

(7)

AFFIDAVIT

Processed but not used

of the witness Gausich Grigorey Kondratievich

The city of Moscow, February 1, 1947.

I, Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East, interrogated as a witness the undersigned who testified:

| | |
|---------------------|---|
| Surname | Gausich |
| First name | Grigorey |
| Second name | Kondratievich |
| Age | Born in 1893 |
| Place of employment | Former station master of Imyan-Po (The Chinese Chanchung railway). At present an internee. |
| Address | A camp for internees No. 26. The Uzbek Soviet Socialist Republic |

Previous trial I have never been under trial.

I have been warned of the responsibility for giving false testimony under art. 95 of the Criminal Code of the R.S.F.S.R. (the Russian Socialist Federative Soviet Republic).

The oath of the witness is attached to the affidavit.

QUESTION:

From and till what time did you live in Manchuria?

ANSWER:

From 1914 to February 8, 1946.

QUESTION:

From and till what time were you employed by the Chinese Eastern Railway?

ANSWER:

I was employed by the Chinese Eastern railway from March 3, 1916 till December 31, 1923 and later from January 1, 1930 till June 1, 1935.

QUESTION:

From what time were you employed by the Chinese Chanchung railway?

ANSWER:

I was employed by the Chinese Chanchung railway from September 1, 1945 till the day of my detention.

QUESTION:

When you were in Manchuria were you a Soviet or Manchurian subject?

ANSWER:

Prior to 1936 I was a Soviet subject and since 1936 I have been a subject of no country.

QUESTION:

Did you refuse to be repatriated after the sale of the Chinese Eastern railway?

ANSWER:

It was suggested that I be repatriated, but I remained in Manchuria and thus ceased to be a Soviet subject.

QUESTION:

Enumerate all the positions you held on the Chinese Eastern railway since the day of the occupation of Manchuria by the Japanese in 1931 till the day of your discharge from the Chinese Eastern railway in 1934.

ANSWER:

In 1931 I was chief of the transportation section of the commercial, agency at the Pogradichnaya station. In September 1932 I was appointed station master of Si-Lin-Hay.

I held that position till April 15, 1933. Then I was transferred to the station Tai-Pin-Lin where I remained as a station master till July, 1934. After that I was appointed station master of Chang-Chung, but as the white-guards began to persecute me there I was soon transferred to An-Da where I worked in the Capacity of assistant station master till the time of the sale of the railway.

QUESTION:

What directions did you personally receive from the Japanese with regard to shipments violating the economic interests of the Chinese Eastern railway?

ANSWER:

In February, 1933 while being on duty at the station Si-Lin-Hay I received a train with the Japanese troops. The dispatcher directed that that troop train be detained and a passenger train received at the Syao-Sui-Fin.

Two Japanese officers, one of them an interpreter, entered the station office. They demanded that their troops train start immediately I said that I could not do that and referred to the direction of the dispatcher. Then the interpreter started pushing me in the back, and the second officer threatened me with his sabre and said: "If you do not order that the train start I shall kill you on the spot."

Then I came up to the dispatcher's telephone and told the dispatcher all about it. He said: "If things are like this, order that the train start." And I did.

• In November, 1933 while I was on duty at the Tai-Pin-Lin station arrived a train with the Japanese troops and two Japanese officers also came into the station office. At that time I was directed by the dispatcher that their troops train be detained as we expected a reserve locomotive from the Ma-Tsa-O-Hay station. The officers categorically demanded that their train start immediately. I told them that their troop train would not be detained long. Then they began to push me in the back and chest, threatened further beating and demanded that their train start immediately. I reported about this to the dispatcher and he directed that the train start.

In June 1934 a Japanese troop train arrived at the Tai-Pin-Lin station when I was on duty.

At the same time a passenger train was to leave the Ma-Tsa-O-Hay station. 5-6 Japanese officers entered my office and under the threat of beating me categorically demanded that their train start immediately. I asked them to let the passenger train go first, but they did not agree and threatened to beat me up I told the dispatcher about that and when he learnt that the Japanese were threatening me he agreed that the Japanese troop train leave the station.

QUESTION:

Were there any cases of the unlawful use of the means of communication by the Japanese when you were station master?

ANSWER:

The Japanese military without any consent of the railway authorities and communication agents systematically used our telephone and telegraph net and carried on conversations over our wires to the detriment of our official conversations.

QUESTION:

What do you know about the attacks of the Hunghutze on the rolling stock, station premises and other buildings of the Chinese Eastern railway after the occupation of Manchuria by the Japanese?

ANSWER:

From 1931 to 1935 a number of attacks on the rolling stock and station premises of the Chinese Eastern railway took place. It seems all those attacks were made by the Hunghutze. I know that in the course of 1931, 32, 33 and 34 they burnt down and destroyed almost all billets from the Pogranichnaya station to the Harbin station. It was necessary to transfer all linemen and maintenance workers to the stations which undoubtedly hindered our work and the maintenance of the track.

I saw myself those destroyed billets when I rode by the eastern branch of the Chinese Eastern railway. Moreover, the billets were also destroyed in the sections of those stations of which I was station master.

The house in which lived the station master of Tai-pin-Lin was also destroyed. The Hunghutze attacked the Han-Dao-Hay-Tsi station in the summer of 1932, plundered the railway billets, burnt down the school for the children of Soviet nationals and led away to the hills a number of Soviet employees of the Chinese Eastern railway. Due to the attack there were wounded and killed among Soviet employees of the Chinese Eastern railway.

I learnt of it from the report made over the dispatcher's telephone to the dispatcher on duty. In August 1932 between Han-Dao-Hay-Tsi and Tao-Lin-Tsi the Hunghutze stopped the train of tank cars filled with the Soviet Gasoline and set the train on fire. About 40 tank cars were burnt down and a number of members of conductors' and locomotive crews of that train as well as some other employees of the Chinese Eastern railway going by that train, who by way of transference went to other stations, lost their lives.

QUESTION:

In what conditions did you work in the Chinese Eastern railway?

ANSWER:

Prior to the occupation of Manchuria by the Japanese the conditions of work in the Chinese Eastern railway were quite normal. With the arrival of the Japanese in connection with frequent attacks of the Hunghutze the conditions of work on the Eastern branch of the Chinese Eastern railway became quite unbearable.

All the time I as well as other employees of the railway had to hide ourselves as we were afraid of becoming objects of Hunghutze attacks. While discharging my official

duties at the station I felt as if I were at the front. I often had to stop my work and hide in the bushes. It was especially dangerous to remain at the station during the night and when I was on duty I not infrequently sat not far from the station in the bushes and the window being open listened to telephone calls leaving my shelter in response to the call of the dispatcher and other employees of the railway.

All that also disorganized the railway traffic. The authorities of the Chinese Eastern railway had to order that the speed of trains should not exceed 15 kilometres per hour. Moreover, it was necessary to have reconnaissance trains with guards ahead of passenger trains. During the night the railway traffic was often suspended.

QUESTION:

Do you know what part the Japanese played in the subversive activities of the Hunghutze,

ANSWER:

1. Prior to the occupation of Manchuria by the Japanese the railway traffic was quite safe, no attacks were made on the stations and neither the railway track nor the communication system were ever destroyed. All railway accidents, attacks and destructions began only after the arrival of the Japanese in Manchuria.

2. After the sale by the Soviet Government of the Chinese Eastern railway to Manchuria all those subversive activities of the Hunghutze stopped.

3. The Hunghutze bands had been in Manchuria before the arrival of the Japanese. However, living in Manchuria for many years I am well aware that the Hunghutze never held up trains or destroyed railway tracks; they were mostly chasing rich people hoping to get a ransom.

4. My acquaintance Kadey railway foreman of the Gao-Lin-Tsi station told me that his senior worker, a Chinaman reported that in the summer of 1933 at the section of the railway track between Gao-Lin-Tsi and Lida-Hay-Tsi the workers under him watched how from the passing Japanese troop train were thrown out about 10 boxes with rifle cartridges (judging by the shape of the boxes). In forty minutes or in an hour the Hunghutze came to that spot from the hills and carried away the boxes thrown out by the Japanese. From this I drew a conclusion that the Japanese armed the Hunghutze.

I have nothing to add to my testimony.

I read the affidavit. My testimony was recorded correctly which is certified by me

WITNESS : Gausich

INTERROGATED: Colonel Rosenblit,
Assistant Prosecutor for the USSR
in the International Military
Tribunal for the Far East

OATH

The City of Moscow, Feb 1, 1947

I, the Undersigned Gausich Grigorey Kondratievich, give this oath of witness to Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East, that I pledge myself to give true and correct testimony pertaining to the case of the major Japanese war criminals.

I have been warned of the criminal responsibility for giving false testimony under art. 95 of the Criminal Code of the R.S.F.S.R. (the Russian Socialist Federative Soviet Republic).

The oath was given in my presence, Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East.

Processed but not used
Doc. 3096

No. 108

證人訊問調書

モスクワ 一九四七年 二月一日

余 拉莫國際軍事裁判所の上 聯邦公席検事のロビン
アリト大佐ハ左記ノ者ヲ證人トシテ訊問シ次ノ如キ證言ヲ得リ

| | |
|----|--------------------------|
| 姓名 | カヌレツチ |
| 父名 | グロトリイ |
| 年齢 | 一九三三年生 |
| 職業 | 前、長春鉄道「インヤン」駅長 現在抑留中 |
| 住所 | 抑留者「モスクワ」第二十六号「ウスベツク」共和國 |
| 前科 | 無し |

虚偽ノ證言ニ関シ「ロシア」共和國刑法 第九十五條ニヨリ生ズル
責任ニ関シハ注意スル (證人ノ手記ハ訊問調書ニ附シアリ)

問 何時カラ何時迄 貴方ハ 滿洲ニ (住ニテ) イニシタカ

答 一九四四年カラ一九四六年二月八日迄 アス

問 何時カラ何時迄 貴方ハ 東支 鉄道ニ 勤務シテ イニシタカ

答 一九一六年三月三日カラ一九三三年十一月三十一日迄
トシカラ一九三〇年一月一日カラ一九三五年六月一日迄
勤シテ イニシタカ

問 何時カラ 貴方ハ 長春 鉄道ニ 勤務カニテ イニシタカ

答 長春 鉄道ニ 勤シ 一九四五年九月一日カラ 連日 抑留

問 滿洲 在任中 貴方ハ ソレ 聯邦ノ 國籍ヲ モフテ イニシタカ

滿洲ノ 國籍ヲ モフテ イニシタカ

答 一九三六年迄 新ハ ソレ 聯邦ノ 國籍ヲ モフテ イニシタカ、ソ

レ以後ハ 國籍ヲ モフテ イニシタカ

問 東支 鉄道 帝却後 貴方ハ 歸國ヲ 断ツタムニ アスカ

答 新ハ 歸國ヲ スルニ アスカ 断ツタムニ アスカ、コノヨウニシテ

新ハ ソレ 聯邦ノ 市民權ヲ 失イニシタカ

問一 一九三一年日本が満洲ヲ占領シテ日カラ一九三四年
ニ貴方カ東支鉄道ヲ解職ニナル迄 勸業省事務

列擧セテ下サイ

答一 一九三一年私ハ「おカラニイナヤ」駅 商業代理部

運輸課長ヲヤツテイマシタ。一九三二年九月私ハ「シリ
ン」ハ「駅」ノ駅長ニ任命サレシタ

一九三三年四月十五日迄私ハ「ソ」地位ニアリ。「タイピンリン」

駅ニ轉勤シ、ソコニ一九三四年ノ七月迄イマシタ。ソノ後

私ハ「長春」駅長ニ任命サレシタガ 白衛隊員カ

私ヲ追申シタノテ、スガニ私ハ 助役トシテ「ア」ノ駅

ニ轉任シ、同鉄道賣却ノ日迄ソコニ勤メテイマシタ

問一 日本人カラ直接貴方ハ東支鉄道ノ経済的利害ニ及スルヨ
ウナ輸送ニ関スルドコウナ指テラヌ又ケシタカ

答一 一九三三年二月「ソリン」ハ「駅」ノ長直テ「ソ」ノ日本ノ

軍用列車ヲ受理シシタ 運行係ハ旅客列車ヲ

「ソ」ヲオスイマシ「ソ」ノ駅ニ受理スルタメニ軍用列車ヲ引越

メテオウコウニ指テシテキシタ。駅ノ事務所ニ二人ノ日本

軍將校カ現レソノウチノ一人ハ通訳ヲシタ 彼等ハ軍用

列車ヲ直ニお弁サセシウニ要本「ソ」ノ私ハ運行係ノ

指テラヌ理由トシテ 拒絶シシタスルト通譯ハ私ハ「ソ」ノ

今一人ノ將校ハ威嚇的ニ「ソ」サヘル「ソ」モ「ソ」ノ「ソ」

お発セシタハ「ソ」ノ「ソ」ノ「ソ」ノ「ソ」ノ「ソ」ノ「ソ」

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出ルカラ、列車ヲ引キ留メテオクヨウ指示ヲ受ケテイマシタ。將校ハ
 列車ヲ直ニ出發セシメルヨウ
 總務課ニ要求シマシタ。私ハ列車ハ決
 シテ長ハ間停車スルノテハナイト説明シマシタ。シカニ彼等ハ私ノ
 胸ヤ、背中ヲ打ち、毆打ヲ續ケルコトヲ極ムルカシナカテ、直ニ列
 車ヲ出發サセルヨウニ要求シマシタ。

私ハニコトヲ運行係ニ報告シテ、直ニ日本軍用列車ヲ出發セシ
 ヲウ指示ヲウケマシタ。一九三四年六月、私ハ当直中ニオナジ、タイ
 ピンリンノ駅ニ日本ノ軍用列車が到着シマシタ。コノ時、マツヤ、
 オ、ヘノ駅カラ郵便列車が出發スル、ステシタ。私ノ室ニ五、六人
 ノ日本人將校がヤツチキテ毆打ヲ極ムルカシナカテ、断乎トシテ直
 ニコノ列車ヲ出發セシメルコトヲ要求シマシタ。私ハ旅客列車ヲ通過セ
 シメルヨウタカシマシタガ、彼等ハ承諾セズ、毆打ヲ極ムルカシナカテ、
 シマシタ。私ハ運行係ニコトヲ通告シ、彼ハ私ニ對スル日本人ノ威嚇ヲ知ツテ、
 日本ノ軍用列車ヲ出發セシメルコトヲ承諾シマシタ。

問、貴方が駅長トシテ勤務シテイタ時、日本人が通信機關ヲ不法
 使用シタトイウコトハマリマシタカ？

答、日本ノ軍人ハ鐵道管理局ナラビニ通信機關ヲツカサドルソノ代表者ノ
 何等ノ承諾無シテ、常時勝手ニ我電信、電話通信網ニ連結シ我電
 線ヲ利用シ通信ヲ行イ、我方ノ勤務上ノ通信ヲ妨害シマシタ。

問、日本が滿洲ヲ占領シタ後、東支鐵道ノ列車、駅、附屬建築物ニ對ス
 ル馬賊ノ攻撃ニツイテ貴方ハ何か知ツテイマスカ？

答、一九三二年カラ一九三五年迄、東支鐵道ノ列車、駅等ニ對シテ多クノ攻
 撃が行ワレマシタ。コレ等ノ攻撃ハ馬賊、
 一九三二、三三、三三、一九三四年ノ間ニ彼等がホグラニナヤノ駅カ
 ラ、コバルピンノ駅迄ノ間ニアツタスベテノ附屬建築物ヲ破壊
 シ、火上セシメタノシ、私ハ知ツテイマス。ソノ結果線路番人及ビ路
 線工夫ヲ駅ニ移住サセナケレバ、ナチカウタンノ線路ノ手入れ、線路
 ノ状態、監視ハ勿論非常ニ困難ニナリマシタ。コレヲ建築
 物ノ破壊ヲ私ハ自身ヲ東支鐵道東線ヲ旅行シタ時見マシタ。
 又私ガ駅長ヲシテイタ駅、
 築物ノ破壊が行ワレマシタ。

佐々木家

コノ夜ニシテ「タイ・ボン・リン」駅ノ駅長一軍生モ破壊サレタシク。馬賊ハ
 一九三三年夏ハ「バン・グア・ヘ・ズイ」驛ヲ龍巻撃テシ鐵道部落ヲ掠奪シソウゴト
 人ノ子供達ガ通ツテ居ル中ニ校ヲ炎上セテ数人ノ東支鐵道勤務員ヲハ
 「ソウゴト」人ヲ連行シテ行キマシタ。龍巻撃ノ時、東支鐵道勤務員「ソウゴト」人
 中カラ「ソウゴト」死傷者ガ出マシタ。此事ハ鐵道電話ヲ通ジテ多直運行係
 ニ報告サレタデ、私ハ知ツテ居ルケル。一九三三年八月、馬賊ハ「バン・グア・ヘ・ズイ」
 「ソウゴト」人「ソウゴト」人「ソウゴト」石油ヲ積ンガ列車ヲ停止シ放火シマシタ。
 約四十名ノタンク車ガ炎上シ、此列車ニ乗組ンテ居ル車掌班並ニ機
 關士班「~~馬賊~~」駅ニ轉任ノタメニ此列車ニ乗込ニテ居ル夕東支鐵道ノ従業員
 員ガ死シマシタ。

向一貴方ハドノ様ナ状態ノ下ニ東支鐵道ニ勤務シテ居マシタカ？
 答一日本人ガ滿洲ヲ占領スル前ハ東支鐵道ニ於ケル勤務ノ情况ハ
 極メテ普通デシタ。日本軍ガ来テカス馬賊ノ攻撃ガ屢々繰返サレル
 ノト關聯シテ、東支鐵道東線ノ情况ハ耐ヘラナイ様トモトナリマシタ。
 馬賊ノ龍巻撃ノ犠牲トナルヲ恐レテ、我々鐵道勤務員ハ常ニ隠レテ
 居ナケレバ「ソウゴト」人ノ職務遂行中私ハ何時モ戰線ニ居ル様ナガシ
 マシタ。多直ヲ中止シテ雜草ノ中ニ身を隠シ、サナイレバ「ソウゴト」人ノ事モ
 屢々有リマシタ。夜間駅ニ居ル上ノ事ハ特ニ危険デシタ。多直ノ時私ハ屢々建
 物附近ノ雜草中ニ身を隠シ、南ノタビカウ電話ノベルガ聞エル度ニ隠ル家
 カラ出て運行係ノ他ヲ呼出シニ答ヘマシタ。
 列車ノ運行モ此ノ為ニ同様ニ混乱ニ陥ケ入りマシタ。東支鐵道管理局ハ
 列車ヲ時速十五料以下デラセバ「ソウゴト」人ノ外ニ旅客
 列車ノ前方ニ警戒備隊ヲ乗セテ偵察列車ヲ運行サセバ「ソウゴト」人

夜間列車ノ運行ヲ停止スルコトモシバクテシタ。
 向一馬賊ノ破壊行為ニ対シ日本ノ役割ニツイテ貴方
 ハ何カ御存知デスカ？

答

一日本人ノ滿洲占領以前ハ列車ノ運行ハ何等ノ危険モ
 伴ハズ驛ハ何等ノ攻撃モ受ケズ、路線ヤ通信ハ一度モ
 破壊セラセデシタ。全テノ列車事故、攻撃、破壊行為ハ
 日本人ガ滿洲へ来テカラ始マッタデス。

二「ソ」聯政府ガ東支鉄道ヲ賣却シテカラハ滿洲ニ於ケル
 馬賊ノ此等ノ破壊行為ハナクナリマシタ。

三、滿洲ニハ馬賊ノ味ガ以前モ日本人ガ来ル前モ存在シテ
 中マシタ。然シ私が多年滿洲ニ住ニテ中々經驗テ私ハ
 馬賊ガ決シテ列車ノ攻撃ヤ路線ノ破壊等ハ行ハナカ
 ッタ事ヲ知ツテ中マス。主ニ彼等ハ身代金ヲセシメル為ニ
 金持ヲ狙ッテ中タデス。

四、私ノ知人「カオリンズ」驛ノ線路工夫並督「カーク」ノ話
 一彼ノ中国人ノ工夫頭ノ報告ニヨレバ一九三三年夏「カオリンズ」
 一「リダ」へズ「間」彼ノ組ノ工夫ガ通過シタ進行中ノ日本
 軍用列車カラ小銃ノ彈藥匣(箱ノ形ヨリ見テ)十ヶガ
 投下サレ約四分一時間後ニ馬賊ノ一隊ガ現シテ日本人ノ
 投下シタ箱ヲ拾ッテ行ッタ一ヨツテ私ハ日本人ガ馬賊
 ニ武器ヲ供給シテ中ルト云フ結論ニ達シマシタ。

コレ以上陳述ニ何モ追加スル事ハ有リマセン。私ハ調書

ヲ讀ミ返シマシタ。私ノ言葉ハ全部正確ニ記録ニテアリ

証人「カオリンズ」
 訊問者 極東國際軍事裁判ソグエ上 聯邦次席検事(ローゼンブリット)

署名ニマス

Doc 3096

宣誓書

余下記署名ノ「ガヌシツケ、グリゴリー・コンドラージェヴィチ」ハ日本主要戦争犯罪人事件ノ證人トシテ正確ナル證言ヲ行フ事ヲ茲ニ誓約シ此ノ宣誓書ヲ極東国際軍事裁判「ソヴェト」聯邦次席検事「ローゼンブリット」ニ與フ。

偽證言ニ関シ「ロシヤ」共和國刑法第九十五條ニヨリ生ズル責任ニツイテハ申シ渡サレテヤル。

宣誓書受領者

極東国際軍事裁判「ソヴェト」聯邦次席検事大佐

(ローゼンブリット)

No.6

モスクワ 昭和廿二年二月一日

CHARGE OUT SLIP

DATE 25 Aug 1947.

EVIDENTIARY DOC. NO. 3096

TRIAL BRIEF _____

EXHIBIT NO. _____

BACKGROUND DOC. NO. _____

FILE NO. _____

PRESS TRANS _____

U.S.S.B.S. _____

DEFENSE DOC. NO. _____

See 3098

Signature *Shveitser*

Room # _____

Shveitser