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FILE

HEADQUARTERS
FUKUOKA MILITARY GOVERNMENT TEAM
Fukuoka, Kyushu
APO 929

DWM/nms

15 September 1948

800

SUBJECT: Petition for Opening of Hakata Port to Foreign Vessels

THROUGH: Commanding Officer, Kyushu Military Government Region,
Headquarters and Headquarters Detachment, APO 929
ATTN: Economics SectionTO : General Headquarters, Supreme Commander for the Allied Powers,
APO 500

1. Forwarded herewith is a petition for the call of foreign and American commercial vessels at the port of Hakata, Fukuoka Prefecture, as submitted by the Mayor of Fukuoka city, the Chairman of Fukuoka Municipal Council and the President of the Fukuoka Chamber of Commerce and Industry.

2. This team has investigated the facts contained herein and has found them to be substantially correct. In addition, a representative from the Boeki-Cho stated that an average of 2,000 tons per month is exported from Kyushu, 1,500 tons of which goes to Korea, China and the southern islands. Seventy percent of all Kyushu manufactured goods is produced in the Fukuoka area.

3. The substantial decrease in the cost of goods to the consumer by the elimination of freight handling charge and the release of much needed freight car space, would seem to warrant favorable consideration of this application.

4. It is the intention of the Japanese to establish the Hakata Port as a deep sea port in the future. In that the port already affords, warehousing, dock facilities and good local rail facilities as well as a railway net throughout Kyushu the establishment of Hakata as a deep sea port at a later date would appear advantageous from an economic point of view. The opening of the port to foreign and American commercial vessels would be a step in the realization of the ultimate goal.

1 Incl:
Applications (4)

/s/ Karl L. Springer
/t/ KARL L. SPRINGER
Lt. Col. USAF
Commanding

BASIC: Ltr, Hq Fukuoka Mil Govt Team, APO 929, dtd 15 September 1948,
 subj: "Petition for Opening of Hakata Port to Foreign Vessels".

1st Ind

ERM/igr

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 21 September 1948

TO: Commanding General, I Corps, APO 301
 (Attn: Military Government Section)

It is strongly recommended that steamships of the Isbrandtsen line be permitted to make Hakata a port of call en route to and from Korea. Situated only 110 miles from Korea, Fukuoka port is closer to Korea than any other Japanese port, and the opening of a direct commercial shipping route from Hakata to Fusan would vastly stimulate export trade for the whole of Kyushu, the industrial center of which lies in the Hakata area.

1 Incl:
 n/c 1 cc w/d

/s/ S. C. Hilton
 /t/ S. C. HILTON
 Colonel, FA
 Commanding

AG 800 - BA

2nd Ind

ARI/tn

Hq I Corps, APO 301,

TO: CG, Eighth Army, APO 343

Forwarded for your consideration.

FOR THE COMMANDING GENERAL:

1 Incl:
 n/c

/s/ Wilder A. Johnson
 /t/ WILDER A. JOHNSON
 Capt., AGD
 Asst Adj Gen

Ltr, Hq Fukuoka Mil Govt Team, AG File 800, dtd 15 September 1948,
 subj: "Petition for Opening of Hakata Port to Foreign Vessels."

AGMGEE 800

3rd Ind

Headquarters Eighth Army, APO 343, 4 Oct 48

TO: Supreme Commander for the Allied Powers, APO 500

Forwarded for your consideration.

FOR THE COMMANDING GENERAL:

1 Incl:
 n/c

/s/ R. Schafer
 /t/ R. SCHAFER
 Lt Col, AGD
 Asst Adj Gen

AG 813 (15 Sep 48) CTS-W

4th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500
 21 Oct 1948

TO: Commanding General, Eighth Army, APO 343

The port of Hakata has not been declared mine free and is not expected to be so declared until after March 1949. Vessels of foreign Allied Powers have access to the Port of Hakata providing that no responsibility is placed on the Supreme Commander for the Allied Powers for vessels using this harbor, and that it is clearly understood by the steamship companies, owners/ owners' agents that in using this harbor they do so at their own risk. Entrance of such vessels must conform to the existing Supreme Commander for the Allied Powers' regulations covering the control of surface vessels into and from Japan.

BY COMMAND OF GENERAL MacARTHUR:

1 Incl:
 1 cc of Application w/d

/s/ J. F. Bradshaw
 /t/ J. F. BRADSHAW
 Major, AGD
 Asst Adj Gen

Ltr Hq Fukuoka Mil Govt Team, file 800, dtd 15 Sept 48, subj: Petition for Opening of Hakata Port to Foreign Vessels

AGMGEE 800

5th Ind.

Headquarters Eighth Army, APO 343

TO: Commanding General, I Corps, APO 301

Attention is directed to the preceding indorsement.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

1 NOV 1948

1 Incl:
n/c

RECORDED
R. SCHAFER
Lt Col, AGD
Asst. Adj. Gen

AG 800 - BA

6th Ind

NOV 4 1948

EHN/ay

Hq I Corps, APO 301,

TO: CO, Kyushu Mil Govt Region, APO 929

Your attention is directed to the 4th indorsement.

BY COMMAND OF MAJOR GENERAL SWING:

1 Incl:
n/c

WALTER A. JOHNSON
Capt., A.D.D.
Asst. Adj. Gen.

BASIC: Ltr Hq Fukuoka Mil Govt Team, file 800, dtd 15 Sept 48, subj:
Petition for Opening of Hakata Port to Foreign Vessels

7th Ind

ERM/fm

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 9 November 1948

TO: Commanding Officer, Fukuoka Mil Govt Team, APO 929

Attention is invited to the 4th indorsement.

BY ORDER OF COLONEL HILTON:

1 Incl:
n/c

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

FUKUOKA CHAMBER OF COMMERCE AND INDUSTRY

1669 NISHINAKASU FUKUOKA-SHI

KYUSHU JAPAN

To Commanding Officer, Fukuoka Military Government Team

From The Mayor of Fukuoka city, The Chairman of Fukuoka Municipal Council and President of the Fukuoka Chamber of Commerce and Industry

Subject Petition for call of the Isbrandtsen Line ships at Hakata port

25 August, 1948

The Mayor of Fukuoka city, the Chairman of Fukuoka Municipal Council and the President of Fukuoka Chamber of Commerce and Industry, representing three hundred and twenty thousand population of the city, humbly request the Headquarters, Fukuoka Military Government Team that they would be good enough to give aid within their power to the city in bringing about call of ships belonging to the Isbrandtsen Line at the port of Hakata for the purpose of loading at the port cargoes of Kyushu products designed for export.

The brief statement of our basis for the request is given below, while detailed information is given in attached documents:

1. The head office of the Isbrandtsen Line is in New York city, N. Y., the general agent in the Far East being A. P. Pattison & Co., Shanghai.

The ships of the Line are running the following outward route for the present:

Humpton, Baltimore, Philadelphia, New York, Alexandria, Bombay, Singapore, Batavia, Manila, Hong-kong, Shanghai, Taku Bar, Jinsen, Fusan, Yokohama, Kobe.

2. The port of Hakata is located only 110 miles from Fusan

Genl. A. P.

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(Korea) representing the shortest distance between Fusan and any ports in Japan. We are in a strong belief that the change in the shipping schedule of Fusan-Yokohama to Fusan-Hakata-Yokohama will be of mutual benefit for both the city and the Isbrandtsen Line.

The port of Hakata also commands the important key point of trade route between Japan and China and South Sea areas.

3. The port of Hakata extends its coast line to Fukuoka city, the centre of cultural, administrative, economic, transportation, communication and tourist industry activities in the western Japan, and to four prefectures, six cities and 21 guns.

The area, embracing the biggest coal fields in Japan and the fertile agricultural production centre of Chikushi field, represents one of the three most intensively populated area in Japan.

It is necessary to be emphasized that the production and consumption economy of this area is entirely dependent upon the functions of Hakata port.

4. The export goods produced in hinterland of Hakata port such as rubber goods, textile fibres, glasswares, porcelain and earthenwares, etc., have thus far mostly been shipped to Kobe by railway for reshipment at the port for foreign countries.

The transportation of export goods to Kobe port by railway inflicting a great loss to the country due to the increased transportation cost, damages, incurred on goods, delay in settlement of transactions and confusion created by transportation difficulties, etc.

If, therefore, these goods were loaded at Hakata port only

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and imported materials and food were unloaded at the port, not only the losses mentioned above would be evaded but the production activities would also be greatly encouraged, thus contributing the stabilization and rehabilitation of the economy of Japan.

5. The population of Fukuoka city numbering 320,000 is fully determined that they would concentrate their best effort in offering their best services for loading, unloading of goods and all other services at the port.

6. The sketch of the Isbrandtsen Line, harbor facilities of Hakata Port, cargoes for export, etc. is given in the attached documents for your information.

Thanking in advance for your Headquarters' kind attention and help.

We remain to be,

Yours faithfully,

Yaroku Miyoshi
Mayor of Fukuoka

Minoru Takaoka
Chairman of Fukuoka
Municipal Council

M. Yamawaki

Masaji Yamawaki
President of Fukuoka
Chamber of Commerce
and Industry

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List of the Attached Documents

- 1) Reasons for calling "Isbrandtsen Line."
- 2) Details of "Isbrandtsen Line."
- 3) Present state of the Hakata Port.
- 4) Recent export of Kyushu Products.
- 5) Import of Foodstuffs through Nagasaki and Sasebo.
- 6) Comparison of railway freight.

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Reasons for Calling "Isbrandtsen Line"

1. Direct shipment from Hakata Port of Kyushu Products which are now transported to Kobe, cuts down the high charges (8,000 yen per car as per attached list) and export cost as well as dissolves much disadvantages such as damage, shortage, leakage and misdirection of cargoes.
2. The rich industrial materials and source of motive power in the hinterland of Hakata Port can afford sufficient export shipments by short distance railway and truck transport. It is same as to the imported materials and foodstuffs which are landed at Nagasaki and Sasebo from where distributed over 500/o to Fukuoka Prefecture (list attached).
3. The "Isbrandtsen Line's" regular route calls Yokohama via Fusan (Korea) on its outward voyage and it desires to call Hakata Port because of the shortest distance to Japan from Korea (111 miles only).
4. As to the equipments of Hakata Port, it is conformable to this line's vessels which 8 metres in draft, requires no heavy crane as their light cargoes can be loaded and discharged by their own derricks alongside the wharf (list attached).
5. All industrial products in Kyushu district are superintended at the Board of Trade in Fukuoka where concerned organizations such as the Military G. T., the Prefectural Authorities, banks, manufacturers and traders assemble and foreign buyers can directly fix their contracts.

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Details of "Isbrandtsen Line"

Company:- The Isbrandtsen Line, New York.

Sole Agent in Japan:- The Toho Kaiun Kabushiki Kaisha. (Branch Office in Fukuoka - No. 10 Okihama-cho, Fukuoka city.)

Vessels:-	Flying Clipper	G/T	8192	tons
	Flying Trader	"	6214	"
	Flying Cloud	"	6214	"
	Sir John Franklin	"	6714	"
	Flying Arrow	"	6214	"

Calling Ports:-

Outward - Humpton Read, Baltimore, Philadelphia, New York, Alexandria, Bombay, Singapore, Batavia, Bangkok, Saigon, Manila, Hong-kong, Shanghai, Taku Bar, Jinsen, Fusan, Yokohama, Kobe.

Inward - Yokohama, Kobe, Shanghai, Keelung, Hong-kong, Manila, Iloilo, Saigon, Bangkok, Kentsichang, Batavia, Singapore, Penang, Colombo, Bombay, Aden, Djibouti, Port Said, Alexandria, Genoa, New York.

(Subject to alteration the calling ports according to the circumstances of cargoes.)

Other Expected Ports and Time Calling in Japan:- Nagoya, Hakata (Fukuoka), Once a month.

Cargoes Expected to Export from Hakata:-

Empty Beer Bottles (Java & Southern Countries).
 Fiber Textile (Southern Countries, 50 tons per month).
 Dried Mushroom (Hong-kong, Singapore).
 Bicycle (Southern Countries).
 Canvass Shoes (Southern Countries and Europe).
 Tires (Southern Countries).
 Seeds (Southern Countries).
 Plate Glass (Southern Countries).
 Napkin (China, Southern Countries and America).
 Farming Tools (Southern Countries).
 Porcelain (Southern Countries and America).
 Printing Paper (Hong-kong, Southern Countries, 400,000 lbs).

Notes:-

1) Present route for shipment of these major products in Kyushu district are to be carried to

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Kobe Port for which all export goods bear unnecessary freight car charges increased by high percentage recently.

2) By changing the port of shipment - from Kobe to Hakata - all Kyushu Products get profit and can cut down the cost for Foreign Buyers in avoiding the balance of freight charges, shortage of cargoes, insurance fee and other inconveniences.

3) 200 tons of shipment per ship per month can pay the calling at Hakata Port.

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Present State of the Hakata Port

The Port of Hakata is embraced by the City of Fukuoka, and situated at southern section of Hakata Bay which extends along the coast of Hakozaki, Najima, Kashii, Nata on the east and turning to the north along those of Saitozaki and the Island of Shika and on the west along those of Izaki, Meinohama, Imazu, Nishiura, a distance of over 18 miles. The port located at North Latitude 33° - 37' --- East Longitude 130° - 23'. Holds as wide a port area as 9,300 hectares. The Breakwater runs 3,000 meters long, by this an area of 800 hectares of absolutely calm water is partitioned off.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Port Facilities at Present

- (1) Number and Length of Wharf Depth at Quay Side (Datum Sound at L. L. W.)
- | | | | | | | |
|--------------------------|-----------------------|----------------|--------|-------|-------|-------|
| | | No. 1 - Length | 100 m. | --- | Depth | 4 m. |
| Central Wharf | West Quay
(500 m.) | No. 2 | " | 400 " | --- | " 8 " |
| | | No. 3 | " | " | --- | " 8 " |
| | | No. 4 | " | " | --- | " 8 " |
| | | No. 5, 6, 7 | " | 388 " | --- | " 4 " |
| Hakata Craft Antechamber | East Quay
(489m.) | No. 8 | " | 160 " | --- | " 6 " |
| | | Unnumbered | " | 329 " | --- | " 4 " |
| | Outside Quay | " | " | 250 " | --- | " 4 " |
| | Inside Quay | " | " | 331 " | --- | " 3 " |
- (2) Harbor Depth (controlling)
 Passage to Central Wharf from the outside harbor is 8 m. maintained. Other parts of area in the harbor 4 to 8 m.
 (Ebb and Flow of the tide is average 2.23 m.)
- (3) Warehouses Storage in Harbor District
 23 warehouses and 9 sheds at the Central Wharf; dimension about 27,555 square meters, can store about 41,600 tons.
- | | | |
|---------------------|-----------|----------------------|
| 9 sheds | dimension | 11,925 square meters |
| 13 warehouses | " | 9,016 " |
| 4 " | " | 3,707 " |
| 2 " | " | 1,221 " |
| 2 " | " | 812 " |
| 2 " | " | 874 " |
- (4) Cargo Handling Capacity (Daily) Per commodity
 Coal 1,500 tons (maximum) with 5 gangs
 Lumber 1,000 "
 Miscellaneous . 1,750 " (") " 5 "

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- (5) Daily Shipping Capacity
 Working capacity ex lighter 1,750 tons.
 Working capacity at wharf 1,000 "
- (6) Bunkering Capacity
 Fuel Oil ex oil barge 40 tons per hour
 Coal ex lighter 15 " "
 (maximum 6 gangs workable ... 90 tons)
- (7) Fresh Water Supply (Refer No. 21.)
 At quay side 40 tons per hour (7 water plugs at the Central Wharf
 can supply 40 tons per plug per hour.)
 Ex barge 30 tons per hour.
- (8) Major Exports (quantity actually and shipped during April/December
 1947)
 Coal 169,320 tons
 Sundry Goods . 40,848 "
- (9) Major Imports (actual quantity imported during April/December 1947.)
 Aluminum Sulphate 4,446 tons.
 Seed Potatoes 3,538 "
 Zinc Concentrate 1,170 "
 Apples 930 "
 Miscellaneous 2,187 "
- (10) Communications: Rail and High Ways
 Well connected with State Railway, Local and Service Line.
 Of course good connection with every highways.
- (11) Kind of Equipment Available to Handle Cargo
 1 heavy crane, electric, travelling ;.. lifting 15 tons (Central
 2 " " " fixed " 3 " " Wharf).
 3 belt conveyors in Hakata Crafts Antechamber, exclusively used
 to load coal into lighters ... each 300 tons per day.
 2 floating cranes, steam lifting 20 tons.
 1 " " " " 15 "
 2 hand cranes, " 3 tons.
- (12) Stevedore Contractor
 Hakata Koun Kabushiki Kaisha (Hakata Port Terminal Service Co.,
 Ltd.)
- (13) Stevedores (longshoremen)
 (a) About 300 men at hand at present. Not specially classified
 to handle coal, lumber, general cargoes.
 (b) Extra labours can be easily arranged if neccessary.
 (c) 3 shifts in 24 hours.
 (d) No extra rations to expedite cargo operations.

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- (14) Port Loading and Unloading Efficiency (average tone per hour)
- | | | | |
|---------------|------------------|------|---------------------|
| Coal | loading 200 tons | | unloading 180 tons. |
| Lumber | " 125 " | | " 150 " |
| General | " 220 " | | " 250 " |
- (15) Mooring Buoys for Ships and Lighters.
- For ships ... No.1,2,3, & 4 Buoys depth 8 m. (at L.L.W.)
- " ... No.5,6,7, & 8 " " 5,5 " (")
- For lighters ... Seven buoys provided at Meinohama.
- (16) Anchorage and Depth of Water (Datum sound at L. L. W.)
- Buoys ... No.1,2,3,13,14,15,16 depth 7.5 m.
- No.17,19,20,21,22,23,25,26,27,28 " 5 "
- No.4,5,6,7,8,9,10,11,12,18,24,29,30,31,32 .. depth 4 m.
- (Refer attached chart)
- (17) Harbour Dredging Equipment
- 3 dredgers ... 2 basket dredgers .. one is 60 c.m. & other 47 c.m.
- 1 priestman dredger ... 15 c.m.
- 2 dredgers tugs.
- 3 dredgers barges 2, 120 volume.
- 1, 60 "
- (18) Coal Stacking in Harbour District
- | | | | |
|--------------------------|------------|-----|-------------|
| Central Wharf Yard | 3,515 sqm. | ... | 5,400 tons. |
| Meinohama Yard | 7,944 " | ... | 12,000 " |
| Saitozaki Yard | 54,155 " | ... | 80,000 " |
- (19) Number of Lighter, Barges & Harbour Tugs Available
- | | | |
|------------------------------------|----------------|---------------|
| 33 lighters ... 25 operable ... | Total capacity | 4,345 tons. |
| 8 inoperable | " | 815 " |
| 3 tugs operable ... "Tetsuei Maru" | 150 tons | 579 H.P. |
| "Yamano Maru" | 15.5 " | 45 " |
| "Tokuei Maru" | 12.5 " | 115 " |
- (20) Alternate Port (adding improvement of labour facilities, specially coal)
- Saitozaki, situated at northern section of Hakata Bay, distance from this port 3 sea miles on water and 12 miles on land - well connected by ferry and rail respectively.
- 2 coal piers ... 800 G/T can be alongside ... loading capacity each pier 500/700 tons per day.
- 1 oil berth ... 400 tons per day.
- Coal stacking yard ... 54,135 sqm. can stock 80,000 tons.
- Besides can arrange ex lighters, say 250 tons per day.
- 9 lighters available (920 tons), 8 lighters now under repair (800 tons).
- (21) Provisions for Ships.
- Readily available, no difficulty at present.

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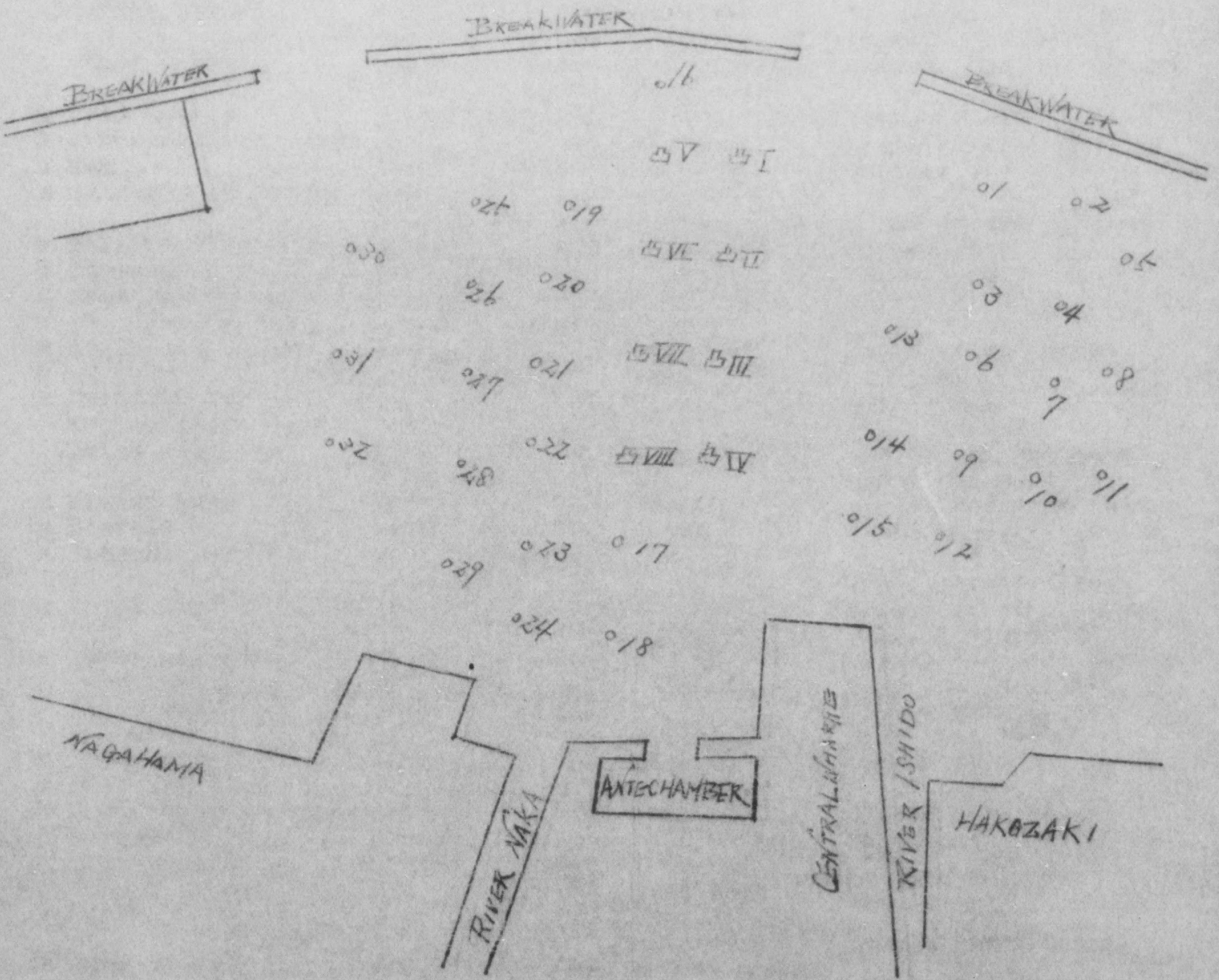
- (22) Number of Pilot
Only one at present.
- (23) Dragging Operations.
Completed by the hand of American authorities in 1945 and complete safty is guaranteed.
- (24) Quarantine Station.
National Quarantine Station Hakata Office is available for both home and foreign vessels inspection.
- (25) Maritime Bureau
Fukuoka Branch Office of Kyushu Maritime Bureau takes necessary business for exports.
- (26) Custom House
Hakata Branch Office of Moji Custom House takes duty on examination of cargoes and vessels as the assistant of the Board of Trade.

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HAKATA PORT



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Export from Kyushu Destricts. (July 1947-June 1948)

(Excepted Boeki Kodan dealings and goods for West coast of U.S.A. and for Korea)

Name of Goods.	Unit.	Number.	Destination.	Manufacturers or Exporter.
x Sanitary Porcelain	set	1,400	Hong Kong	Toyo Toki
x Porcelain	"	4,040	"	"
x " (plate)	doz	7,500	Java	"
"	"	2,500	"	Fukagawa Seiji
Coffee set	set	900	America	Koransha
"	doz	720	"	Nippon Bijutsu
x Plate glass	case	2,880	East India	Nippon Kensetsu Sangyo
x "	"	1,000	Hong Kong	"
x Beer Bottle	piece	12010,000	Java etc.	Nippon Glass
x Wireless instlement	"	14	China	Sanyo Shokai
x Wax	lbs	22,400	America	Tsutsui Junji
x Sulphate of copper	ton	100	Netherlandish	
			India	Ataka Sangyo
x Balloon tire & tube	piece	700	Singapore	Nippon Tire
x Canvass shoes	pair	50,000	"	Nikka Gomu
x Tabi (Rubber sole)	"	9,240	America	"
x " (for ladies)	"	2,200	"	"
x Artificial silk	lbs	1200,000	Shanghai	Asahi Kasei Kogyo
x "	"	1800,000	Java	"
x Printing Paper	"	400,000	Hong Kong	Oji Seishi
Yellow plate paper	ton	150	"	Saga Banshi
Dried mushroom	kin	156,667	America	Zen Nippon Shiitake
				Boeki Kumiai
x Plate glass	case	670	Manila	Nippon Kensetsu Sangyo
x Bicycle	set	1,000	China	Nishi Nippon Jitensha
x Bicycle parts	piece	4,000	"	"
				and Yamamoto Saddle
x Truck tire and tube	"	300	Bankok	Nippon Tire
Printing paper	lbs	44,800	Singapore	Nippon Orimono Koeki
x Plate glass	case	3,980	Manila	Nippon Kensetsu Sangyo
x Porcelain	piece	100	Philippine	Toyo Toki
Basin etc.	set	800	"	Nippon Toki
x Porcelain etc.	"	204	Singapore	Toyo Toki
x Truck tire & tube	piece	600	Hong Kong	Nippon Tire
x "	"	400	Bankok	"
x Mosquito fumigator	case	30,000	Hongkong	Daiko Boeki Bussan
x Porcelain etc.	piece	2,700	Philippine	Toyo Toki
x "	"	660	"	"
x "	"	72	Hong Kong	"
x Basin	set	8,000	Hong Kong &	Hakata Tekki Enamel
			Singapore	
x Soup plate	doz	5,200	Netherlandish	"
			India	
x Beer Bottle	piece	3000,000	Java	Nippon Ita Glass

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x Truck tire & tube	piece	3,000	Hong Kong	Nippon Tire
Flower cage	"	550	America	Oita Yushutsu Kyodo
				Kumiai
x Mosquito fumigator	case	50,000	Bankok	Daido Boeki Sangyo
Yellow plate paper	lbs	67,200	Singapore	Saga Banani

Marked xProduced in Fukuoka Prefecture.

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Imports of Foodstuffs by Foreign Vessels into Kyushu.

(Sept. 1945 - Feb. 1948)

Through	On Carrying	Distributed to (Prefecture)				Misc.	
		Fukuoka	Saga	Kumamoto	Kagoshima		
Nagasaki	by sea	89,989	64,110	1,643	3,368	13,663	2
	by rail	52,289	22,697	12,283	2,456	47	1
	by truck	9,105	-	-	-	-	1
	Total	151,383	86,807	13,962	5,824	13,710	3
	%	57%	57%	9%	4%	9%	
Sasebo	by sea	30,049	23,293	-	502	3,283	
	by rail	18,504	9,011	4,198	527	783	
	by truck	4,633	-	-	-	-	
	Total	53,186	32,304	4,198	1,029	4,066	1
	%		61%	8%	2%	8%	
Grand Total	by sea	120,038	87,403	1,643	3,870	16,946	2
	by rail	70,793	31,708	16,481	2,983	832	2
	by truck	13,738	-	-	-	-	
	Total	204,569	119,111	18,124	6,853	17,778	5
	%		60%	9%			

c. f. Foodstuffs:- Peas, Canned Goods, Flour, wheat, Barley, Corn, Sugar.

OF COMMERCE AND INDUSTRY

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1669 NISHINAKASU FU

U JAPAN

KYUSHU JA

Imports by Foreign Vessels into Kyushu.

(to Feb. 1948)

Distributed to (Prefecture)

Fukuoka	Saga	Kumamoto	Kagoshima	Miyazaki	Oita	Nagasaki	Yamaguchi
1,110	1,643	3,368	13,663				
697	12,283	2,456	47	2,409	796	3,500	500
				1,587	3,458	9,761	-
807	13,962	5,624	13,710			9,105	-
	9%	4%	9%	3,996	4,254	22,366	500
				3%	3%	15%	
293	-	502	3,283	317	464	683	-
011	4,198	527	765	991	986	2,006	-
						4,633	-
304	4,198	1,029	4,068	1,308	1,450	7,322	-
01%	8%	2%	8%	2%	2%	14%	
403	1,643	3,870	16,946	2,726	1,260	4,183	500
708	16,481	2,983	832	2,578	4,444	11,767	-
						13,738	-
111	18,124	6,853	17,776	5,304	5,704	29,688	500
0%	9%					14%	

Peas, Canned Goods, Flour, Wheat,
Barley, Corn, Sugar.

FUKUOKA CHAMBER OF COMMERCE AND INDUSTRY

1669 NISHINAKASU FUKUOKA-SHI

KYUSHU JAPAN

(Tons)

	Miyazaki	Oita	Nagasaki	Yamaguchi	Hiroshima	%
	2,409	796	3,500	500	-	59%
	1,587	3,458	9,761	-	-	35%
	-	-	9,105	-	-	6%
	3,996	4,254	22,366	500	-	
	3%	3%	15%			
	317	464	683	-	1,507	56%
	991	986	2,006	-	-	35%
	-	-	4,633	-	-	9%
	1,308	1,450	7,322	-	1,507	
	2%	2%	14%		3%	
	2,726	1,260	4,183	500	1,507	59%
	2,578	4,444	11,767	-	-	34%
	-	-	13,738	-	-	7%
	5,304	5,704	29,688	500	1,507	
			14%			

FUKUOKA CHAMBER OF COMMERCE AND INDUSTRY

1669 NISHINAKASU FUKUOKA-SHI

KYUSHU JAPAN

Comparison of Railway Freight for Major Products in Kyushu.

Name of Goods	Cargo Class	Freight (per freight car, capacity 15 tons)		
		Kurume-Kobe	Kurume-Hakata	Difference
Rubber Articles	4	¥ 11,115.-	¥ 2,670.-	¥ 8,445.-
Fiber Textile	4	¥ 11,115.-	¥ 2,670.-	¥ 8,445.-
Bicycle	5	¥ 9,660.-	¥ 2,310.-	¥ 7,350.-
Porcelain	6	Arita-Kobe	Arita-Hakata	Difference
		¥ 10,140.-	¥ 3,255.-	¥ 6,885.-
Beer Bottle	5	Takeshita-Nagasaki	Takeshita-Hakata	Difference
		¥ 2,955.-	¥ 1,300.-	¥ 1,655.-

FUKUOKA MILITARY GOVERNMENT
Fukuoka, Kyushu
APO 929

18 January 1947

800
SUBJECT: Ports in Fukuoka Prefecture

TO : Commanding Officer, Kyushu Military Government Region
Hqs. & Hqs. Detachment, APO 929

1. In compliance, verbal orders, Mr. Mossman, Fukuoka Military Government Team reports the following harbors capable of docking ships of 100 tons or over.

<u>Port</u>	<u>Pref. Location</u>
a. Miike	Fukuoka, Omuta City
b. Omuta	" , Omuta City
c. Kafuri	" , Itoshima-Gun
d. Takae	" , " "
e. Karita	" , Chiyoto-Gun
f. #1 Kanmon	" , Moji & Kokura City
g. #2 Kanmon	" , Wakamatsu, Yawata, and Tobata
h. Setozaki	" , Kasuya-Gun

FOR THE COMMANDING OFFICER

ROGER L. LANDRY
2nd Lt, CAV
Adjutant

NAGASAKI MILITARY GOVERNMENT TEAM
Nagasaki, Kyushu, Japan

JCG/mo

AFPO 929
13 January 1947

File 560

SUBJECT: List of Ports, Nagasaki Prefecture

TO : Commanding Officer, Kyushu Military Government Region,
Hq & Hq Det., APO 929.

1. Reference is made to letter, Headquarters, I Corps, AG 560-BA
subj: "Inspection of Japanese Merchant Vessels," dated 23 Dec 46,
paragraph 2, a.

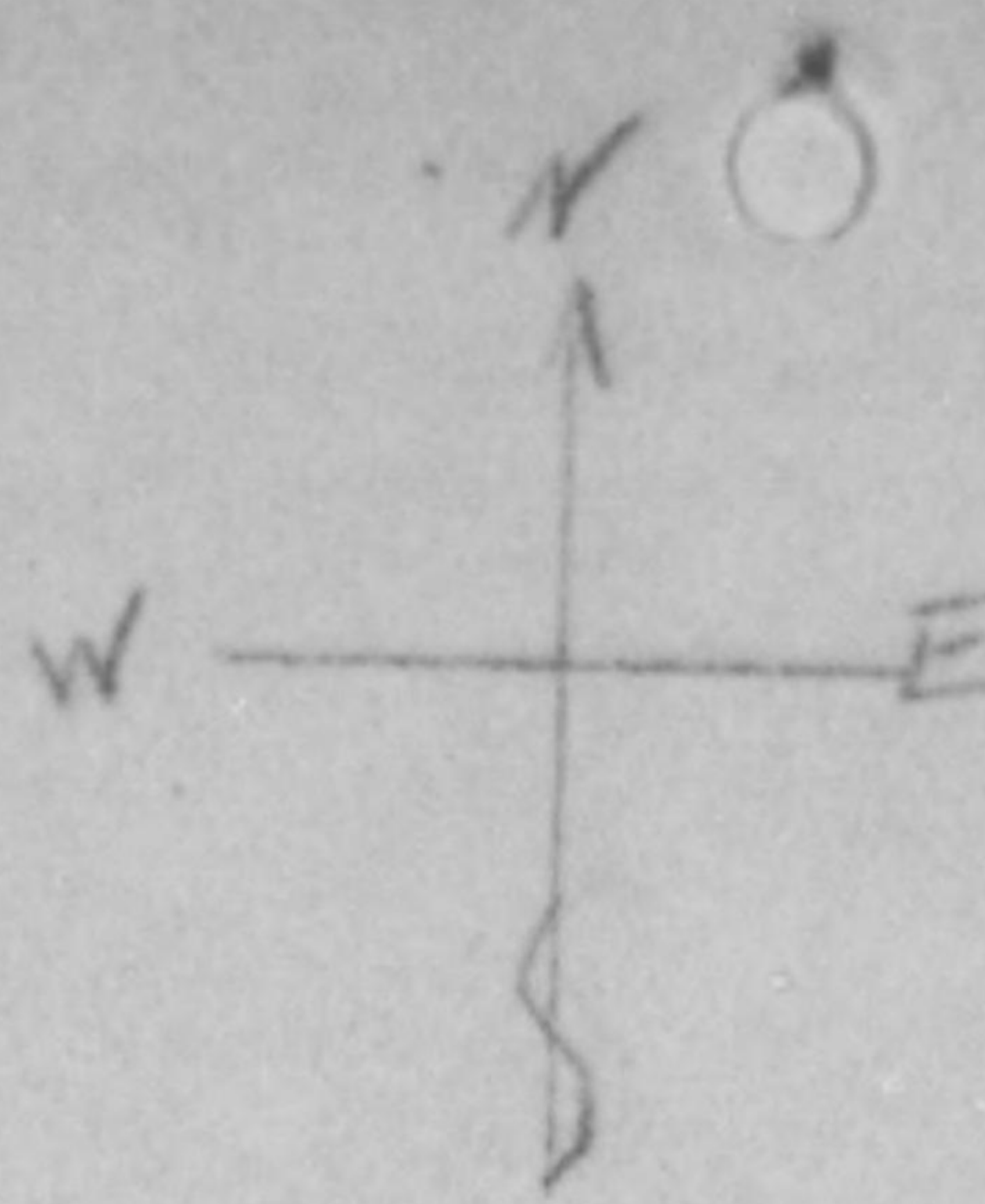
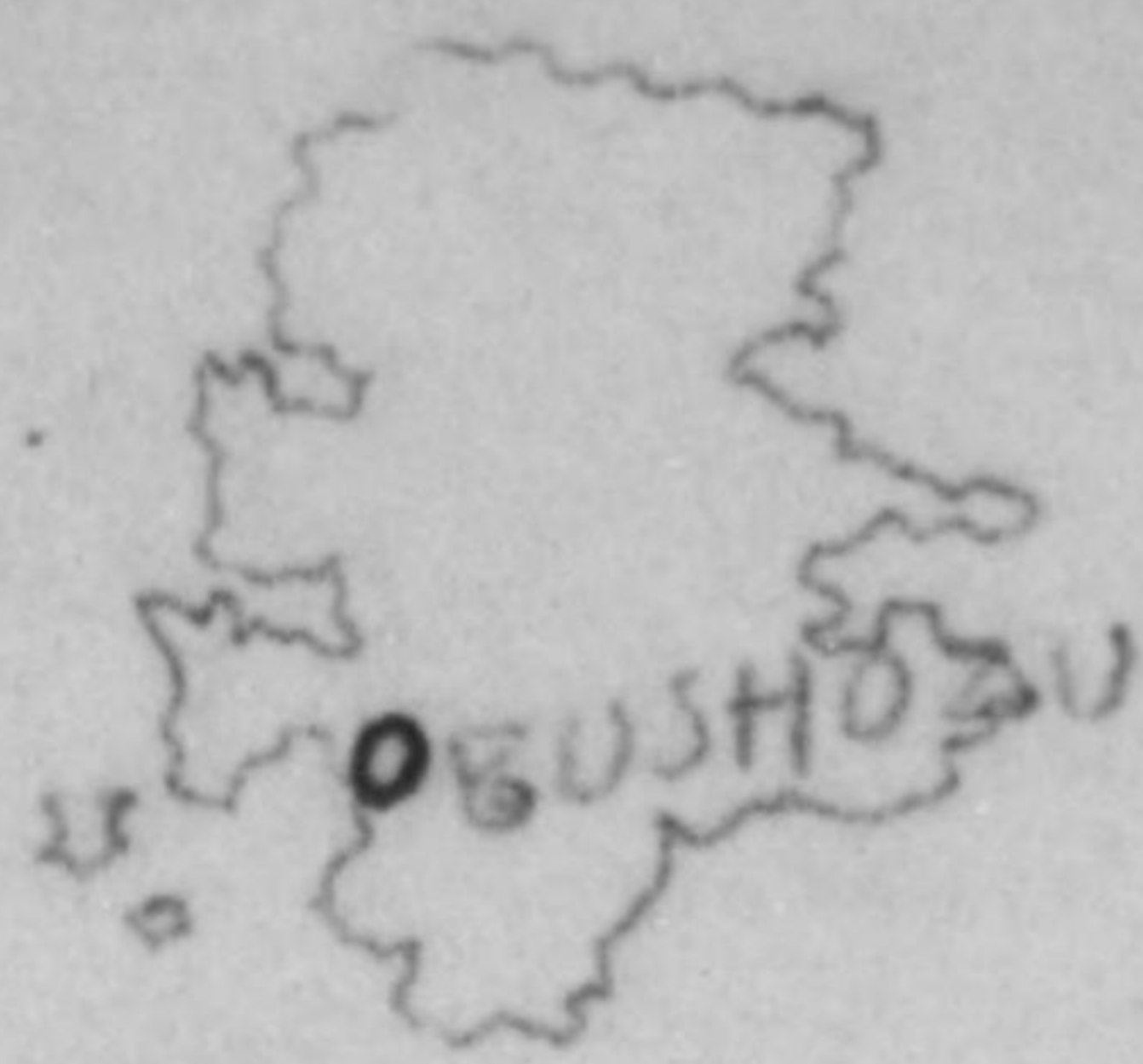
2. In compliance with above reference, the following list of ports
in Nagasaki Prefecture is submitted:

NAME	LOCATION	SIZE
Sasebo	Refer enclosed sketch	Major
Nagasaki	" " "	"
Hirado	" " "	Up to 1,000 tons
Kazusa	" " "	" " " "
Shimabara	" " "	" " " "
Kechi Tsushima Island	" " "	" " " "
Izuhara	" " "	" " " "

FOR THE COMMANDING OFFICER:

IRVIN W. ROGERS
Captain, TO
Adjutant

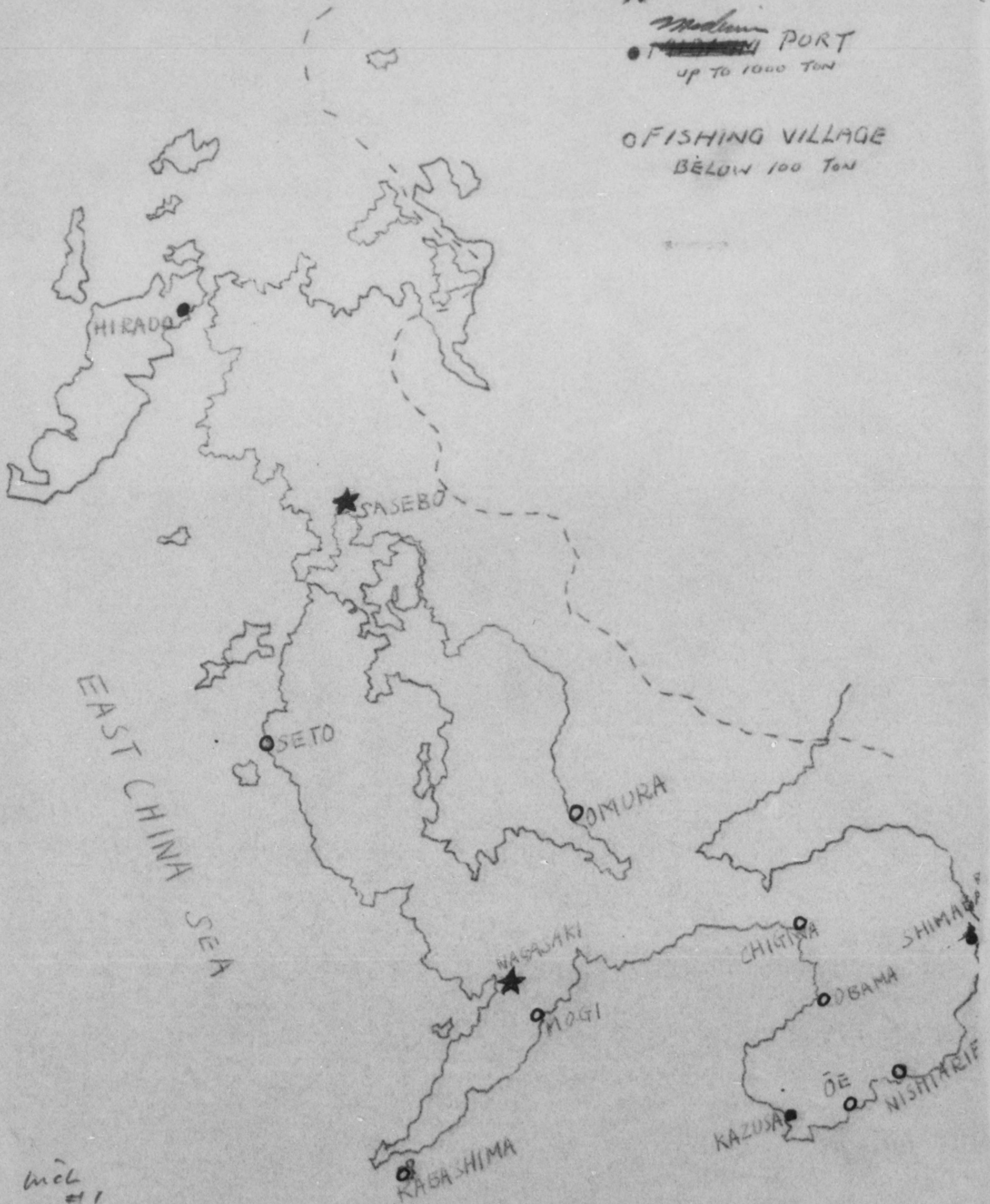
1 Incl:
(4) Sketch Nagasaki Pref.



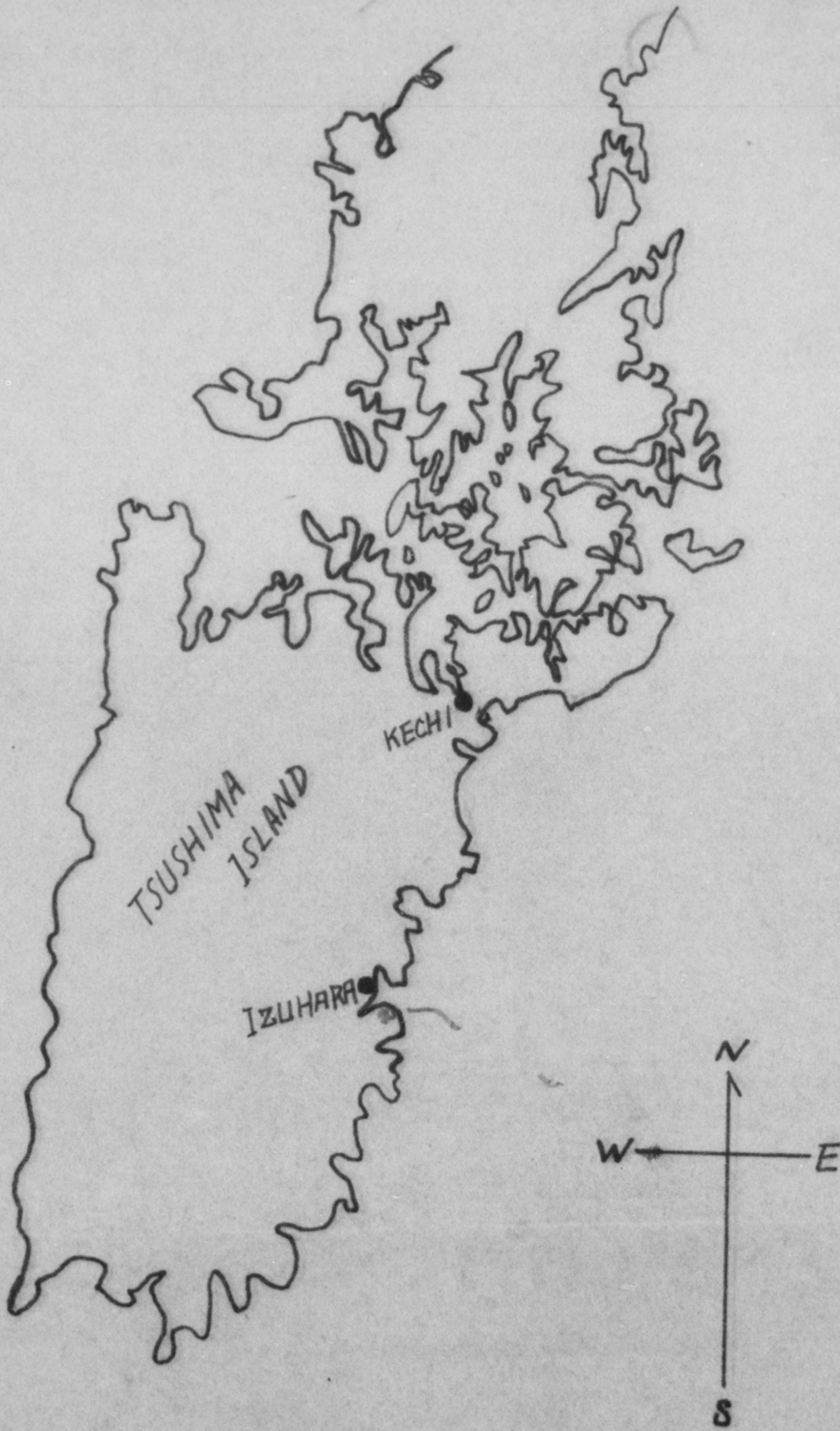
★ MAJOR PORT

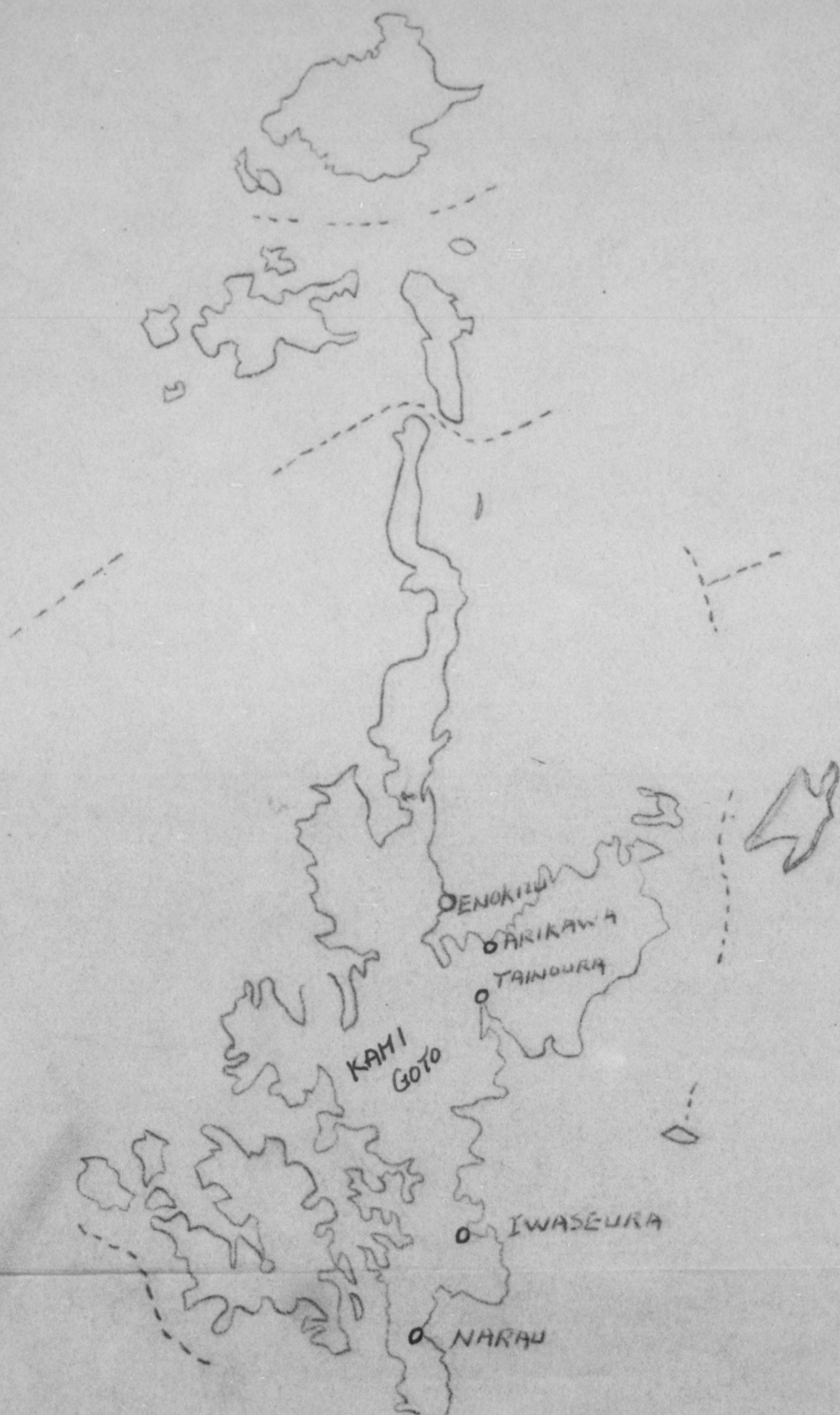
● ~~Medium~~ PORT
up to 1000 Ton

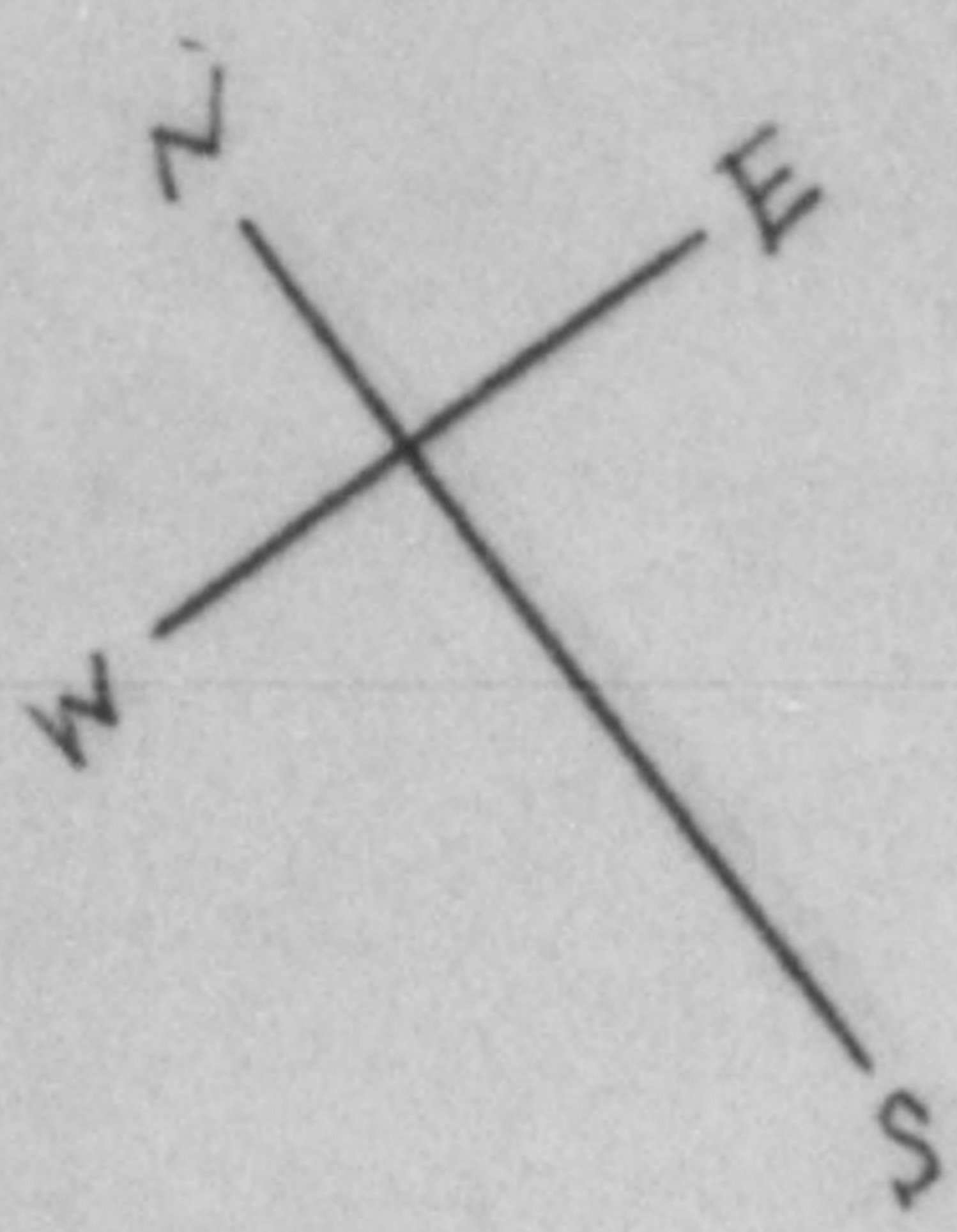
○ FISHING VILLAGE
BELOW 100 Ton



mcl
#1







HEADQUARTERS
KAGOSHIMA MILITARY GOVERNMENT TEAM
KAGOSHIMA, KYUSHU, JAPAN

CGB/tn

AP0 929
6 January 1947

Serial No: 23

SUBJECT: List of Ports in Kagoshima Ken

TO : Commanding General, Headquarters I Corps, APO 301

1. In compliance with AG 560-BA, I Corps, dated 26 December 1946 the following report is submitted on Ports in Kagoshima Ken that will accommodate ships of a 100 ton or more.

2. With the exception of the Port of Kagoshima, the others in this Ken are used almost exclusively by fishing vessels. Only exceptions known to this headquarters have been bamboo shipments from Kushikino in wooden boats, small coastal shipments of lumber and local ferry service.

/s/ Russell E. McMurray
/t/ RUSSELL E. McMURRAY
Lt Col INF
Commanding

Incl:
List of Ports in
Kagoshima Ken

LIST OF PORTS IN KAGOSHIMA KEN

NAME OF PORT	LOCATION	LATITUDE	LONGITUDE
Kagoshima	Kagoshima City	31°35'N	130°34'E
Kushikino	Kushikino-Cho, Hioki-Gun	31°42'20"	130°15'50"
Akune	Akune-Cho, Izumi-Gun	32°0'50"	130°11'40"
Komenotsu	Komenotsu-Cho, Izumi-Gun	32°7'30"	130°20'35"
Makurazaki	Makurazaki-Cho, Kawanabe-Gun	31°15'40"	130°17'50"
Nakakoshiki	Shimokoshiki-mura, Satsuma-Gun	31°49'30"	129°51'40"
Tarumizu	Tarumizu-Cho, Kimotsuki-Gun	31°29'24"	130°42'
Kanoya	Furue, Kanoya City	31°34'	130°47'12"
Shibushi	Shibushi-Cho, Kimotsuki-Gun	31°28'10"	131°7'12"
Uchinoura	Uchinoura-Cho, Kimotsuki-Gun	31°10'48"	131°5'12"
Yamakawa	Yamakawa-Cho, Ibusuki-Gun	31°12'30"	130°38'36"
Nishinoomote	Nishinoomote-Cho, Kunage-Gun	30°44'	130°59'30"
Ichiminato	Kamiyaku-mura, Kunage-Gun	30°27'	130°29'30"
Kataura	Kataura, Kasasa-Cho, Kawanabe-Gun	31°24'20"	130°11'20"
Oneshime	Oneshime-Cho, Kimotsuki-Gun	31°15'	130°47'36"

Inclosure 1

HEADQUARTERS
KUMAMOTO MILITARY GOVERNMENT TEAM
APO 929

18 January 1947

091.31

SUBJECT: Ports Designated For Use of Japanese
Merchant Vessels

TO : Commanding General, Headquarters I Corps,
APO 301 (THROUGH CHANNELS)

1.. In compliance with paragraph 2a, letter headquarters
I Corps, subject: "Inspection of Japanese Merchant Vessels",
file AG 560 - BA, dated 26 December 1946, following is submitted:

a. The name and location of all ports in this prefecture
are as follows:

<u>Name of Port</u>	<u>Location</u>
Misumi-Port	Kiyozaki Misumi Machi Uto Gun
Minamata-Port	Minamata Machi Ashikita Gun
Yatsushiro-Port	Tateuma Yatsushiro City

FOR THE COMMANDING OFFICER:

/s/Vernon C. Hill
/t/VERNON C. HILL
Captain CAC
Adjutant

HEADQUARTERS
OITA MILITARY GOVERNMENT TEAM
APO 929

20 January 1947

091.31

SUBJECT: Ports Designated For Use of Japanese
Merchant Vessels

TO : Commanding General, Headquarters I Corps,
APO 301 (THROUGH CHANNELS)

1. In compliance with paragraph 2a, letter Headquarters
I Corps, subject: "Inspection of Japanese Merchant Vessels",
file AG 560 - BA, dated 26 December 1946, following is submitted:

a. Six (6) ports in our area all on map.

Oita
Beppu
Saganoseki
Usuki
Tsukumi
Saeki

FOR THE COMMANDING OFFICER:

/s/Patrick C. Maginnis

/t/PATRICK C. MAGINNIS
Captain INF
Adjutant

HEADQUARTERS
MIYAZAKI MILITARY GOVERNMENT TEAM
APO 929

CW/eh

14 January 1947

091.31

SUBJECT: Ports Designated For Use of Japanese
Merchant Vessels

TO : Commanding General, Headquarters I Corps,
APO 301 (THROUGH CHANNELS)

1. In compliance with paragraph 2a, letter Headquarters I Corps, subject: "Inspection of Japanese Merchant Vessels", file AG 560 - BA, dated 26 December 1946, following is submitted:

a. Ports of Miyazaki Ken that are designated for use of Japanese Merchant Vessels are:

<u>Name of Port</u>	<u>Location</u>
Aburatsu	31° 40' N. Lat. 131° 29' E. Long.
Hososhima	32° 25' N. Lat. 131° 42' E. Long.

b. Due to past inactivity of shipping commerce in this Ken training of personnel will have to be "on the job" when vessels do arrive, unless higher headquarters deems it advisable that training be obtained at some active port outside of this Ken.

FOR THE COMMANDING OFFICER:

CHARLES P. TARVER, Jr.
1st Lt., AG
Adjutant

SAGA MILITARY GOVERNMENT TEAM
Saga, Kyushu, Japan

JIM/am

APC 929
16 January 1947

560

SUBJECT: List of Harbors in Saga Prefecture
TO : Commanding General, I Corps, APC 301
THROUGH: Commanding Officer, Kyushu Military Government
Region, APC 929

In compliance with paragraph 2a, letter Headquarters I Corps, 26 December 1946, file AG-560-BA subject: "Inspection of Japanese Merchant Vessels," appended below is a list of all ports in Saga Prefecture.

<u>PORT</u>	<u>LOCATION</u>	<u>TONNAGE DOCKING CAPACITY</u>
1. Hama H.	Hama-machi, Fujitsu-gun.	5 tons
2. Hamasaki H.	Hamasaki-machi, Higashimatsu- ura-gun	20 "
3. Hatatsu H.	Hatatsu-mura, Nishimatsuura- gun	20 "
4. Hayatsue H.	Nakagawasoe-mura, Saga-gun	30 "
5. Hiroe H.	Nishikawasoe-mura, Saga-gun	20 "
6. Hoshika H.	Iri-no-mura, Higashimatsuura- gun	40 "
7. Hyakken H.	Kashima-mura, Fujitsu-gun, Ryuou-mura, Kishima-gun	40 "
8. Imari H.	Imari-machi, Kurokawa-mura, Yamashiro-machi & Higashimashi- ro-mura, Nishimatsuura-gun	5,000 "
9. Kakarazima H.	Nagoya-mura, Higashimatsuura-gun	10 "
10. Karatsu H.	Karatsu City	10,000 "
11. Kariya H.	Chika-mura, Higashimatsuura- gun	40 "
12. Kamatatsu H.	Hasuike-machi, Kanzaki-gun	30 "

Basic: Ltr Saga Mil Govt Team, subject: "List of Harbors in Saga Prefecture," dtd 16 January 1947.

13. Kashiwajima H.	Minatomura, Higashimatsuura-gun	15 tons
14. Madarazima H.	Ditto	10 "
15. Megurie H.	Nishikie-mura, Kishima-gun	5 "
16. Minato H.	Minato-mura, Higashimatsuura-gun.	15 "
17. Morodomi H.	Higashikawasoe-mura, & Nikita-mura, Saga-gun	1,000 "
18. Nagoya H.	Nagoya-mura, Higashimatsuura-gun	20 "
19. Ogawashima H.	Yobuko-machi, Higashimatsuura-gun	20 "
20. Ringe H.	Saga City	30 "
21. Shimoimashuku H.	Saga City	30 "
22. Shiota H.	Shiota-machi, Fujitsu-gun	5 "
23. Sououtsu H.	Nishikoga-mura, Saga-gun	10 "
24. Suminoe H.	Fukudomi-mura, Kishima-gun & Ashikari-mura, Ogi-gun	5,000 "
25. Takezaki H.	Onura-mura, Fujitsu-gun	5 "
26. Takakushi H.	Irino-mura, Higashimatsuura-gun	40 "
27. Teraitsu H.	Nikita-mura, Saga-gun	30 "
28. Ushizu H.	Ushizu-machi, Ogi-gun	30 "
29. Yobuko H.	Yobuko-machi, Higashimatsuura-gun	1,000 "

FOR THE COMMANDING OFFICER:

BURLEY H DARLINGTON
Capt., GMP
Adjutant

OITA MILITARY GOVERNMENT TEAM
Oita, Kyushu, Japan

HBS/tk

AFO 929
27 November 1946

800
~~AG 004~~

SUBJECT: Ono River Project, Oita-ken, Kyushu

TO : General Headquarters, Supreme Commander For The Allied
Powers, AFO 500
Attention: Resources, Commerce & Industry Section

1. Forwarded herewith are plans and letter from the Governor of Oita-ken, subject: "Entreaty for Acknowledgment of Urgency of River Control Works of River Ono". From information obtained, this project hereafter referred to as The Ono River Project has been visualized in this prefecture for some time and actual engineering survey was started in 1934. Approval and actual construction was started in 1942. The project was financed jointly by the Imperial Government and the prefecture.

2. In the attached letter from the Governor of Oita-ken it will be noted that additional funds in the amount of ¥89,000,000 are required to complete the project. The funds to be obtained by a prefecture bond issue and/or Japanese Government assistance. It seems that the present policy is to approve only expenditures on such projects in which returns can be realized within one year of completion. This would be impossible on the Ono River project as it will take from three years for partial to five years for full completion of the project.

3. A visual inspection was made of the project and was found to be so far reaching and beneficial to the Japanese economy that consideration and further investigation should be considered prior to approval or disapproval. For clarification the project in this report will be broken down into three sub-projects, viz:

- a. Hydro Electric Power
- b. Land Irrigation and Reclamation
- c. Flood Relief and Reforestration

Reference will be to map numbered I and division of hydro electric and irrigation is at a point crossing the Netsu river viaducts where the brown and orange lines meet. Sub-projects are as follows.

a. Hydro Electric Power.

(1) The head waters of the hydro electric power project start at the village of Momocda, Ono-gun, or the orange square in the lower left section of plan #1 marked "a". This is the head waters of

See other data concerning this project in this file

This dated 11 Jan 47

Ltr AG 004, Oita Mil Govt Team, subj: Ono River Project, Oita-ken, Kyushu, dtd 27 Nov 1946, cont'd.

the Ono River and the lowest known recorded flowage since 1934 has been 5 cubic meter per second, maximum flowage being over capacity of the tubes which is 23.7 cubic meter per second. For this reason and fertile farming lands only 415,000 cubic meter back water is contemplated, all that is desired is a constant supply of water for the surge tank (back water reservoir of Miye River) to supply hydro plant and irrigation of land during dry season. The water to be supplied through tunnels and covered flumes from Ono River head waters, the tunnel work (in orange) is now 20% completed. Detail plan of dam inclosed and marked #2 and #3.

(2) The reservoir and back water for the hydro electric plant will be located in Miye River by construction of a dam at Tonoye-mura with back waters into waste land and capacity storage of 3,000,000 cubic meters and effective volume at intake of 2,150,000 cubic meters.

(3) The Tonoye-mura dam project is approximately 5% completed and consist of a dam 29 meter high, 81 meter long including footings into rock, width at top 3.4 m, bottom 8.9 m with a back water 2,700 meter long. The volume of water available for generator:

<u>Volume of water</u>		<u>Head of water</u>	
Max.	26.00 M ³ /sec.	Max.	45.439 meter
Normal	11.10 M ³ /sec.	Normal	49.099 "
Peak load	26.00 M ³ /sec.	Peak load	42.51 "

Capacity of Generator KW.

Max.	9.553 KW
Normal	4.353 KW
Peak load	8.936 KW

(4) An additional supply of water is received from the head waters of Miye River through 1,057 meters of tunnel and 4,208 meters open flume now 90% completed. The lowest recorded flowage at the head waters of Miye River is 1 cubic meter per second. This with the recorded low of 5 cubic meter per second from Ono River gives a guaranteed flowage of 6 cubic meter per second at the hydro electric station.

(5) Up to date no construction has been started on construction of hydro electric equipment or buildings. A surge tank located at a point above the power house is to guarantee 20% of total flowage for farming or 5.29 cubic meters through flumes and tubes for irrigation out of the contemplated 26 cubic meters total flowage.

b. Land Irrigation and Reclamation.

Ltr AG 004, Oita Mil Govt Team, subj: Ono River Project, Oita-ken, Kyushu, dtd 27 Nov 1946, cont'd.

(1) The land irrigation project was started in 1942 and is approximately 40% completed, consist of concrete tubes, viaduct, syphon and open flume as shown by intermittent brown line on map #1 called Showa Water-way. Land to be irrigated is shown in yellow. The industrial and drinking water supply shown in heavy blue intermittent lines and purple shading for industrial section is not included in this project.

(2) During the war, much of the forest area in the higher land was cut down for lumber and is now under cultivation, known as dry land farming. In the lower section along the sea coast an attempt is made to irrigate rice paddies from shallow wells which is not too satisfactory.

(3) The irrigation from the Ono River project would effect approximately 1,900 hectares or 190,000 acres and a population of 21,000 farming people. The dry land farming which could be converted to rice paddies is estimated at 800 hectares or 80,000 acres resulting in 24,000 koku or rice and barley crop. The present rice paddies through improved irrigation would increase the rice and barley crop an estimated 8,000 koku per year. The land effected would be 1,100 hectares or 110,000 acres. This would result in an estimated food increase of 32,000 koku per year or ¥17,600,000 @ ¥550 per koku. The above project would also release man power for farming now required for pumping water out of shallow wells at the lowland present rice paddies.

c. Flood Relief and Reforestration.

(1) During the war period when all available lumber was required, extensive logging projects were projected all the way up the Ono River valley and its tributaries without any reforestration program. This resulted in faster water run-off from water sheds and flash floods in the early fall of 1943 and 1945 and are expected to continue until remedied. The flood damages included approximately 60% of crops, loss of lives of 42 people, 3,956 homes destroyed, 7 bridges washed out and complete washing away of dikes in 14 locations noted as heavy blue lines parallel to Ono River. From information available flood damages amounted to over ¥50,000,000 in 1943. Based on the above information it is recommended that a strong reforestration program be planned for all land not farmed in the Ono River valley.

4. This headquarters is highly in favor of any assistance which may be accorded in gaining approval for the completion of the Ono River project with possibly a few changes in design of dam or substitute of materials for less critical items.

Ltr AG 004, Oita Mil Govt Team, subj: Ono River Project, Oita-ken,
Kyushu, dtd 27 Nov 1946, cont'd.

FRED K. MAGNOT
Lt. Col., INF
Commanding

Incls:

- #1 - Ltr from Governor,
Oita-ken, dtd 5 Nov 46
- #2 - Plan #1, Ono River Project
- #3 - Plan #2, Ono Dam
- #4 - Plan #3, Ono Dam
- #5 - Map, Oita-ken, Kyushu

FILE

BASIC: Ltr, Oita Mil Govt Team, AG 004, subj: "One River Project, Oita-ken, Kyushu," dtd 27 Nov 46.

AG 004

1st Ind

ERM/yf

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 3 December 1946

TO: Commanding General, I Corps, APO 301

1. Forwarded.

2. It is desired to know the policy of higher headquarters toward recommendations of Military Government Teams concerning public works projects within their prefectures.

FOR THE COMMANDING OFFICER:

ROGER L. LANDRY
2nd Lt., CAV
Asst. Adjutant

Incl:
n/c

FILE

BASIC: Ltr, Oita Mil Govt Team, AG 004, subj: "One River Project, Oita-ken, Kyushu," dtd 27 Nov 46.

800
AG 004

1st Ind

ERM/yf

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 3 December 1946

TO: Commanding General, I Corps, APO 301

1. Forwarded.

2. It is desired to know the policy of higher headquarters toward recommendations of Military Government Teams concerning public works projects within their prefectures.

FOR THE COMMANDING OFFICER:

Incl:
n/c

/s/ Roger L. Landry
/t/ ROGER L. LANDRY
2nd Lt., CAV
Asst. Adjutant

AG 800 - EA

2nd Ind

JCM/ckw

Hq I Corps, APO 301.

TO: CG, Eighth Army, APO 343

1. It is the opinion of this headquarters that the attached project, from the long range viewpoint, has many merits which will favorably effect the economy in this locality. However, the problem of reclamation is strictly one of decision for the Japanese officials.

2. Request this headquarters be advised as to the policy on recommendations being made by Military Government Teams concerning public works projects.

FOR THE COMMANDING GENERAL:

5 Incls:
n/c

/s/ Karl W. Marks
/t/ KARL W. MARKS
Lt. Col., AGD
Asst. Adj. Gen.

BASIC: Ltr, Oita Mil Govt Team, Oita, Kyushu, file AG 004, dtd
27 Nov 46, subj: "One River Project, Oita-ken, Kyushu."

AG 600.1 (MG-En)

3rd Ind

Headquarters Eighth Army, APO 343

TO: Supreme Commander for the Allied Powers, APO 500

The opinion stated in the 2nd Indorsement is approved
by this headquarters.

FOR THE COMMANDING GENERAL:

5 Incls:
r/c

/s/ R. Schafer
/t/ R. SCHAFFER
Lt. Col., AGD
Asst. Adj. Gen.

BASIC: Ltr, Oita Mil Govt Team, Oita Kyushu, file AG 004, dtd
27 Nov 46, subj: "One River Project, Oita-ken, Kyushu".

AG 600. (27 Nov 47)ESS/IN 4th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS,
APO 500, 23 August 1947

TO: Commanding General, Eighth Army, APO 343

1. The One River Project Combines three broad phases, hydro-electric power, irrigation, and flood relief, into one composite project, and through this combination there is produced such an increase in the needed amounts of critical materials, as well as extended construction time, that the limits set up by SCAP are thereby exceeded. For this reason only, the submitted project is unfavorably considered.

2. This unfavorable action does not preclude the resubmission through Japanese government channels of this project, if broken down into any phase which would meet the following accepted criteria for Japanese Public Works:

- a. Increase the food supply.
- b. Utilization of limited amounts of critical materials.
- c. Completed within a year.

3. It becomes evident that the phase dealing with land irrigation and reclamation could be resubmitted at once through Japanese Government channels as an individual project, if kept within the general limits expressed in paragraph 2 of this indorsement. The other phases as hydro-electric power, and reforestation must of necessity await a more plentiful supply of critical materials before such projects can be favorably considered.

BY COMMAND OF GENERAL MACARTHUR:

5 Incls: n/c

/s/ M. F. Noyes
/t/ M. F. NOYES
Lt. Col., AGD
Asst. Adjutant General

Ltr, Oita Mil Govt, Oita Kyushu, file AG 004, dtâ 27 Nov 46.
 subject: "One River Project", Oita-Ken Kyushu".

AG 600.1 (MI-Em)

5th Ind

2 Sep 1947

Headquarters Eighth Army, APO 343

TO: Commanding General, I Corps, APO 301

Attention is invited to the fourth indorsement from the Supreme
 Commander for the Allied Powers.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

5 Incls:
 n/e

/s/ R. Schafer
 /t/ R. SCHAFER
 Lt. Col., AGD
 Asst. Adjutant General.

AG 600 - BA

6th Ind

EHN/abh/tn

Hq I Corps, APO 301, 9 SEP 1947

TO: CO, Kyushu Mil Govt Region, APO 929

Attention is directed to 4th indorsement.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

5 Incls:
 n/e

WILDER A. JOHNSON
 Capt. A. G. D.
 Asst. Adj. Gen.

BASIC: Ltr, Oita Mil Govt Team, AG 004, subj: "One River Project,
Oita-ken, Kyushu," dtd 27 Nov 46.

7th Ind

CEA/pam

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 12 Sept 47

TO: Commanding Officer, Oita Mil Govt Team, APO 24 Unit 2

Attention is directed to 4th indorsement.

BY ORDER OF COLONEL HILTON:

5 Incls:
n/c

CHARLES L. BACHTEL
1st Lt SIG O
Adjutant