Pursuance of City Planning Work

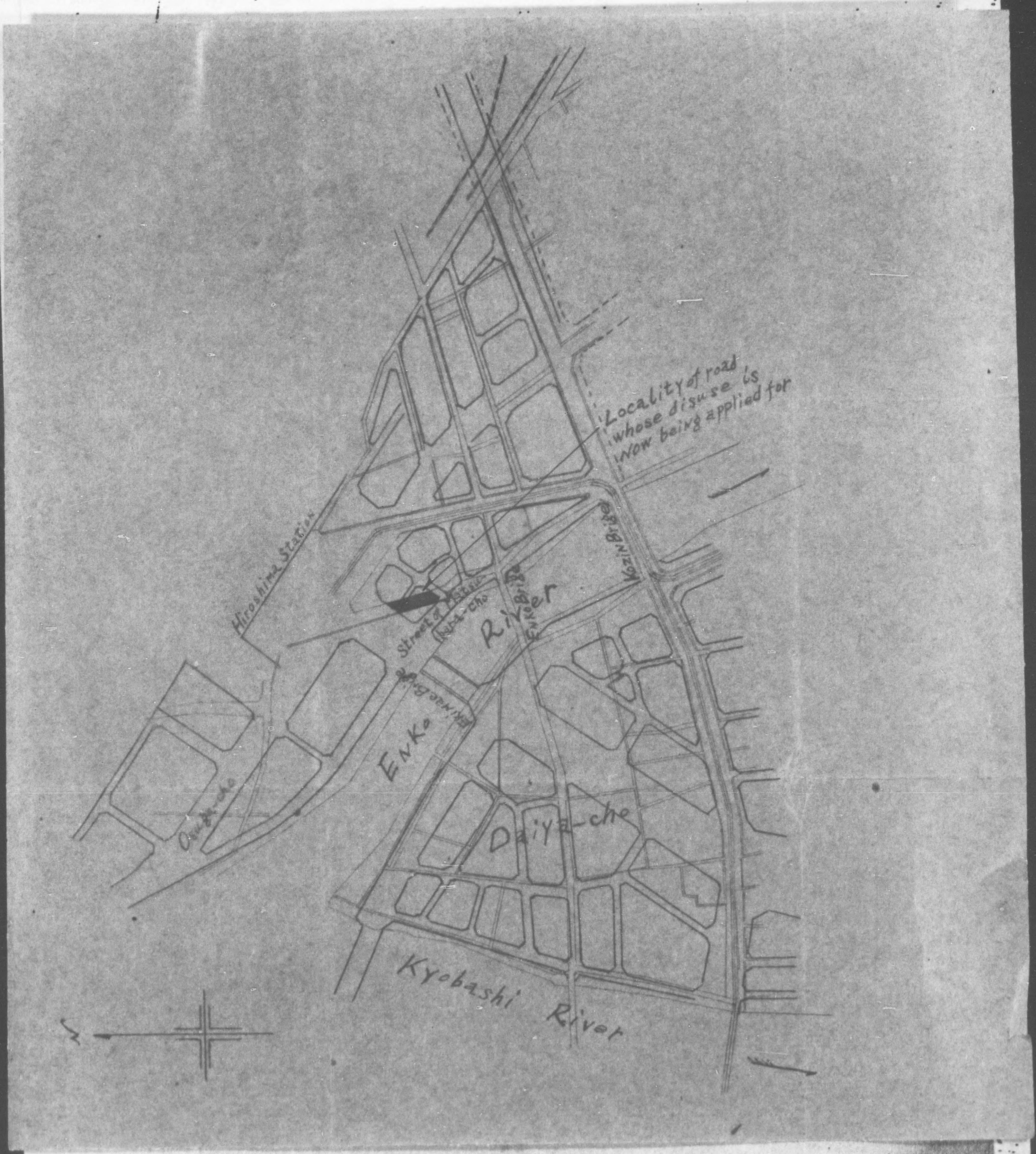
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cho, Hiroshima City (as shown in
attached map)
3. Reason of closing : Said road is to be substituted by the
road already projected in City Plan-
ning work.
4. Date of closing : On and after Oct. 25, 1949.

Shinzo Hamai
Mayor, Hiroshima City

ECON 182



Locality of road
whose disuse is
now being applied for

Hiroshima Station

Street of Hiroshima
(Kaba-cho)

Rikyo River

Kozin Bridge

Enko

Daiya-cho

Kyobashi River

