

SECRET

GENERAL HEADQUARTERS
FAR EAST COMMAND
Operations, CIS, G-2
Compilation Branch

APO 500
2 August 1947

SUBJECT : FURUYAMA Katsuo

Sep 1942 Director, South Manchurian Railway Company.
Chief, Tokyo Branch, South Manchurian Railway.

Aug 1943 Supervisor, Shantung Mining Industrial Company.

Jun 1947 Chief Manager, Manchurian Railroad Comrades'
Rehabilitation Society (MANTETSU SHAYU SHINSEI-
KAI).

SECRET

Incl 9

SECRET

GENERAL HEADQUARTERS
FAR EAST COMMAND
Operations, CIS, G-2
Compilation Branch

APO 500
2 Aug 1947

SUBJECT : FUTAMI Akisaburo
DATE OF BIRTH : 3 January 1895
PRESENT ADDRESS : 1099, 3-chome, Matsubara-cho, Setagaya-ku, Tokyo.
MILITARY SERVICE : Major General;
Retired 25 September 1945.

Incl 10

SECRET

1 May 1947

MEMORANDUM FOR: Mr. Sutton

FROM : EDWARD P. MONAGHAN, Acting Chief
Investigative Division, IPS

SUBJECT : Defense Witness

1. Please find attached hereto list of material available on the following witness and/or witnesses.

DEFENDANT - General
Testified 28 April

WITNESS

FURUYAMA, Katsuo

LIST OF MATERIAL AVAILABLE

Memo for the files

2. Please acknowledge receipt of this memorandum by initialling and returning attached carbon copy to this office, Room 300.

Incl
(Described above)

E P M
EDWARD P. MONAGHAN

Report by H. Shimojima

30 April 1947

Memo for the file:

Subject: FURUYAMA, Katsuo

Check of IPS Case files reveals no information on Subject.

5 May 1947

MEMORANDUM FOR: Mr. Sutton

FROM : EDWARD P. MONAGHAN, Chief, Investigative Division, IPS
SUBJECT : Defense Witness

1. Please find attached hereto list of material available on the following witness and/or witnesses.

DEFENDANT - Witness General
Testified 28 April

WITNESS

FURUYAMA, Katsuo

LIST OF MATERIAL AVAILABLE

Curriculum Vitae

2. Please acknowledge receipt of this memorandum by initialling and returning attached carbon copy to this office, Room 300.

Incl
(Described above)

E P M
EDWARD P. MONAGHAN

CURRICULUM VITAE

Personal History of FURUYAMA, Katsuo

Permanent Domicile	HIKAWA-MURA, HIGASHI YAMANASHI-GUN, YAMANASHI PREFECTURE.
Present Address	No.41, Itchome MABASHI, SUGINAMIKU, Tokyo.
NAME	FURUYAMA, Katsuo
DATE OF BIRTH	Sept. 13, 1896 (29th year of Meiji)
Mar. 1921	Graduated Law Department of the Tokyo Imperial University.
May, 1921	Employed by the South Manchuria Railway Company.
Aug. 1924	Became assistant Station Master of MUKDEN Station.
Oct. 1926	Became the MUKDEN Station Master.
Oct. 1928	Became Chief of the Transportation Section of the Railroad Dept.
Jan. 1932	Adviser to the Railroad Bureau of the MUKDEN-SHANHAI KWAN Railway.
May, 1934	Chief investigator of the 3rd Section (Traffic) of the Economic Investigation Committee.
Oct. 1936	Chief of the Traffic Section of the Industrial Dept.
Mar. 1938	Assistant Manager of the HSINKING Branch.
Oct. 1940	Manager TOKYO Branch.
Aug. 1942	Director.
Jan. 1944	Chief of the Transportation Bureau.
Oct. 1944	Chief of the General Affairs Bureau.
Sept. 1945	Retired from the South Manchuria Railway Company.
Sept. 1946	Returned to Japan Proper.

7 May 1947

MEMORANDUM FOR: Mr. Sutton

FROM : EDWARD P. MONAGHAN, Chief, Investigative Division, IPS
SUBJECT : Defense Witness

1. Please find attached hereto list of material available on the following witness and/or witnesses.

DEFENDANT - Witness General
Testified 28 April

WITNESS

LIST OF MATERIAL AVAILABLE

FURUYAMA, Katsuo

Memo for the file

2. Please acknowledge receipt of this memorandum by initialling and returning attached carbon copy to this office, Room 300.

Incl
(Described above)

E P M
EDWARD P. MONAGHAN

Report by: H. Shimojima

7 May 1947

Memo For the File

Subject: FURUYAMA, Katsuo

Check of IPS Case files reveals no information
regarding Subject.

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DIRECT EXAMINATION OF FURUYAMA, KATSUO,
by Mr. Cunningham.

- 20941 * The witness stated he lived in Tokyo. He identified exhibit No. 2505 as his affidavit, and stated that the statements contained therein were true and correct. * The affidavit stated that after graduating from Tokyo Imperial in 1921, in May of that year he joined the South Manchurian Railway, and resigned from the company in September 1945. From January 1932 to May 1934 he was adviser of the Mukden Railway Office.
- 20943
- 20944 Manchukuo was founded on March 1, 1932, and it took a year and a half to see peace and order regained and the new system set up. On September 15, 1932, Manchukuo was recognized by Japan as an independent state. Later the UMEZU-Ho Agreement was agreed on to solve all disputes * between China and Manchukuo. An understanding was reached to make use of that opportunity to settle all other questions pending. In July of 1933 a conference was held at Dairen to inaugurate a through service of railways and communications of the two countries. The witness took part in matters of the railway. China was represented by a director of the Peiping-Shanhaik Railway, and local government representatives. Manchukuo was represented by the director of the Mukden Railway and the witness.
- 2-045 * As a result of the conference, the East Tourist Bureau was established, to be run jointly by China and Manchukuo to carry on all business concerning through traffic service. All detailed matters were drawn up about two months after. This was the agreement governing through traffic of the Mukden-Shanhaikwan and the Peiping-Shanhaikwan Railways. Through service was begun from about January 1, 1934.

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CROSS-EXAMINATION by Judge Nyi.

20946

* The witness stated that when he said that he was adviser to the Mukden Railway Office, he meant the Mukden-Shanhaikwan Railway. Its former name was the Peining, running between Peking and Mukden before the war. This road was not under the control of the South Manchurian.

20947

When asked whether a contract was not entered into about February 9, 1933, that all Manchurian railways should be operated by South Manchuria, the witness stated he was not familiar with the matter. When asked whether it was true that there was a protocol between Manchukuo and * Japan in September, 1932, guaranteeing that Japan's treaty rights, as formerly enjoyed, should not be affected by establishing Manchukuo, the witness stated he was not familiar with such fundamental matters because he was only a technical adviser on railway matters.

20948

* When he was asked whether after the establishment of Manchukuo, matters relating to railways through Manchuria were entirely entrusted to Japan, he said that the matter did not reach that stage. He was adviser in response to an invitation to serve in that capacity, and he was not familiar as to how far these questions progressed. The matter of his becoming adviser to the Mukden Office was proposed by the Chief of that office and the President of the South Manchurian Railway, who ordered the witness to serve as an adviser. His authority came from the South Manchurian Railway. He knew nothing about whether he also served on the recommendation of the Kwantung Army. * He went to work at the order of the President of the South Manchuria and he did not know the conversation held before the order was given. He was not familiar that there was an agreement in force between Japanese and Manchurians that Japanese advisers should be employed in government offices.

20949

20950

When asked whether it was not more appropriate to say he represented Japan in the Dairen Conference, he stated he attended as adviser to the Chief of the Mukden Railway Office, Mr. Kan Tuo. * Mr. Lei Shou-jung was a representative of the Chinese political organs at the conference.

Page

He regarded him as a representative of the local regime in Peiping. He did not know what relations he had politically with Nanking.

He stated that the Eastern Tourist Bureau was not a Sino-Japanese joint enterprise, but was created after talks between railway authorities. It was not jointly operated by Japanese and Chinese. It was made up of authorized representatives of both railways. While there were two or three Japanese assisting, it was not a Japanese enterprise.

20951

* When asked about the composition of the Tourist Bureau, he said he did not remember very well, but railway carriages were provided by this company for both railways, and this company handled through traffic exclusively. He stated that the organization was not related to either the China Travel Bureau or to the Japan Tourist's Bureau. It was organized by the two railways.

20952

* The witness stated that Dairen was inside the Kwantung Leased territory, and was set apart from the rest of Manchuria politically. He did not know why Dairen was chosen as the place of meeting. It was * not on the railway in question. He did not know why it was held there, but it was probably chosen because of its good climate and pleasant accommodations.

20953

20954

* He did not know that China had made a reservation, but such talks would not imply recognition of Manchukuo. He is not positive that it was a meeting of the local officials. He had not meant in using the term "so-called" in his affidavit to imply that it was not a conference, but to show that it was called the "Dairen Conference."

20955

* At the conference the principle of establishing the Tourist Bureau and Through Traffic was determined, and it took two months to arrange the details. He had no clear or positive recollection that as late as June 1934 the Kwantung Army was still exercising pressure to put into effect through traffic.

NARRATIVE SUMMARY OF THE RECORD
April 28, 1947
DEFENSE - Division III - China
FURUYAMA - Cross

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20956 * He had no recollection that actual resumption did not take place until July, 1934. As he remembered it, it began about January 1, 1934, and he was positive about it.

20957 * He was not very clear about when the UMEZU-Ho Agreement was signed, and he could make no positive statement. * He did not know whether it was made in 1935. He did not recall that it took place after the Dairen Conference. He was not familiar in detail with the subject matter of the agreement, but at the time he had heard of such an agreement.

He had written that it was signed for the solution of all pending issues, because he had heard such a thing.

20959 * The way he understood the matter, it was intended to solve the disputes, and the two parties were China and Manchukuo.

Def Doc No. 1006

Translated by
Defense Language Branch

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

Sworn Deposition

Deponent :- FURUYAMA Katsuo

Having first duly sworn an oath as on attached sheet and in accordance with the procedure followed in my country I hereby depose as follows.

I am FURUYAMA, Katsuo by name, living at house-number 41, 1-chome Mabashi, Suginamiku, Tokyo and aged 52.

Graduated from the Law Department of the Tokyo Imperial University in 1921, became a member of the South Manchurian Railway Company Ltd., in May of the same year. Resigned from the Company at its dissolution in September, 1945. While in the South Manchuria Railway Company I was an Adviser of the Mukden Railway Office, January, 1932 to May, 1934.

Regarding the So-called Dairen Conference, I state as follows:--

Manchukuo was founded On March 1st, 1932. It took about one year and a half, to see the internal order and peace regained,

and various systems needed in an independent state inaugurated. It was on September 15th, 1932, that Manchukuo gained recognition by Japan as an independent state. Later the Umezu-Ho Ying-Chin agreement was signed for the purpose of solving all disputes between China and Manchukuo. An understanding was reached between the leaders of the two countries to make use of that opportunity and settle all other questions pending between China and Manchukuo. In July or so of 1933, a Conference was held at Dairen for inaugurating a through service between railways and communications of the two countries.

I myself took part in matters of the railway. China was represented at this conference by the Director of the Peiping-Shanhaik Railway, Mr. Yin Tung, and the local government representative, Mr. Lei Shou-Yang, as Chief-delegates, while from the side of Manchukuo, the Director of the Mukden Railway, Mr. Kan Tuo, and I, then Adviser to the same Railway Office, attended as Chief delegates.

The conference was held at the Ryoto-Hotel, Dairen. As a result of the Conference an establishment, the Toho-Ryokosha (the East ^uTourist Bureau), was set up which was to be run by the joint management of the two governments for the purpose of carrying on all businesses concerning the through traffic service. All detailed matters were drawn up in about two months after the conference, and this became the agreement governing through traffic services of the Mukden-Shanhaikwan and Peiping-Shanhaikwan Railways. The through railway traffic

Def Doc No. 1000

service between the two countries by the virtue of the
aforesaid agreement was commenced from about January 1st, 1934.

"FURUYAMA, Katsuo.

On this fourth day of February, 1947

At KOKUMIN School, Nishimachi,
Shitayaku.

DEPONENT FURUYAMA, Katsuo (seal)

I, SANMONJI, Shohei hereby certify that the above
statement was sworn by the Deponent, who affixed his signature
and seal thereto in the presence of this witness.

On the same date

At KOKUMIN SCHOOL, Nishimachi,
Shitayaku, Tokyo-To

Witness: (signed) SANMONJI, Shohei, (seal)

Alawyer.

Def Doc No. 1006

OATH

In accordance with my conscience I swear to tell the whole truth withholding nothing and adding nothing.

FURUYAMA, Katsuo (seal)

His Umeyu agreement

Shibayama - R 20,774 - 20,780

References in record - 20,780

Ex 58 of

Logan of Nat Ref. - Re 3,300

- on agreement disputed by the "Chies"

Records summary of

4 7206A - vol 1 - 15,775-6

North R 3746-48