

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST.

THE UNITED STATES OF AMERICA, et al.)
)
 - AGAINST -) A F F I D A V I T.
)
 YAMAGUCHI, 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 kilometres north of BANGKOK; 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 constructions 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)