

Doc 2950. Evid.

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DATE 6 Jan. 47

EVIDENTIARY DOC. NO. 2950

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Exhibit # 1990

Signature Woolworth

Room # _____

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST.

THE UNITED STATES OF AMERICA, et al.)	
)	
- AGAINST -)	<u>A F F I D A V I T.</u>
)	
YARAKI, SADA0, et al.)	

I, Eiguma ISHIDA, do swear on my conscience that the following is true:

I reside at KAGOSHIMA-SHI, NAGOYOSHI-CHO, No. 599 MATSUOTO, KATA.

I began my military service in 1912. I graduated from the Army War College in 1926. At the outbreak of World War II, I as Major-General was in command of transportation in INDO-CHINA on the HANOI - SAIGON Railway. After the outbreak of the war I went to BANGKOK and was in command of the 3rd Field Railroad HQ, transporting supplies to the railroad of THAILAND, MALAYA and FRENCH INDO-CHINA. In early August of 1943 I received the order to command the 2nd Railway Department and 4th Special Railway Construction Command from the War Minister in TOKYO. At the time I received the order, I was at KUALA LUMPUR 400 kilometres north of SINGAPORE. I went to the Headquarters of the railroad at a place called KANCHANABURI, about 100 kilometers north of BAMPONG; about the middle of August, 1943, where I remained until the 4th of September 1943 when I went to KONQUITA to personally command the construction. The orders from the War Ministry put me in command of three departments; namely; the 2nd Railway Department; the 4th Special Railway Construction Command for the construction of the BURMA-THAILAND Railway and the 3rd Field Railway HQ. I was told the length of the railroad was 415 kilometers and upon completion it was used for the transportation of supplies to the Japanese troops in BURMA.

The prisoners of war employed were mainly British, Australian and Dutch. In July, 1943, before I became commander of this railway, Lieut-General WAKAMATSU and Colonel KATO visited the construction work while I was in command. Lieut General NAKAMURA, Aketo, who was the commander at BANGKOK, was in command of the Supply Depot for the supply of food etc. provided to the prisoners. The BURMA-THAILAND railroad was constructed principally by the labor of prisoners of war and coolies. The railroad was completed on the 17th of October, 1943. The direct and chief cause for the speedy construction of the BURMA-THAILAND railroad was principally a tactical operation. The fact remains that ther

was a necessity for land transportation between BURMA and THAILAND as no such route existed. The necessity for its construction at the time and for the haste in its construction was caused by the difficulty of transportation by water due to attacks of Japanese shipping by submarines and from the air. As a result of the fact that Japanese troops in BURMA were starving and the completion of the railroad meant that they would receive supplies from SINGAPORE and BANGKOK.

After the construction was completed I was still in charge of the transportation over the BURMA-THAILAND Railroad and there were still a small number of prisoners of war kept employed for the maintenance of work in connection with transportation. I was continuously at the scene of construction from September 5th until October 17, 1943. and I knew that the sick and death rate amongst the prisoners was very high. When I arrived at KANCHANABURI, the scene of the construction of the railroad, in August, I received reports from various officers under my command and I learned of the fact that prisoners and workers in the railroad were dying as a result of very severe conditions. I worked for the betterment of conditions. On my inspection trip to the hospital, I saw that a number of prisoners were sick. When I was in KUALA LUMPUR in the middle of 1944 I heard that the South Army had received complaints from the British and Dutch Governments concerning the treatment of prisoners of war employed on the BURMA-THAILAND Railroad. The authorization for the employment of prisoners of war on the BURMA-THAILAND Railroad must have come from the General Staff in TOKYO. I remained in charge of the supervision of the BURMA-THAILAND Railway, which was under the command of the 4th Special Railway Construction HQ until May 1945.

Sworn to and subscribed before me
at CHANGI GAOL, SINGAPORE,
this day 9th of November 1946.

Eiguma ISHIDA.

/s/ K.S. Kalsi Major

C E R T I F I C A T E

I, MIZUTA, Shigetoshi, hereby certify that I am fully conversant with the Japanese and English languages and that I truly and correctly translated from English to Japanese and from Japanese into English the oath administered to Eiguma ISHIDA, the nature and purpose of which oath was fully understood by the said affiant.

Mizuta, Shigetoshi (signed)

INTERNATIONAL PROSECUTION SECTION

Doc. No. 2950

6 January 1947

ANALYSIS OF DOCUMENTARY EVIDENCE

DESCRIPTION OF ATTACHED DOCUMENT

Title and Nature: Affidavit of General ISHIDA, Eigumo

Date: 9 Nov 1946 Original Copy Language:

Has it been translated? Yes No

Has it been photostated? Yes No

LOCATION OF ORIGINAL

Document Division

SOURCE OF ORIGINAL: General ISHIDA

PERSONS IMPLICATED: Imperial General Staff; TOJO, Hideki

CRIMES TO WHICH DOCUMENT APPLICABLE:

SUMMARY OF RELEVANT POINTS

General ISHIDA reviews some history of construction of Burma-Thailand Railroad, and authorities responsible for use of prisoners on same.

Analyst: W.H. WAGNER

Doc. No. 2950

極東國際軍事裁判所

Doc. 2952

アメリカ合衆國其ノ他

對

荒木貞夫其ノ他

供 述 書

余、イシダ エイグマハ、良心ニ基キ左記陳述ノ
ISHIDA EIGUMA
眞實ナルコトヲ誓言ス。

余ハ鹿兒島市ナガヨシ町五九九番地、マツモト方
ニ居住ス。余ハ一九一二年^② / 明治四十四年^② / 初メテ
Matsumoto Ooba

軍務ニ服シ、一九二六年 / 大正十五年 / 陸軍大學校
ヲ卒業セリ。第二次世界大戦ノ勃發當時、余ハ陸軍

少將トシテ、河内西貢鐵道ニ依ル印度支那ニ於ケル

輸送ノ指揮ニ當リ居タリ。戦争勃發後ハ盤谷ニ赴キ、
HANON BANGOR

泰國、馬來、及ビ佛領印度支那ノ鐵道ニ依ル補給物
PANHOK

資輸送ニ當レル第三野戰鐵道部隊^②ノ指揮ニ任ジタリ。
司令官

一九四三年 / 昭和十八年 / 七月下旬或ハ八月初メノ^②

頃、東京ノ陸軍大臣ヨリ、⁽²⁾第二鉄道監及第四特設鉄道隊司令官
泰緬鐵道 / 山口 山口

ヲ兼任スベキ
CHAI RAHROU / 建設ノ指揮ヲ受繼グベシトノ命ヲ

受ケタリ。右命令ヲ受領シタル當時余ハシンガポ
/ SINGAPORE

ル⁽⁴⁾北⁽⁵⁾方四〇〇⁽⁶⁾新ノコロ⁽⁷⁾ン⁽⁸⁾ニ⁽⁹⁾ア⁽¹⁰⁾リ⁽¹¹⁾タ⁽¹²⁾リ。余ハ一九四
/ 北 南 方 四 〇 〇 新 ノ コ ロ ン ニ ア リ タ リ 。 余 ハ 一 九 四

三年ノ昭和十八年ノ八月中旬、⁽¹³⁾暹⁽¹⁴⁾北⁽¹⁵⁾方約一〇〇⁽¹⁶⁾新、
/ 暹 北 方 約 一 〇 〇 新

カンチヤナブリト稱スル地點ニ在リタル⁽¹⁷⁾南⁽¹⁸⁾鐵道司令
/ 南 鐵 道 司 令

部ニ赴キ、一九四三年ノ昭和十八年ノ九月四日迄同
/ KANOHANABURI / 部ニ赴キ、一九四三年ノ昭和十八年ノ九月四日迄同

處ニ滞留、次テ自ラ建設指揮ニ當ルタメ⁽¹⁹⁾コ⁽²⁰⁾ノ⁽²¹⁾キ⁽²²⁾タ⁽²³⁾リ
/ KONOKIYAH / 處ニ滞留、次テ自ラ建設指揮ニ當ルタメコノキタリ

ニ赴キタリ。陸軍省ヨリノ命令ニ依リ余ハ次ノ三部
/ 建設ニ任ジラル第二鉄道監部
ニ赴キタリ。陸軍省ヨリノ命令ニ依リ余ハ次ノ三部

門ノ指揮ニ任ジタリ。即チ⁽²⁴⁾泰⁽²⁵⁾緬⁽²⁶⁾鐵道、⁽²⁷⁾第⁽²⁸⁾三⁽²⁹⁾野⁽³⁰⁾戰⁽³¹⁾鐵道
/ 泰 緬 鐵 道 、 第 三 野 戰 鐵 道

及⁽³²⁾ビ⁽³³⁾第⁽³⁴⁾二⁽³⁵⁾鐵道建設部隊⁽³⁶⁾之ナリ。余ノ聞キタル處ニ依
/ 及ビ第二鐵道建設部隊之ナリ。余ノ聞キタル處ニ依

レバ同鐵道ノ延長ハ四一五⁽³⁷⁾新ニシテ、完成後直チニ
/ レバ同鐵道ノ延長ハ四一五新ニシテ、完成後直チニ

在緬日本軍部隊ニ對スル補給物資輸送ニ供セラレタ
/ 在緬日本軍部隊ニ對スル補給物資輸送ニ供セラレタ

リ。
/ リ。

使役俘虜ハ主トシテ英人、濠洲人及ビ蘭人ナリキ。
/ 使役俘虜ハ主トシテ英人、濠洲人及ビ蘭人ナリキ。

一九四三年ノ昭和十八年ノ七月中、余ガ本鐵道指揮
/ 一九四三年ノ昭和十八年ノ七月中、余ガ本鐵道指揮

官ニ就任スルニ先立チ、ワカマツ⁽³⁸⁾中⁽³⁹⁾將及ビカト⁽⁴⁰⁾ー大
/ 官ニ就任スルニ先立チ、ワカマツ中將及ビカトー大

WAKAMATSU

KATO

佐ハ余ガ指揮中ノ建設工事ヲ觀察セリ。盤谷ニ於ケル司令官タリシナカムラ アケト木將ハ俘虜ニ對スル食料及被服給與ノ責任者ナリキ。泰緬鐵道ハ主トシテ俘虜ノ勞役ニヨリ建設セラレ、一九四三年ノ昭

和十八年ノ十月十七日竣功セリ。泰緬鐵道ノ建設ハ主トシテ戰術上ノ要求ニ因ルモノニシテ、當時ノ事

情ハ緬甸、泰國間ニ陸上輸送ノルート存在セザリシガ故ニ、之ヲ必要トシタルモノナリ。當時之ガ建設

ヲ必要トシ且ツ急速ナル建設ヲ要セシ所以ハ、對日本船舶ノ潛水艦及ビ空ヨリスル攻撃ニヨル水上輸送

ノ困難ニ基因セリ。其ノ結果、日本軍隊ハ飢餓ニ瀕シツツアリシ次第ニシテ、本鐵道ノ完成ハ之等日本

軍隊ガ本陣ヨリノ物資補給ヲ受ケ得ルコトヲ意味スルモノナル事實ノ結果トシテ余ハ大ニ賞揚セラレタ

建設工事ノ竣功ヲ見タル後モ、余ハ依然泰緬鐵道

ニ依ル輸送監督ノ任ニ留マリタリ、尙多數ノ俘虜ハ

①

②

③

④

⑤

⑥

カチシメタル直接主因ハ

AKAHTERA AKOTO

及モカ

ヲ末

② 緬甸ニ在ル

①6 ینگホル山盤右方側

②

リ。

⑤ アリタリ

⑥

引續キ保線及ビ輸送關係ノ仕事ニ使役セラレタリ。

余ハ、一九四三年／昭和十八年／九月五日ヨリ十月十七日ニ至ル間終始工事ノ現場ニ在リテ、俘虜ノ間

ノ罹病及死亡率ガ著シク大ナルコトヲ認メタリ。余

ガ八月、同鐵道建設工事ノ現場タル、^{(2) カンチヤナブリー}、^{(2) ヲノキターニ}

中のH.H.H.H.H.H.

到着セル際、余ノ指揮下ニアル諸多ノ將校ヨリ報告

^{(2) 不良な}

ヲ受ケ、同鐵道從事ノ俘虜及ビ勞働者ガ極メテ苛酷

^{惡條件下ニ於テ}

ナル状態ノ結果トシテ死亡シツツアル事實ヲ知リタ

リ。余ハ状態ノ改善ニ力ヲ盡シタリ。余ハ病院ヲ視

察セル際、多數俘虜ノ罹病セルヲ認メタリ。余ハ又、

泰緬鐵道ニ使用セラレタル俘虜ノ待遇ニ關シ、英蘭

^{(2) 十九年中頃ラカラ}

兩政府ヨリ南方軍ガ抗議ヲ受ケタル事ヲ耳ニセリ。

^{ルニ於テニ於テ耳ニセリ}

泰緬鐵道ニ於ケル俘虜使役ノ權限委任ハ東京參謀本

部ヨリ發セラレタルニ間違無カルベシ。余ハ一九四

^{(2) 某時特設鐵道隊司令官ヲ長トスル}

五年／昭和二十年／五月迄引續キ泰緬鐵道輸送ノ指

^{泰緬鐵道隊ヲ監督スルノ}
揮ノ任ニ當リタリ。

署名欄（イシダエイグマ）石田榮熊

余ノ前ニテ宣誓、署名セリ

於 ケヤンギー刑務所

一九四六年ノ昭和二十一年ノ十二月 廿九日

署名欄

~~石田榮熊~~
K. I. Kawai Mayor.

9th November 1946.

證 明 書

余 水田重人

ハ茲ニ、余ガ日本語及ビ

英語ニ充分精通シ居ルコト、及ビイシダ エイグマ
ヲシテ行ハシメタル右宣誓ヲ、余ハ眞實且ツ正確ニ
英語ヨリ日本語ニ、又日本語ヨリ英語ニ翻譯セルコ
トヲ證ス。本宣誓ノ意義及ビ目的ハ右宣誓者ニヨリ
充分了解サレシ所ナリ

署 名 欄

水田重人

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST.

THE UNITED STATES OF AMERICA, et al.)
)
 - AGAINST -) A F F I D A V I T.
)
 YAKI, SADAO, et al.)

I, Eiguma ISHIDA, do swear on my conscience that the following is true:

I reside at KAGOSHIMA-SHI, NAGOYOSHI-CHO, No. 599
 MATSUMOTO, KATA.

I began my military service in 1912. I graduated from the Army War College in 1926. At the outbreak of World War II, I as Major-General was in command of transportation in INDO-CHINA on the HANOI - SAIGON Railway. After the outbreak of the war I went to BANGKOK and was in command of the 3rd Field Railroad HQ, transporting supplies to the railroad of THAILAND, MALAYA and FRENCH INDO-CHINA. In early August of 1943 I received the order to command the 2nd Railway Department and 4th Special Railway Construction Command from the War Minister in TOKYO. At the time I received the order, I was at KUALA LUMPUR 400 kilometres north of SINGAPORE. I went to the Headquarters of the railroad at a place called KANCHANABURI, about 100 kilometers north of BAMPONG; about the middle of August, 1943, where I remained until the 4th of September 1943 when I went to KONQUITA to personally command the construction. The orders from the War Ministry put me in command of three departments; namely; the 2nd Railway Department; the 4th Special Railway Construction Command for the construction of the BURMA-THAILAND Railway and the 3rd Field Railway HQ. I was told the length of the railroad was 415 kilometers and upon completion it was used for the transportation of supplies to the Japanese troops in BURMA.

The prisoners of war employed were mainly British, Australian and Dutch. In July, 1943, before I became commander of this railway, Lieut-General WAKAMATSU and Colonel KATO visited the construction work while I was in command. Lieut General NAKAMURA, Aketo, who was the commander at BANGKOK, was in command of the Supply Depot for the supply of food etc. provided to the prisoners. The BURMA-THAILAND railroad was constructed principally by the labor of prisoners of war and coolies. The railroad was completed on the 17th of October, 1943. The direct and chief cause for the speedy construction of the BURMA-THAILAND railroad was principally a tactical operation. The fact remains that ther

was a necessity for land transportation between BURMA and THAILAND as no such route existed. The necessity for its construction at the time and for the haste in its construction was caused by the difficulty of transportation by water due to attacks of Japanese shipping by submarines and from the air. As a result of the fact that Japanese troops in BURMA were starving and the completion of the railroad meant that they would receive supplies from SINGAPORE and BANGKOK.

After the construction was completed I was still in charge of the transportation over the BURMA-THAILAND Railroad and there were still a small number of prisoners of war kept employed for the maintenance of work in connection with transportation. I was continuously at the scene of construction from September 5th until October 17, 1943, and I knew that the sick and death rate amongst the prisoners was very high. When I arrived at KANCHANABURI, the scene of the construction of the railroad, in August, I received reports from various officers under my command and I learned of the fact that prisoners and workers in the railroad were dying as a result of very severe conditions. I worked for the betterment of conditions. On my inspection trip to the hospital, I saw that a number of prisoners were sick. When I was in KUALA LUMPUR in the middle of 1944 I heard that the South Army had received complaints from the British and Dutch Governments concerning the treatment of prisoners of war employed on the BURMA-THAILAND Railroad. The authorization for the employment of prisoners of war on the BURMA-THAILAND Railroad must have come from the General Staff in TOKYO. I remained in charge of the supervision of the BURMA-THAILAND Railway, which was under the command of the 4th Special Railway Construction HQ until May 1945.

Sworn to and subscribed before me
at CHANGI GAOL, SINGAPORE,
this day 9th of November 1946.
/s/ K.S. Kalsi Major

Eiguma ISHIDA.

C E R T I F I C A T E

I, MIZUTA, Shigetoshi, hereby certify that I am fully conversant with the Japanese and English languages and that I truly and correctly translated from English to Japanese and from Japanese into English the oath administered to Eiguma ISHIDA, the nature and purpose of which oath was fully understood by the said affiant.

Mizuta, Shigetoshi (signed)

57-7332

Memorandum of General ISHIDA, Etgvm

re construction of Burma-Thai
rail r.

Enrollment
Dns. General Staff
Tojo.

Checked out to
Hollworth

EX. 1990

極東國際軍事裁判所

アメリカ合衆國其他

対

荒木貞夫其他

供述書

余、ISHIDA EIGUMASA、ハ、自バニ基キ左記陳述ト眞実ナルコトヲ斷言シマス。

余ハ鹿兒島市ナガヨシ町五九九番地、Matsue Motomasa、ニ居住ス。余ハ

一九二二年ノ大正元年ノ初メテ軍務ニ服シ、一九二六年ノ大正十五年ノ陸軍大学校ヲ卒業セリ。テ二次世界大戦ノ勃發當時、

余ハ陸軍少將トシテ、HANOI SAIGONノ鐵道ニ依ル印度支那ニ於ケル

輸送ノ指揮ニ當リ居リ。戰爭勃發後ハBAKOKIニ赴キ、泰國

馬來及ビ佛領印度支那ノ鐵道ニ依ル補給物資輸送ニ

シテ三野戰鐵道司令部ノ指揮ニ任ジタリ。一九四三年ノ昭和

十八年ノ八月初ノ頃、東京ノ陸軍大臣ヨリ、余ニ鐵道監及チ

四特設鐵道隊司令官ヲ兼任スル命ヲ受ケタリ。右命令ヲ受

領シタル當時余ハSINGAPOREノ北方四〇〇料ノクアラニプールニテ

リタリ。余ハ一九四三年ノ昭和十八年ノ八月中旬、バンボンノ北方約

一〇〇料、KANCHANABURIノ梅ノ地邊ニ在リテ藤岡鐵道建設司令部ニ赴キ一九四三

年ノ昭和十八年九月四日同地ニ滞留セテ自ラ建設指揮ニ當ルタリ。KOKITANIニ赴

キタリ。陸軍省ヨリノ命令ニ依リ余ハ次ノ三部門ノ指揮ニ任ジタリ。

即チ泰緬鐵道ノ建設ニ任シタルヲニ鐵道監部ヲ四特

設鐵道隊トシテ三野戰鐵道司令部之ナリ。余ノ前キ

タル處ニ依リテ同鐵道ノ延長ハ四一五料ニシテ、完成後

直チニ在緬日本軍部隊ニ対スル補給物資輸送ニ供セ

No. 1

Evidentiary Document #2950

FILE COPY
RETURN TO ROOM 361

ラレタリ。

使役俘虜ハ主トシテ英人、濠洲人及ヒ蘭人ナリキ。一九四三年ノ昭和十八年ノ
七月中、余ガ本鉄道指揮官ニ就任スルニ先立ケ、ワカマツ中將及ヒ
カトノ大佐ハ建設工事ノ視察セリ。 （WAKAMATSU） 盤谷ニ於ケル軍司令官タリシ

ナカムラ 中將ハ俘虜ニ対スル食料等ヲ補給スル貨物廠ヲ指揮
シアリタリ。

泰西鉄道ハ主トシテ俘虜及苦力ノ勞役ヨリ建設セラレ、一九
四三年ノ昭和十八年ノ十月十七日竣功セリ。 泰西鉄道建設ヲ速カ

ナラシメケル直接主因ハ戦術上ノ要求ニ因ルモノニシテ、當時事情ハ緬甸、泰
國間ニ陸上輸送ノルート存在セザリシガ故ニ又ラ必要トシタルモノナリ。

當時之ガ建設ヲ必要トシ且ツ急速ナル建設ヲ要セシ所以計日本船舶
、潜水艦及ビ空ヨリスル攻撃ヲヨリ水上輸送ノ困難ニ基因セリ。

其ノ結果 緬甸ニ在ル日本軍隊ハ飢餓ニ瀕シワツアリシカオニシテ、
本鉄道ノ完成ハ之ヲ日本軍隊ガ「シガポール」盤谷方面ヨリノ物資

補給ヲ受ケ得ルコトヲ意味スルモノナリ。

建設工事ノ竣功ヲ見タル後モ、余ハ依然泰西鉄道ニ依ル輸送監
督ノ任ニアリタリ。 尚少數俘虜ハ引続キ保線及ビ輸送

關係ノ任事ニ使役セラレタリ。

2950

余ハ一九四三年昭和十八年九月五日ヨリ十月十七日ニ至ル間終始
工事ノ現場ニ在リテ、倭虜ノ向ノ罹病及死亡率カ著シク大ナルコ
トヲ認メタリ。余カ八月、同鉄道建設工事ノ現場タル、カンチャナフ
リニ到着セル際、余ノ指揮下ニアル諸多ノ將校ヨリ報告ヲ受テ、
同鉄道従事ノ倭虜及ビ労働者ガ極メテ、不良ナル悪條件
下ニ於テ死セシツアル事實ヲ知りタリ。余ハ状態ノ改善ニ力ヲ
盡シタリ。余ハ病院ヲ視察セル際、多數倭虜ノ罹病セルヲ認メ
タリ。余ハ又、泰緬鉄道ニ使用セラレタル倭虜ノ待遇ニ関シ、英
蘭兩政府ヨリ南方軍ガ抗議ヲ受テタル事ヲ十九年中頃「グアラ
ルンポール」ニ於テ耳ニセリ。泰緬鉄道ニ於ケル倭虜使役ノ權限委
任ハ東京參謀本部ヨリ登セラレタルニ尙違無カルベシ。余ハ一九四
五年昭和二十年五月迄引續キ弟四特設鉄道隊司令官ヲ
長トスル泰緬鉄道隊ヲ監督スルノ任ニ當リタリ。

署名欄 (イシタエイクマ) 石田 榮 能

於「クヤンギ」刑務所

一九四四年昭和二十一年十二月九日

署名欄

K.S. Kalai Major
9th November 1946.

no. 3

No. 4

2950 Cert.

證明書

余水田重人ハ茲ニ余カ日本語及ビ英語ニ充分精通シ居ルコト及ビイレグマエイグマヲ行ハレタル右宣誓ヲ余ハ眞実且ツ正確ニ英語ヨリ日本語ニ又日本語ヨリ英語ニ翻譯セルコトヲ證ス本宣誓ノ意義及ビ目的ハ右宣誓者ニヨリ充分了解サレシ所ナリ

署名欄 水田重人