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**Description of contents**

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- (2) Folder title/number: **(16)**  
**401.1: Strategic & Critical Materials**

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*C.7*

*4011  
4101*

**KYUSHU CIVIL AFFAIRS REGION  
HEADQUARTERS AND HEADQUARTERS DETACHMENT  
Fukuoka, Kyushu, Japan**

**SBU/rms**

**AFPO 24 Unit 5  
16 December 1949**

**400**

**SUBJECT: Application for Use of Thorium Nitrate**

**TO : General Headquarters, Supreme Commander for the  
Allied Powers, APO 500  
ATTN: Chief, Special Projects Section, ESS/St)**

Attached hereto is application and allied papers submitted to this headquarters by Mr. Masao WADA, Dean of the Faculty of Engineering, Kyushu University, Fukuoka Prefecture through Director, Kyushu Liaison and Coordination Office for permission to transfer two(2) grams of Thorium Nitrate from the Yahata Steel Company, Yahata City to the Kyushu University to be used in metallurgical experiments on iron and steel.

**FOR THE CHIEF:**

*AMS*

**1 Incl:  
Application**

**G. W. SARGENT  
Lt. Col., GAC  
Deputy**



401.1

**FILE**

**KYUSHU CIVIL AFFAIRS REGION  
HEADQUARTERS & HEADQUARTERS DETACHMENT  
Fukuoka, Kyushu, Japan**

/jk

**AFPO 24 Unit 5  
26 November 1949**

**TO: ETO Officials**

**These materials were sent down by SCAP, CIAE for use throughout Kyushu. They are to be transported by Allied train.**

**Mr. Katsuyoshi Inumaru will send the material to Saga on 28 November at Saga. Mr. Inumaru will ship it from Saga on 5 November and it will be received by Mr. Mitsui Kitahara at Sasebo on 6 or 7 November. Mr. Kitahara will ship it from Sasebo on 14 November to Mr. Tomiichi Matsui at Hiroshima.**

**This letter is to inform you that the material will be handled by Japanese personnel with permission of SCAP.**

**BY ORDER OF COLONEL BURGHEIM:**

**HENRY E. RAINPOLT, JR.  
1st Lt., FA  
Adjutant**



HEADQUARTERS EIGHTH ARMY  
United States Army  
Office of the Commanding General  
APO 343

401.1  
AGMCEP 401.1

23 July 1949

SUBJECT: Critical Materials

TO : Commanding General  
I Corps  
APO 301

## 1. References:

a. Inclosure 1, Operational Directive number 27, this headquarters, dated 13 April 1948, subject: "Inventory and Redistribution of Critical Materials."

b. Letter, this headquarters, AGMCEP 401.1 dated 26 April 1949, subject: "Critical Materials."

c. Letter, this headquarters, AGMCEP 401.1, dated 7 June 1949, subject: "Critical Materials."

2. In addition to the critical materials listed in references b and c, the following items on the Designated Production Materials list are decontrolled as of 25 July 1949:

Nail  
Galvanized Wire  
Iron Steel Wire  
Hard Steel Wire  
Lead Pipe and Lead Plate  
Anti-Friction Alloy  
Solder  
Benzene Intermediate  
( (except synthetic Phenol & Nitro Benzene)  
Toluene Intermediate  
Acetic Acid  
Synthetic Dyestuff (except imported goods)  
Carbon Black (C & D class)

## Cement Products:

High Pressure concrete  
Asbestos high pressure pipe  
Asbestos Slate  
High pressed cement plate  
Board made by mixing shavings with cement  
Fire proof Brick & indigenous raw materials  
Industrial Explosives:  
Explosives (including powder)  
Fuzes (including accessories)  
Zinc Oxide  
Hardened Wax



AGNGRP 401.1  
SUBJECT: Critical Materials

23 July 1949

Glycerine Water  
Roofing Paper  
Heat Insulation Materials:  
(Corkboard)  
Alcohol

BY COMMAND OF LIEUTENANT GENERAL WALKER:

J. A. O'BRIEN  
CWO USA  
Asst Adj Gen



**BASIC:** Ltr Hq Eighth Army, AGMSEP 401.1, dtd 23 Jul 49, subj: "Critical Materials".

AG 401.1 - BA

1st Lnd

SD/ya

Hq I Corps, APO 301, 28 July 1949

TO: CO, Kinki Civil Affairs Region, APO 25  
 CO, Kyushu Civil Affairs Region, APO 24-5  
 CO, Chugoku Civil Affairs Region, APO 248  
 CO, Shikoku Civil Affairs Region, APO 1050  
 CO, Tokai-Hokuriku Civil Affairs Region, APO 710

Forwarded for your information and necessary action.

BY COMMAND OF MAJOR GENERAL COULTER:

CHARLIE RAMSEY  
 CWO USA  
 Asst Adj Gen

2nd Lnd

ERM/msw

KYUSHU CIVIL AFFAIRS REGION, Hq & Hq Det, APO 24-5, 1 Aug 49

TO: Commanding Officer, Fukuoka Caff Team, APO 24-5  
 Commanding Officer, Saga Caff Team, APO 24-5  
 Commanding Officer, Nagasaki Caff Team, APO 24-5  
 Commanding Officer, Kumamoto Caff Team, APO 24-1  
 Commanding Officer, Kagoshima Caff Team, APO 970  
 Commanding Officer, Oita Caff Team, APO 24-2  
 Commanding Officer, Miyazaki Caff Team, APO 24-2

Forwarded for information and necessary action.

BY ORDER OF COLONEL HILTON:

HENRY E. RAINBOLT, JR  
 1st Lt FA  
 Adjutant

FILE

CENTRAL



FILE

KYUSHU CIVIL AFFAIRS REGION  
HEADQUARTERS AND HEADQUARTERS DETACHMENT  
Fukuoka, Kyushu, Japan

EEM/new

4011  
APO 24 Unit 5  
2 July 1949

SUBJECT: Talk on Economic Law Enforcement

TO : Commanding Officer, Fukuoka Civ Affairs Team, APO 24-5  
Commanding Officer, Saga Civ Affairs Team, APO 24-5  
Commanding Officer, Nagasaki Civ Affairs Team, APO 24-5  
Commanding Officer, Kumamoto Civ Affairs Team, APO 24-1  
Commanding Officer, Kagoshima Civ Affairs Team, APO 970  
Commanding Officer, Oita Civ Affairs Team, APO 24-2  
Commanding Officer, Miyazaki Civ Affairs Team, APO 24-2

1. Enclosure 1 is a copy of talk to prefectural police chiefs on subject of economic control given by Lt. McConnell of Fukuoka Civil Affairs Team. The speech contains pertinent comments on fish control, critical goods, transportation control and particular enforcement of transportation control by railway police. It is forwarded for information.

2. The Japanese Government has recently considerably increased the minimum amount of critical goods requiring transportation certificates. Under these new regulations up to 4 ton of coal, 4 ton of fertilizer, 7 ton of lumber, 1 ton of petroleum and 1 ton of steel can be transported without certificates. This has made the use of control points extremely ineffective as entire truck loads of many materials can now move without certificates. SCAP has been informed of this difficulty and has given assurance that minimum quantities requiring certificates will be reduced.

3. The Japanese Government, on its part, feels that recent restrictions of credit, have had a strong deflationary effect, and many materials are therefore in temporary excess supply. Coal stockpiles have reached 5 million tons and continued stockpiling will undoubtedly have adverse effect on production.

4. When the difference between SCAP and Japanese viewpoints are reconciled and changes made in existing transportation control regulations, teams will be promptly informed.

BY ORDER OF COLONEL HILTON:

HENRY E. RAINBOLT, JR  
1st Lt PA  
Ass't Adjutant



SPNICH BEFORE MEETING OF PREFECTURAL POLICE CHIEFS  
FUKUOKA CITY 25 JUNE 1949

Gentlemen:

I have asked to be allocated some time to talk to you this morning while you are all together, because there are a number of important items regarding economic control which we in Mil Govt feel are of sufficient importance to be called to your attention at this time for your consideration and action where necessary.

It is a prime necessity for you, as public servants, to instill in your men, and recognize yourselves, the very vital need for strict, impartial economic control at the present time, and to exercise all your powers towards this end. Controls in a regulated economy such as exists in Japan at present are not placed on the people as an oppressive measure--rather, they are designed to expedite the flow and distribution of critical raw materials which are vitally needed by war-decimated factories, striving to produce export items which will be sold to establish dollar credits abroad, the basis for an expanded foreign trade which all bring into Japan scarce or non-native raw materials and food-stuffs; and to insure the equitable, impartial distribution of food to a hungry population which must rely upon imported food-stuffs to supplement the inadequate supply the nation is able to produce. Poor control means more food diverted to the black-market--more food in the hands of unscrupulous blackmarketeers means higher prices for you and your families and the people you are supposed to serve, or a scarcity or absence of their proper and just allotment of daily rations. Poor control means the diversion of critical materials into illegal channels----again resulting in higher prices and discriminatory distribution of materials which, in the long run, can only result in an unbalanced economy. Unbalanced economy, inflation, hunger, and unrest--these are the breeding and feeding grounds of subversive elements which are always ready to squawk and to insinuate themselves where these conditions exist. Thus the vicious circle is completed, and the result--economic chaos and a trebling of your work, for what seems a difficult task under the present conditions would become well-nigh hopeless under conditions I have described. Therefore, it is imperative that you recognize the need for control, that you instill the recognition into each man under you, down to the lowest rank, and that you try to help educate the public, whom you serve, along those lines.

You are all familiar, I am sure, with the recent efforts of all law enforcement agencies towards stricter control of fresh fish, so necessary to the diet of the average Japanese. This emphasis on control started in Fukuoka city, spread over the Ken, the island of Kyushu, and is now nation-wide in scope. Groundwork laid by the EIB and local police agencies has resulted in a more general compliance with official receiving procedures by agencies at the receiving ports. Cross checking with other cooperating Mil Govt Teams has assured Fukuoka Prefecture of fulfillment of allocations of fresh fish from other prefectures. For instance, the amount of fresh



fish landed at Class A ports in the prefecture during the first ten days of June, amounted to 76% of the monthly quota. This included a total of 222,382 kan in Hakata port, and 55,000 kan at Tobata. 491,114 was the grand total for that period from all prefectures. This compares favorably with the figures for the entire month of February of this year when receipts in Fukuoka city amounted to 350,000 kan. Fish receipts at Hakata, in May, 2 months after serious control was applied, skyrocketed to 641,000 kan. Class B ports have received 66% of their allocation in the first half of June. These figures are not just imagination, nor are they just luck--they represent the hard work of conscientious investigators and policemen and show that a job of control, if attacked in the right spirit, and with energy, can be made to work. Fishermen are now asking for an extension of the limits of fishing grounds, but violation of fishing rights by these same fishermen in the past has been notorious, and these practices are still being carried on. As a result, SCAP has rejected these requests on these grounds. Furthermore, if effective control cannot be maintained over the amount of fish at present being caught and delivered, how can control over increased amounts of fish be effective?

In accordance with recent Eight Army directives, control of the distribution, rationing, and price of fresh fish is not to be relaxed, but, on the contrary, pressed with more determination and vigor. It is your duty to actively supervise this control. We have succeeded in getting the fish to be brought to the prefecture. The bottleneck is now the dealer (retailer) who insists on making more than his share of the profit at the expense of the consumer. Many retailers, after a recent raid in Fukuoka city in which 47 violations were uncovered and 13 licences revoked, refused to accept shipments of fish for sale at official prices, thus scaring the fishermen off, and in effect, preventing the landing of fish at our ports. If it becomes necessary, due to these actions, steps will be taken to revoke all licences of dealers who refuse acceptance of fish, and emergency permission to dispose of the fish directly to the consumer, will be tendered the receiving agency. You, in conjunction with the EIB and other enforcement agencies should inspect warehouses suspected of hoarding materials such as stocks of fuel, nets, ropes and other fishing supplies, and distribute confiscated stocks to fishermen at official prices. It is your duty to see that, within your jurisdiction, all licensed fish shops prominently display their licences, that they post in a conspicuous place, legible and clear signs indicating official prices, and that these prices are also placed alongside the fish being sold. You must vigorously insure that all "free sales" of fish at licensed shops are eliminated. You must take prompt action to apprehend and prosecute all unlicensed dealers at both wholesale and retail levels. We shall, in the future, inspect fish retailers in



the various cities and towns throughout the prefecture. When we find a violation of any type, we shall go to the police station in that town and ask just one question, "why?" and it will be up to the chief-not the assistant chief-to answer that question. There is no excuse for the countenancing of flagrant, open violations of price and rationing control of fresh fish such as goes on in most of the cities and towns today. Military Government has checked prices of fish in Yanagawa, Tagawa, and Kurume, as well as in many small towns. In all cases, prices were above the official prices, unlicensed shops were selling rationed fish, and no official prices were posted or anywhere in view. There was no attempt at concealment--the sales were made quite openly;---someone was not on the job. During the first five months of the year, despite these facts, eighteen police stations had NOT A SINGLE CASE ARRESTED for fish violation, and 27 stations sent five or less to the procurators office. On the other hand, on the bright side of the ledger, some stations, including Moji, Kokura, Ukiha gun, Yawata, Itoshima District, Ukiha District, and Fukuoka City, which led all the rest, made creditable showings.

As you are probably aware, a new regulation covering therevised procedure concerning transportation certification of designated materials, upon which we have established a network of check points throughout the prefecture, has been issued by the Prime Minister and other Ministries. This is known as Ordinance No. 1, and is dated 27 May 1949. Close scrutiny of the annexes of this Ordinance will show you that the minimum quantities covered by the new regulations are considerably higher than heretofore, and that the ordinance is not designed to cover transportation by three-wheeled motorbike, bicycles, and horse and ox-drawn vehicles. Thus many of you will probably wonder at the need for the check points, because there is nothing to prohibit small loads of critical materials from being moved as many times as the owner desires without interference from the police at check points. However, we have been in communication with SCAP concerning this matter, and they feel, as we do, that the minimum quantity covered by the regulation is set much too high, and I think we can assure you that they will be lowered in the very near future. Thus, we wish to keep the present system of check points in effect IN FULL FORCE, with no let-up or "slacking off" on the part of the police operating them. However, all personnel under your command operating check points should be made aware of the contents of the new regulations, and copies of these regulations should be made and posted in each check point station where they can be readily consulted if the need arises. Samples of the forms used as transportation certificates should also be posted so policemen will become familiar with them and be on the lookout for forged or improper certificates.



I should like to call to your attention article 15 of this ordinance, which says that the competent minister, when a violation is found, "may suspend or curtail the allocation of designated production materials or designated rationed goods in the present period or the following allocation periods for the consignor or carrier, or may cancel the registration of the consignor." This is the article which puts real teeth in the law, and is one which should be employed in the case of large violations of the ordinance. This is in addition to the usual penalties for violations set up by the Temporary Demand and Supply Adjustment law and other pertinent regulations. You should be certain that your check point operators are kept up to date on the latest changes in controlled goods. The latest list included rolled copper, tar intermediates, synthetic dyestuffs, methanol, oil base paint, paper, board paper, Japanese paper, some types of timber, flooring, ordinary bricks, and tatamis. These changes are important and failure to recognize them can result in incidents embarrassing to the police and damaging to their prestige with the general public.

On many occasions we have traveled about the prefecture checking the set-up of the Transportation Control check points-- so much so that I believe some member of Military Government has visited each check point at least once, and in most cases, many times. We have tried to correct the many deficiencies we found, by pointing them out to you, and suggesting new methods of operations. The system is pretty well standardized throughout the prefecture by now--you all have the same kinds of equipment, including shelter for the operators, and operate generally along the same lines. If carried out conscientiously, this program should achieve the aim for which it was conceived-- the elimination of illegal transportation of critical materials. However, many police stations are not doing this work conscientiously--they are doing it on paper if at all. Time and again, I have watched policemen in checkpoints who were too lazy to even get up, but simply waved traffic on. This has happened, for instance, in Kashii at the Najima check point, in Yawata, Futsukaichi, Fukuoka and Togo machi among other places. In many places, the check points are not operated for days at a stretch, unless they happen to know ahead of time that an inspector from Military Government will be along. I cite Tagawa District police, and the Iizuka Municipal police as examples, of that two among many. To eliminate this practice, we would like each police station to submit monthly to the Fukuoka Office of the NRP a plan for the scheduled time of operation of each check point under its jurisdiction for the coming month. Another point I should like to bring to your attention is that a minimum of two men is needed to operate the average check point. One man is just not enough to handle the job. While one man is busy stopping a vehicle, our or five more can, and do go flying by. Each check point should keep a log of opera-



tion--that is, a book showing the daily operation, including the licence number of vehicles checked and hours and date operated. All motorcycles should be stopped and checked for gasoline rations, for only certain categories of personnel, such as doctors for instance, are allowed gasoline for motorcycles. Any other person falling outside the category of doctor, newspaper representative, or policeman, operating a motorcycle, should be questioned carefully regarding the source of his gasoline, for nine times out of ten, it will be black-market gasoline, and you will get a line on dealers in this gasoline this way.

Some of you may say, "What good are check points, anyway? Why, when we are so short of personnel, must we sacrifice two or more men, and have them stand by the roadside all day?" The chief of police in Fukuma machi had that attitude, which is in part, easily understandable, for we do realize that you are short of personnel. It was only after considerable pressure was applied by Military Government that he started to operate his check point efficiently. Not three days after he manned his check point, the policeman on duty was instrumental in stopping a shipment of goods intended for smuggling purposes, and the resulting investigation resulted in a case amounting to about two million yen. So you see, the check points properly manned, and inspected at frequent intervals by the chief of police in person, can be a factor in detecting and confiscating illegally transported goods.

You may look forward to an increase in road transportation in the near future for plans are being laid in Tokyo for the transportation of approximately one million tons of materials to be transported over the roads, rather than by rail, in the next year. This is planned so as to relieve the congestion of rail freight, due to the critical shortage of freight cars on the railways of Japan. That is going to mean more and important work for your check points.

Although we know that, through the check point system, we have lessened the amount of illegal goods being transported over the roads, there are still large quantities being carried, apparantly by rail. A short time ago, the local EIB conducted an investigation on black marketing of coal. The totals might surprise you. A total of 60,027 tons of critically needed coal were sold illegally by thirteen coal mines in the prefecture. 15,000 tons were blackmarketed by the Mitsui Tagawa coal mine, either rail or vehicle, not one ton of coal was picked up by either the Tagawa Municipal Police or the Tagawa District Police during the first five months of this year. The Onga Takamatsu mine disposed of over 12,000 tons of coal in the same manner and yet the Mizumaki-machi police station, in whose jurisdiction this coal mine lies, picked up but one and a half tons of coal by the check point route during the first five months of this year. In an attempt to halt this illegal traffic, we have made



arrangements with the Kokura and Moji sub-divisions of the Japanese Government Railway to intensify control of critical materials being shipped by freight. They are at present drafting a plan to utilize the railroad police and guards on this project to insure that all cargoes shipped by rail as freight are accompanied by a properly filled out and executed transportation certificate. These railway police will coordinate with you to insure adequate coverage of railway stations. Either they or you, as is most convenient, should establish working liaison, and cooperate to the fullest extent. When this is accomplished, we shall have covered both the roads and the rails, and we can then turn our attention to water transportation which, in a great measure, we have ignored so far. But one thing at a time, and your immediate goals should be intensification of the present system and coordination with the railroad police for rail freight. Goods of all types and descriptions are being carried into Kyushu by rail, chiefly from trading centers such as Kobe and Osaka where finished products, such as clothes and materials are dealt in. A recent raid, conducted jointly and efficiently by the prefectural EIB and the Kokura Municipal Police, on a large market in Kokura, resulted in the confiscation of large quantities of textiles and clothing and the arrest of numerous small dealers in these goods. I have no doubt but that similar raids in other cities and towns in the prefecture would result in equally good results, and the illegal dealing in textiles would become a most unprofitable business. But it requires a sincere effort on the part of law enforcement agencies, working together continuously to make those controls effective. A one time raid, with no "follow up" is only effective as a temporary measure. The control must be continuous, the pressure must be always applied.

I would like to call to your attention the excellent work being accomplished by the Asakura District Police check point, which has averaged close to a hundred violations a month. Other check points whose work and effort is on the credit side of the ledger are the Harisuri check point, operated by the Chikushi NRP, the Kokura city check points, the Karita machi check point, which was moved to a better location with gratifying results, the Daijenji check point of the Mizuma NRP, and the Futajima check point of the Wakamatsu city police. The work of the economic section of the Fukuoka city police has shown a hundred percent improvement over the same time last year. They are making a conscientious effort to control prices in Fukuoka city, and are conducting raids on fish dealers, railroad stations, and other illegal operators without constant prodding from Military Government.



Gentlemen, you have in your hands, to a great extent, the making or breaking of the economy of Japan. Whether or not economic rehabilitation of Japan will be an accomplished fact, rests in a good measure upon the effectiveness of your control of illegal activities. Your task is wide and varied, your personnel few. You cannot afford the luxury of sitting back, of resting on past successes. You must work for the present and for the future. In your role as servants of the people, and guardians of their rights, you should not be hesitant in bringing to them, through the medium of the press, your accomplishments on their behalf. Especially, it is important, due to the widespread belief among many of the common people that the police only look for the "little violator", that you publicise those cases involving 500,000 yen or more to assure the people that the "big fish" as well as the "little fish" may be caught in the net. Do not delude yourself with the belief that the common man is not interested. Letters received by our offices, such as this one, time and time again refute that belief, and show us that the average person is interested in what you are doing, and is anxious to see that justice falls alike on the big and the little.

The success of the job is up to you, the chiefs, for as you set the example, so will follow the rest of your organization. If you are slack and indifferent, your policemen will be slack and indifferent, but if you show initiative, if you pursue your task with vigor and energy, you will have helped your nation and will have earned the honest thanks of the people.



HEADQUARTERS EIGHTH ARMY  
 United States Army  
 Office of the Commanding General  
 APO 343

401.1  
 AGMCEP 401.1

8 June 1949

SUBJECT: Critical Materials

TO: Commanding General  
 I Corps  
 APO 301

1. References:

a. Inclosure 1, Operational Directive number 27, this headquarters, dated 13 April 1948, subject: "Inventory and Redistribution of Critical Materials."

b. Letter, this headquarters, AGMCEP 401.1, dated 26 April 1949, subject: "Critical Materials."

2. In addition to the critical materials listed in reference b, the following items on the Designated Production Materials list have been decontrolled on dates indicated:

a. 25 May 1949:

Reclaimed coke	Sodium sulphate
Bare wire out of electric wire	Lead red
Rolled copper	Lead oxide
Copper alloy casting for machinery	Active carbon
Tar intermediates	Sodium sulphide
(1) Benzene intermediate	Paints (oil base paints)
(2) Toluene intermediate	Agricultural soap
(3) Naphthalene intermediate	Paper
(4) Anthracene intermediate	Board paper
Synthetic dyestuffs	Japanese paper
Hydro sulphite	Timber
Sulphide accelerator	(1) Paulownia wood
Rubber anti-oxygen	(2) Camphor wood
Methanol	(3) Urushi (lacquerware wood)
Acetic acid anhydride	(4) Tsuge (hard wood)
Acetic ester	Flooring
Ammonia chloride	Ordinary brick
Urea	Tatami (mats)
Chlorsulphonic acid	Fitting
	Arsenious acid



JUN 16 1949 10 02

AGMGP 401.1  
SUBJECT: Critical Materials

8 June 1949

b. 27 May 1949:

Reeling waste (domestic)  
Silk fabrics  
Spun silk fabrics

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ J. A. O'Brien  
/t/ J. A. O'BRIEN  
CWO USA  
Asst Adj Gen

AG 410 - BA

1st Ind

SD/no

JUN 14 1949

Hq I Corps, APO 301,

TO: CO, Chugoku Mil Govt Region, APO 248  
CO, Kinki Mil Govt Region, APO 25  
CO, Kyushu Mil Govt Region, APO 24-5  
CO, Shikoku Mil Govt Region, APO 1050  
CO, Tokai-Hokuriku Mil Govt Region, APO 710

Your attention is directed to basic communication.

BY COMMAND OF MAJOR GENERAL COULTER:

*Charles Ramsey*  
Charles Ramsey  
C. W. O. U.S.A.  
Asst. Adj Gen



1461



**BASIC:** Ltr Hq Eighth Army, Office of the Commanding General,  
APO 343, dtd 8 June 1949, subj: "Critical Materials"

2nd Ind

HRM/ky

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 24 Unit 5, 17 June 49

**TO:** Commanding Officer, Fukuoka Mil Govt Team, APO 24-5  
Commanding Officer, Saga Mil Govt Team, APO 24-5  
Commanding Officer, Nagasaki Mil Govt Team, APO 24-5  
Commanding Officer, Kumamoto Mil Govt Team, APO 24-1  
Commanding Officer, Kagoshima Mil Govt Team, APO 970  
Commanding Officer, Oita Mil Govt Team, APO 24-2  
Commanding Officer, Miyazaki Mil Govt Team, APO 24-2

For your information.

BY ORDER OF LIEUTENANT COLONEL SARGENT:

HENRY E. RAINBOLT, JR.  
1st Lt, FA  
Ass't Adjutant