DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78018

7	8	9	10	11							
伊原	甘南	鮫崎	嚴島	藤原							
三三六安六五	安六六五	四五六五	二八六五	六三六五							
大六三六五	〃	三四六六五	〃	〃							
〃	〃	〃	〃	〃							
物置場ノ取拂	取拂	後課ノポンプ室ノ移轉	後課ノ防空壕ノ移轉	後課ノ防空壕ノ移轉							
後課ノ防空壕ノ移轉	後課ノ防空壕ノ移轉	後課ノ防空壕

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

昭和二十五年度漁港修築工事要望箇所調

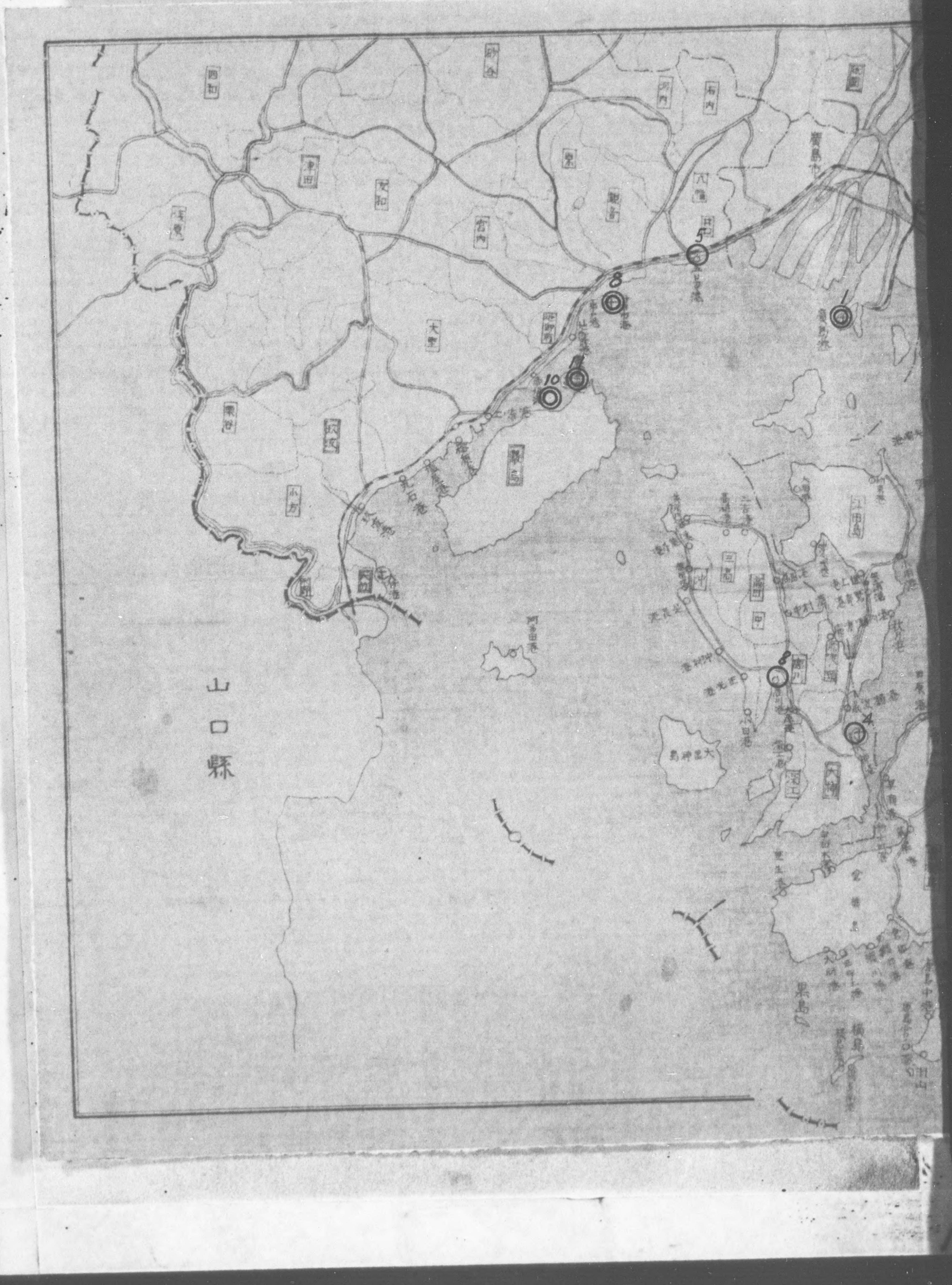
要望順位	決定	漁港名	所在地	事業費	事業内容	摘要
1	安浦	音戸	賀茂郡安浦町字三津口 安芸郡音戸町	七、八八〇、〇〇〇円	防波堤 一〇〇米 護岸 三三五米	継続
2	沖浦	大柿	豊田郡大崎南一町字沖浦	一五、〇〇〇、〇〇〇	防波堤 二〇〇米	新規
3	大柿	五日市	佐伯郡大柿町三三、三二〇、〇〇〇 仝郡五日市町三二〇、四三五、〇〇〇			
4	五日市	田島	沼隈郡田島村一〇、四七八、〇〇〇	二〇、〇〇〇、〇〇〇	防波堤 一〇〇米 浚渫 一五〇〇立米	〃
5	田島	三津	賀茂郡安芸津町字三津二二、六七九、〇〇〇	一、六〇〇、〇〇〇	防波堤 一五〇立米	〃
6	三津	鹿の川	佐伯郡鹿の川村八、八六八、〇〇〇	八、八六八、〇〇〇	防波堤 三六五米 物揚場 五六〇米	〃
7	鹿の川	吉名	豊田郡吉名村一二、七六五、〇〇〇	一、三〇〇、〇〇〇	防波堤 一五〇米	〃
8	吉名	水呑	沼隈郡水呑町大、五一七、〇〇〇	一、八〇〇、〇〇〇	防波堤 一五〇米 物揚堤 八〇米	〃
9	水呑	藤江	仝郡藤江村五、九八〇、〇〇〇	大、五一七、〇〇〇	防波堤 一五米護岸一四米 埋立 大二〇〇立米 護岸一四米物揚場五〇米 桟橋 一基	〃
10	藤江					〃

要

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

11	川尻	賀茂郡川尻村	九、六六八、〇〇〇	防波堤 一九〇米
12	能地	豊田郡幸崎町字能地	九、三〇七、〇〇〇	後渫 二五、〇〇〇立米 防波堤 七五米 護岸 二〇五米
計	一三ヶ所		一七四、〇三七、〇〇〇円	
				新現 〃

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

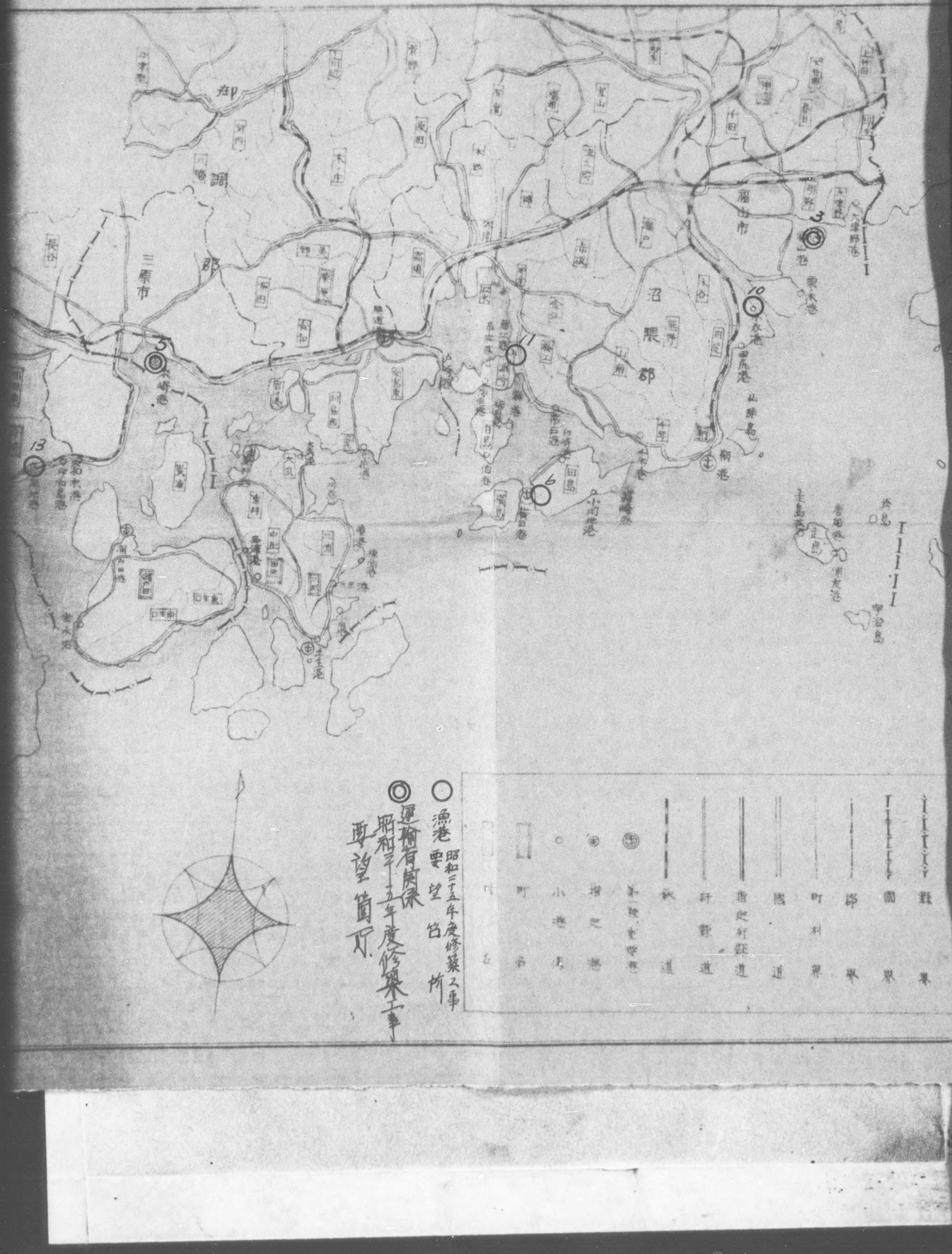


DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [redacted]

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

廣島縣港灣一覽圖

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]



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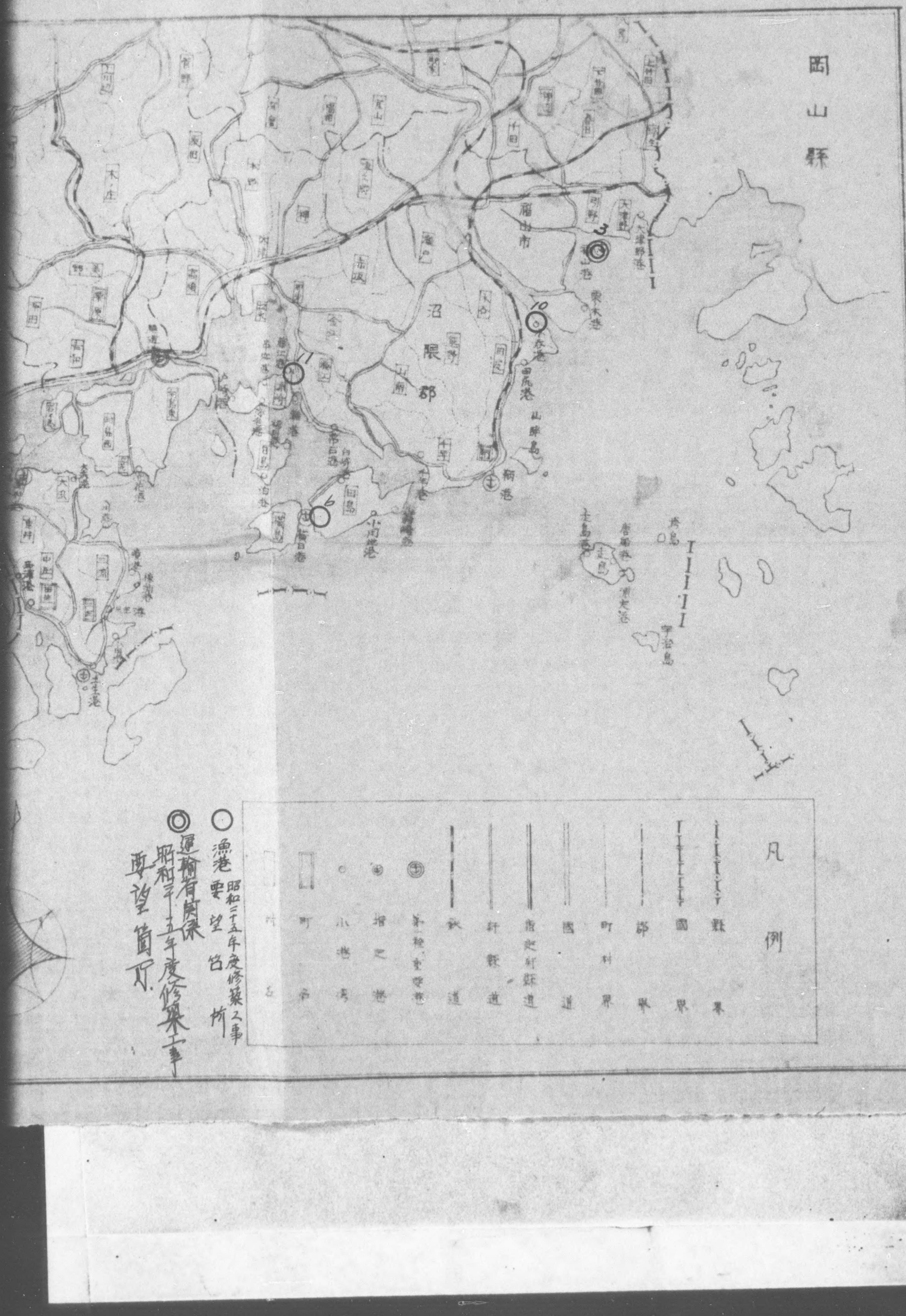

昭和二十五年度戰災復興事業(縣施行)總括書

廣島縣土木部計画課

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

都市名	事業名	工種	事業量	事業費	摘要
廣島	区画整理	測量	400.000坪	2.000.000円	
		清掃	10.020㎡	2.004.000	
		整地	街路 28.760坪 宅地其他 8.600 〃 工作物除却 260㎡	6.404.300	
		換地	300.000坪	3.000.000	
		用地買收補償	50.000坪	50.000.000	
		建物等補償	760㎡	24.616.000	
		墓地	1.500坪	3.750.000	
		工事費計		91.774.300	
		事務費		6.395.700	
		小計		98.170.000	
	街路	砂利敷	延長 21.930米 面積 180.230平米	20.439.600	
		側溝	62.106米	42.842.000	

	橋梁		21,780,000
	整地	381.860㎡	44,838,300
	移転費	814戸	32,600,000
	小計		162,499,900
橋梁復旧	高欄	延長 580米	2,436,000
	小計		2,436,000
路面改良	舗装	延長 2,860米 面積 42,610平米	25,566,000
	側溝	5,360米	3,752,000
	小計		29,318,000
鉄道軌道	撤去	1,200米	600,000
	移設	1,500米	25,650,000
	小計		26,250,000
庇	撤去	860米	395,600

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

		布設	4.880*	2.374.200
		小計		2.766.800
	合計			321.440.700
吳市街路		砂利敷	延長 7.996* 面積 32.375**	2.793.515
		側溝	18.939*	8.901.563
		橋梁	1.560*	3.172.575
		橫斷暗渠	965*	2.721.300
		整地	27.728**	7.742.821
		移轉費	465戶	19.785.750
		小計		45.117.522
橋梁復旧			4ヶ所	1.180.000
		小計		1.180.000
路面改良				7.511.526

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

	小　計		7,511,526	
連絡街路	小　計	1ヶ所	4,391,000 4,391,000	
鉄道軌道	移設 小計	592*	14,400,000 14,400,000	
瓦斯	撤去 布設 小計	2,600* 2,600*	663,975 724,210 1,488,185	
	合　計		~~28,990,711~~ 74,088,233	
福山市	街路	砂利敷	延長 12,834* 面積 79,662平米	7,808,816
		側溝	23,939*	14,602,400
		横断暗渠	448*	394,240
		橋梁		810,800

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

		整地	183,418㎡	12,829,020	
		移転費	438戸	17,520,000	
		小計		53,965,276	
	路面改良	鋪装	延長 610米 面積 12,000㎡	7,680,000	
		側溝	810米	518,400	
		小計		8,198,000	
	瓦斯	撤去	3,060米	525,360	
		布設	3,470米	693,170	
		小計		1,218,530	
	合計			63,381,806	
	總計			458,910,739円	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

昭和25年度生産都市再建整備事業（県施行）総括書

広島県土木部 計画課

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

都市名	事業名	工種	事業量	事業費	摘要
尾道	生産都市再建整備（街路）	鉄道委託直営工事	鉄道架道橋 支間12.9米 2連	902,000	鉄道架道橋新設工事
		取付道路	幅員11米 延長146.5米	948,000	
		事務費		150,000	
		小計		2,000,000	
		合計		2,000,000	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDS NO.

昭和二十七年度公共空地整備事業調書　　廣島縣

種別	所在地	事業量	工事費	摘要
苗圃	尾長町	10,500	1,575,000	
	吉島町	3,000	450,000	
	小網町	10,000	1,500,000	
	觀音町	1,500	225,000	
公園緑地	坂本町	180	63,000	児童公園
	榎町	910	248,500	〃
	河原町	1,650	577,500	〃
計		27,540	4,639,000	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

尾道市

昭和二十五年度
尾道生産都市再建整備事業
尾道市十四日町加木道橋及倉敷付道路位置図
縮尺一万分之一

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

DECLASSIFIED E.O. 12055 SECTION 3-402/NNDG NO.

末則
栗原町
平原
高頭
和吉村
西迫則頭
神田
浦吉
崎手西
崎手東
漁師町
御所西
御所東島
軒家
尾道鉄道
(1)16
(8m)
(1)15
(8m)
(1)5
(8)
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(1)12
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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78013

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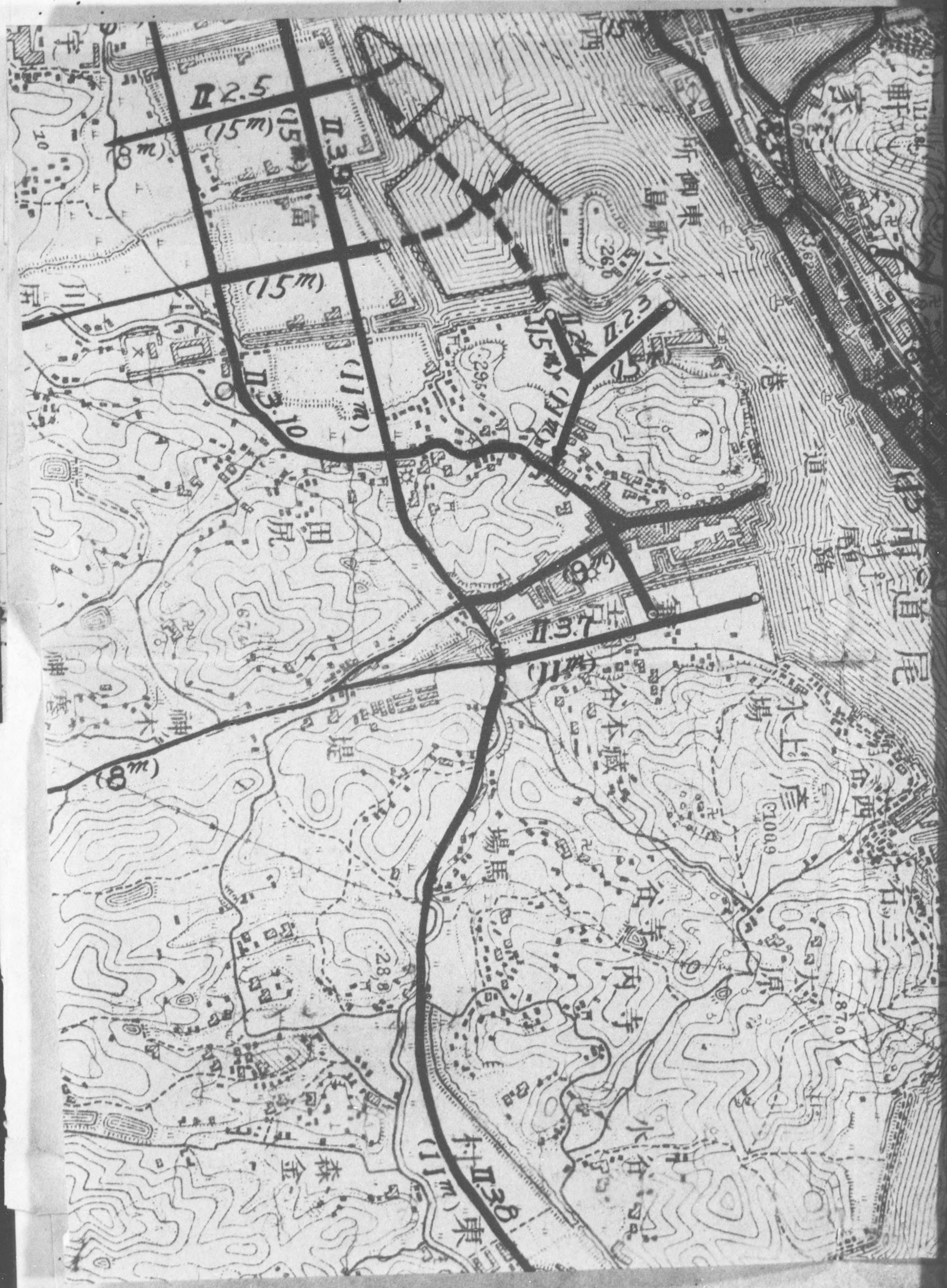

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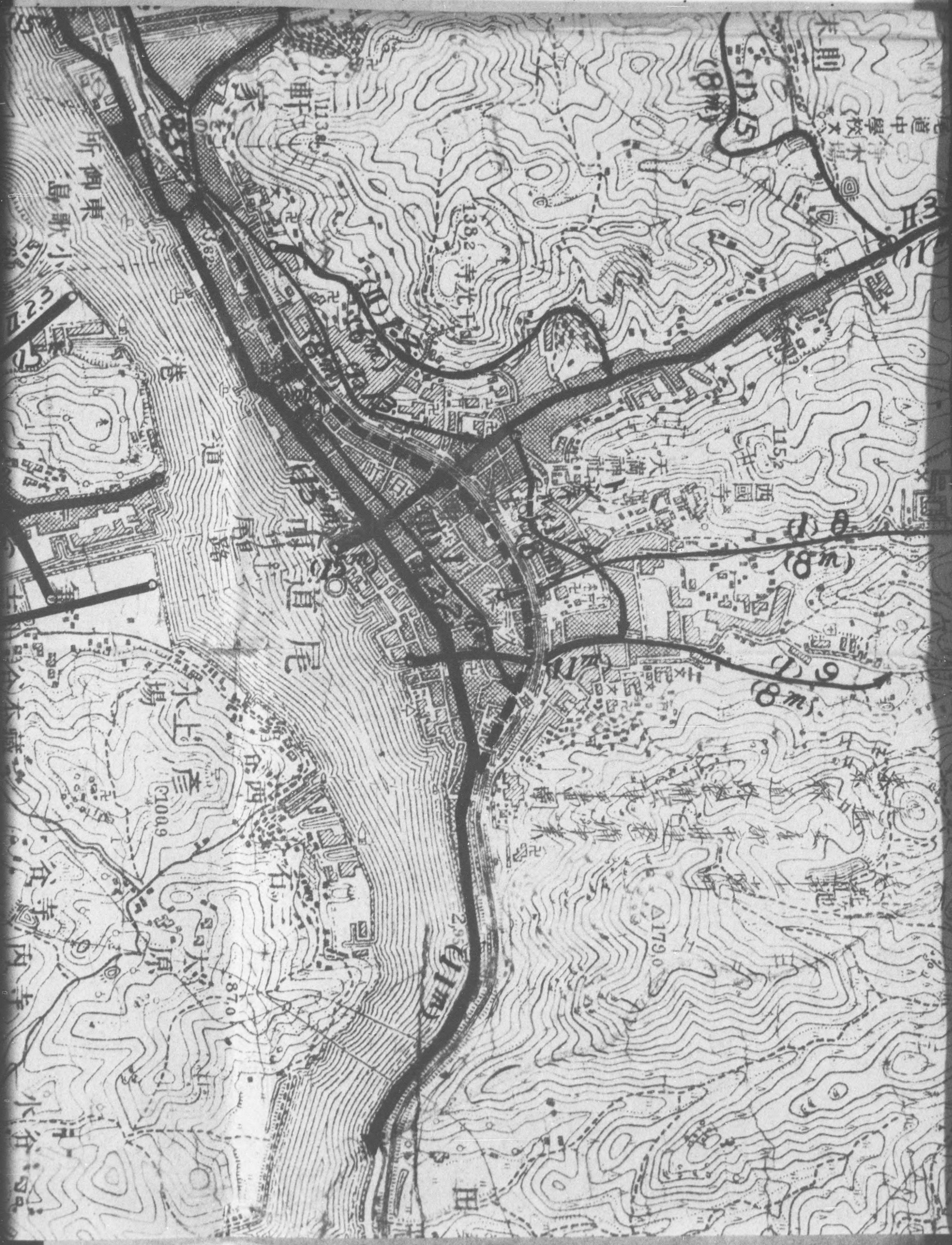

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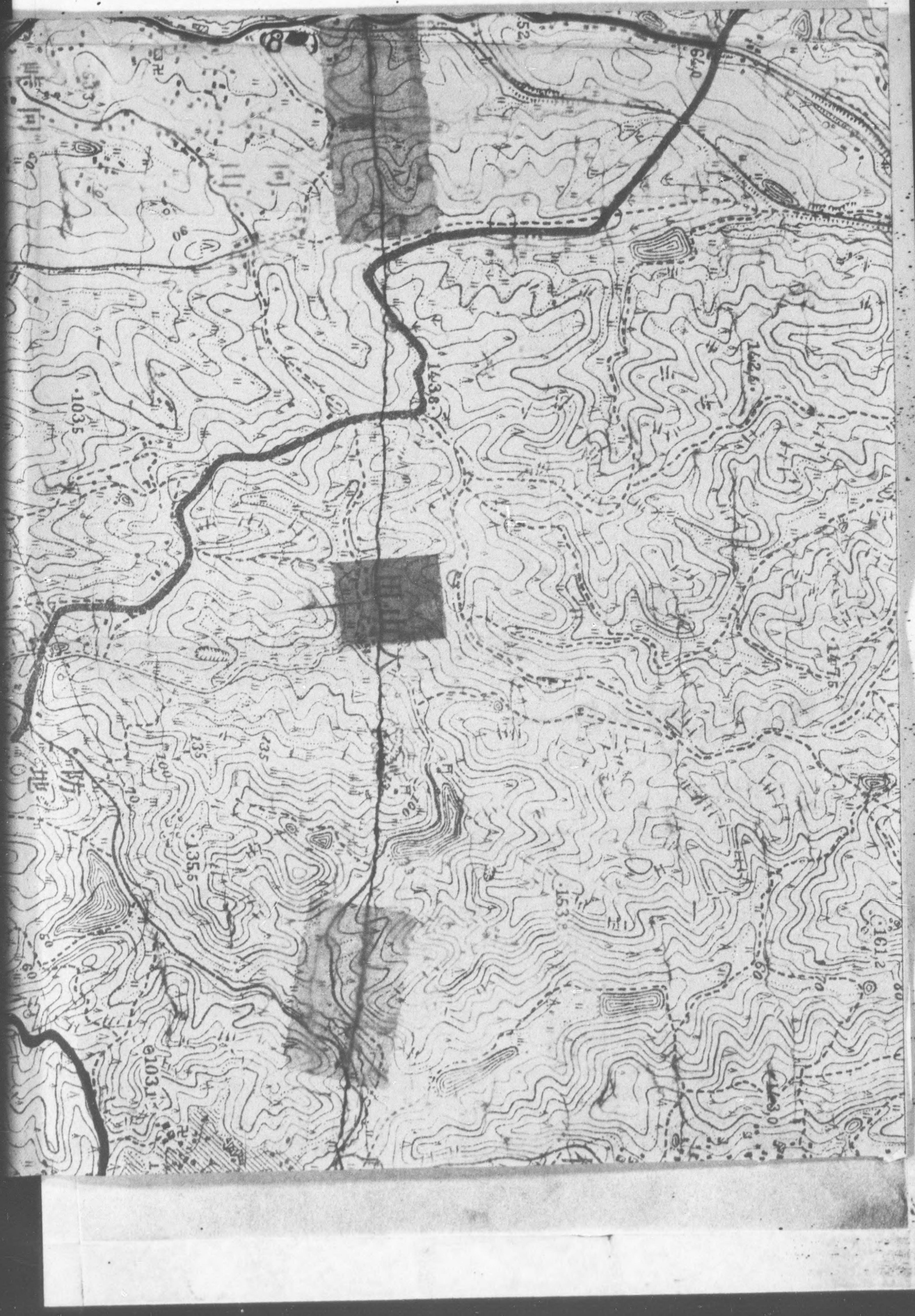

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 79-0012

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178013

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 779013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775015

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 75013

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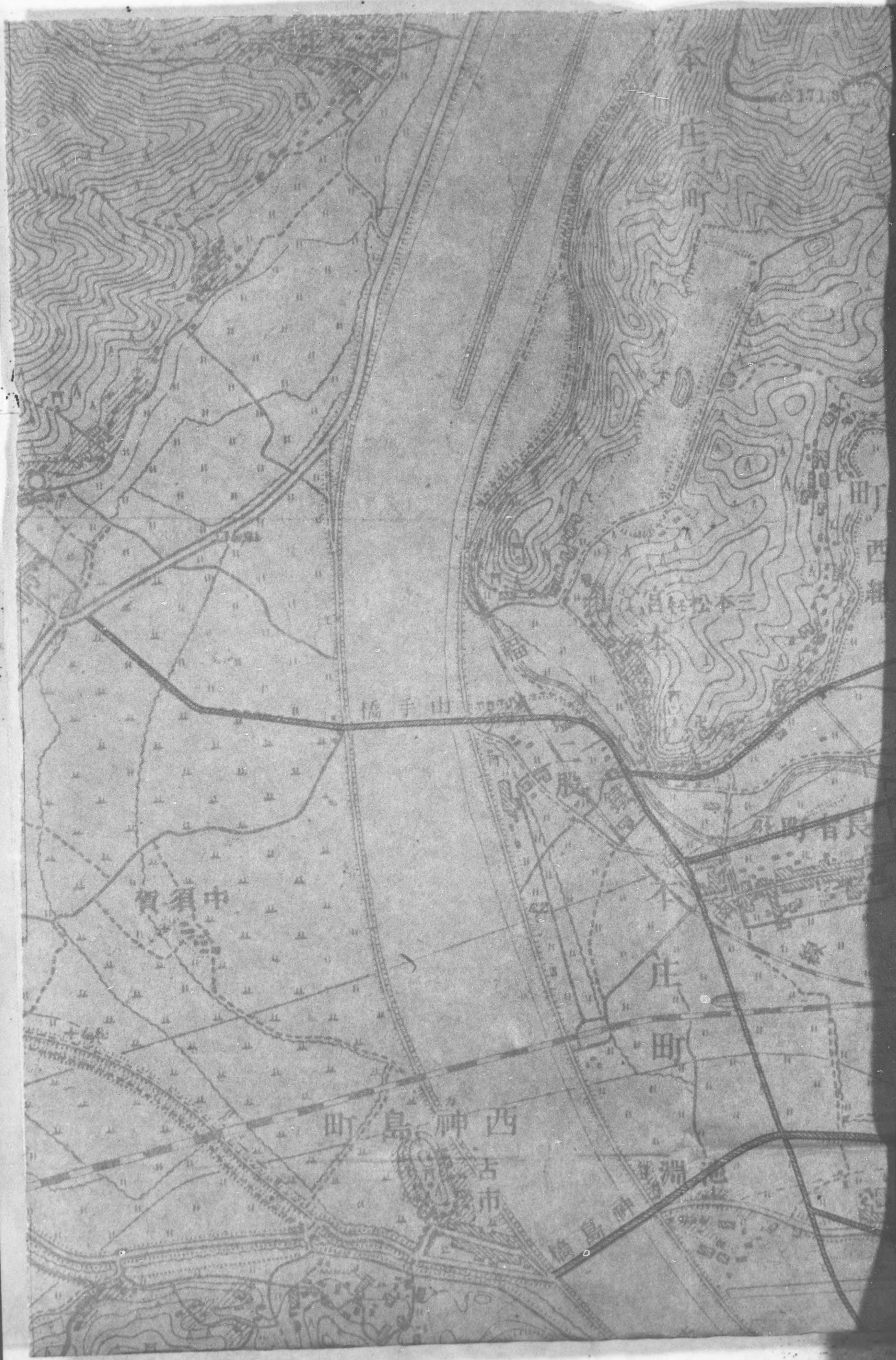

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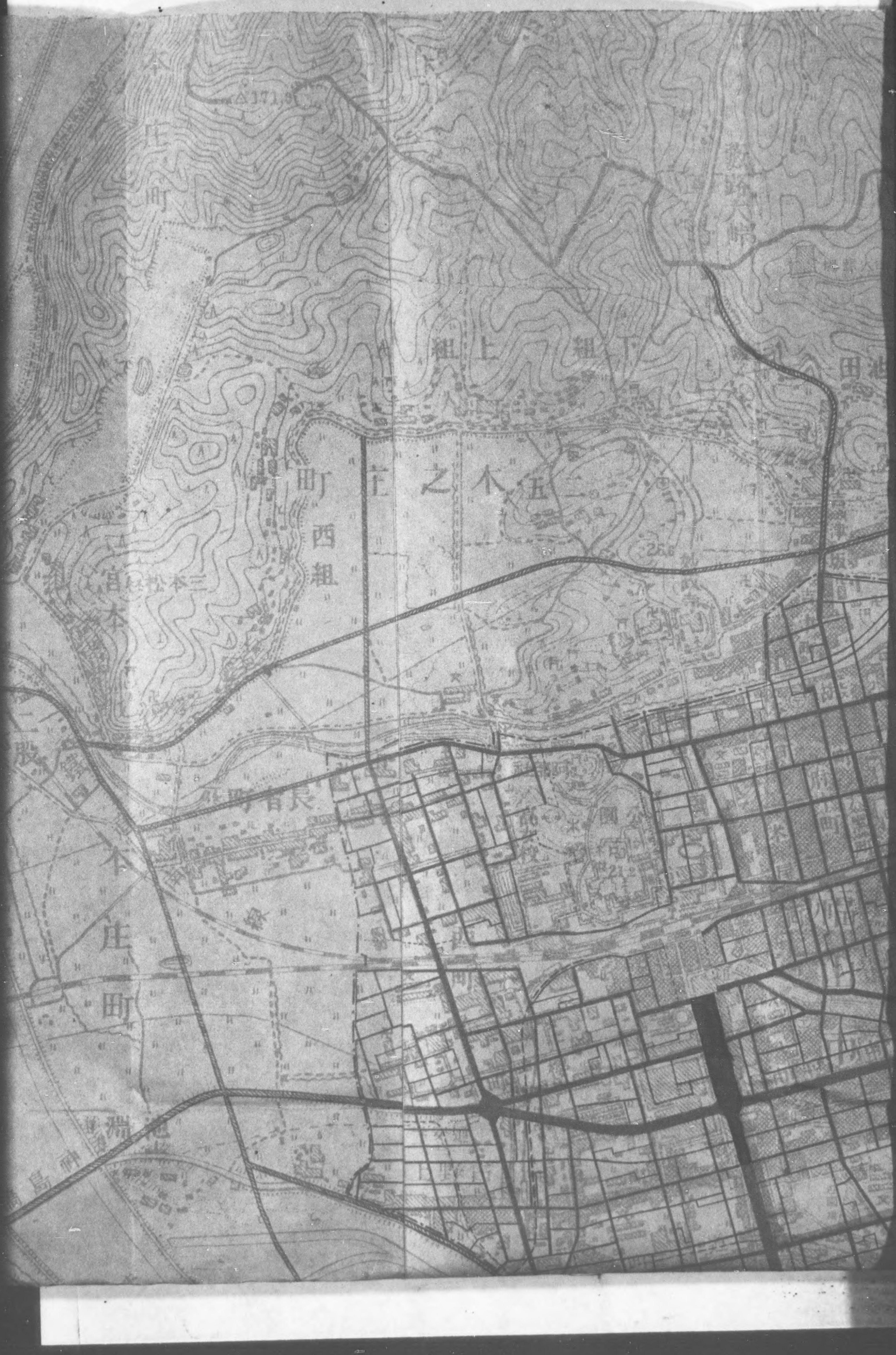

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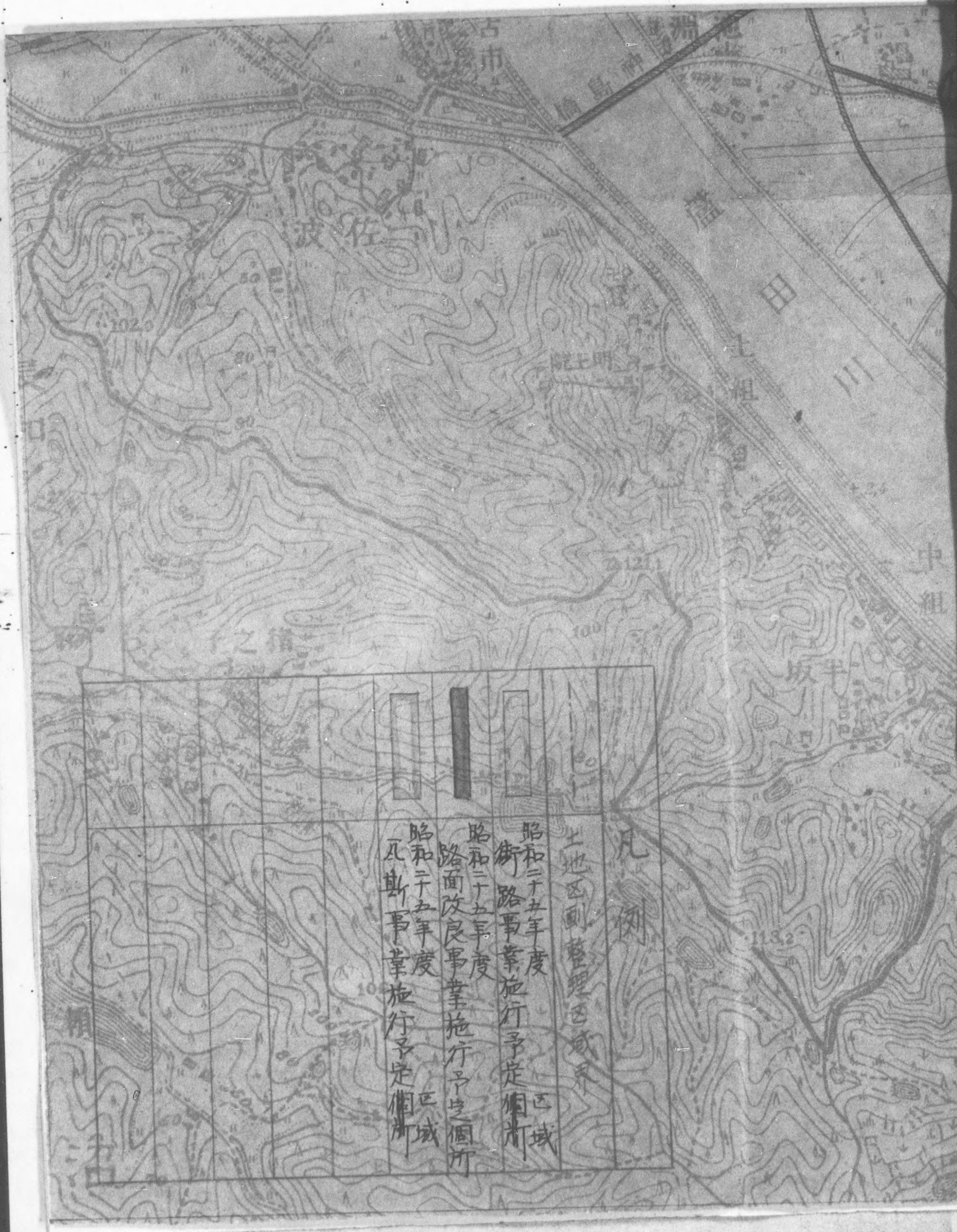

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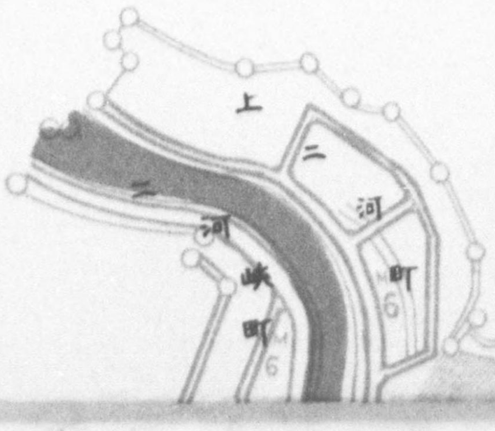
吳復興



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

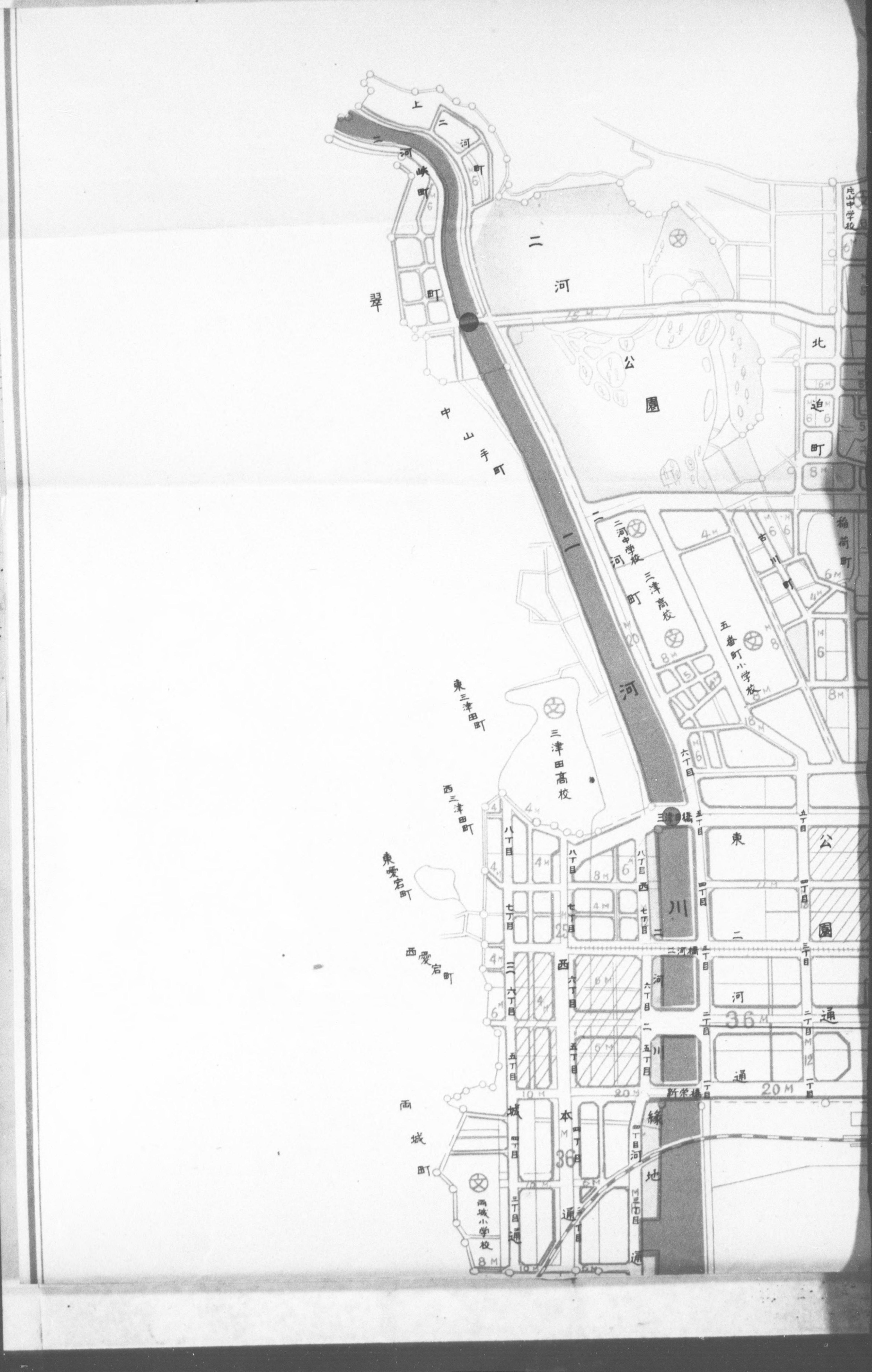
豫理整劃區地土興復

一之分千六尺縮

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [redacted]

整理豫定圖

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178018



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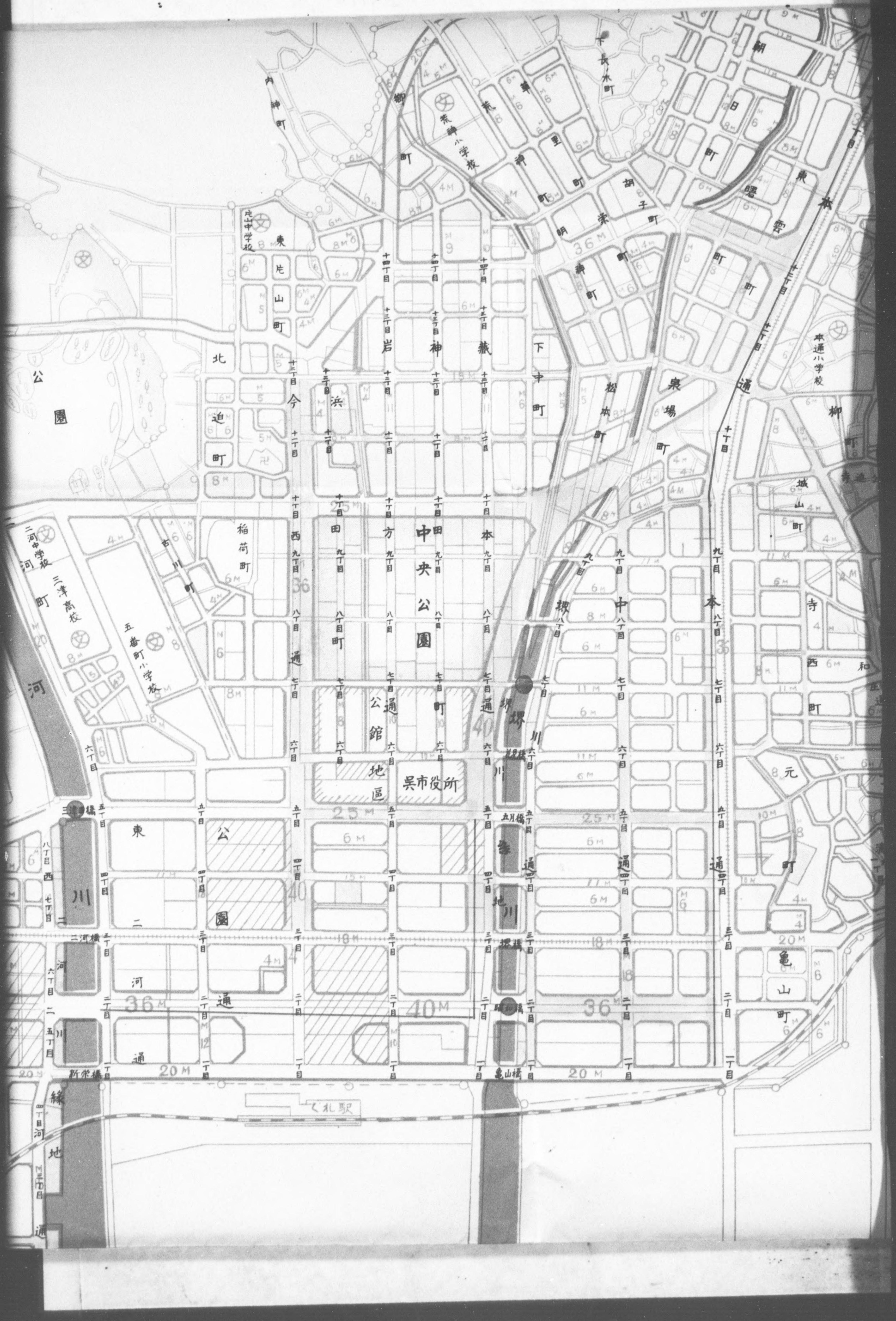

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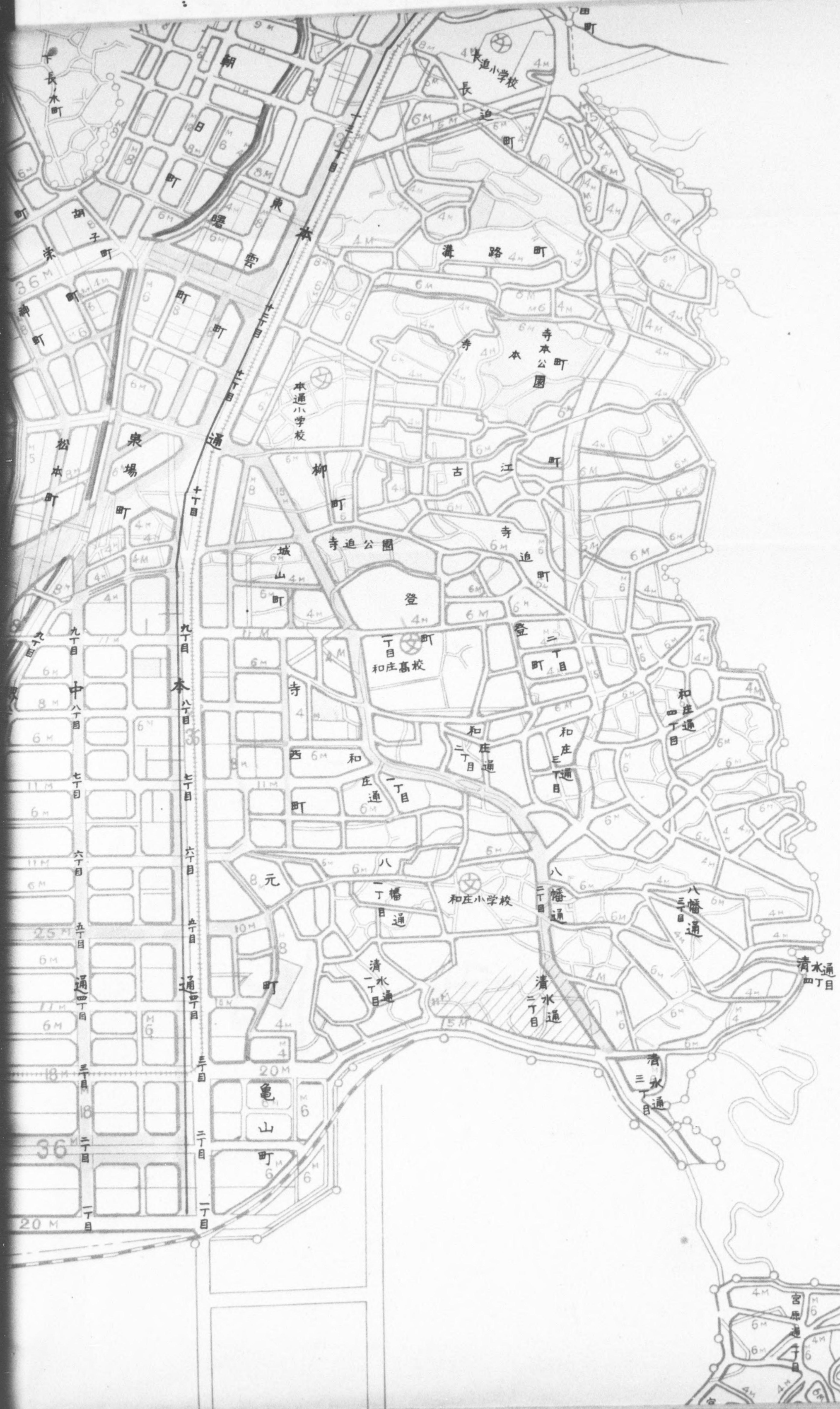

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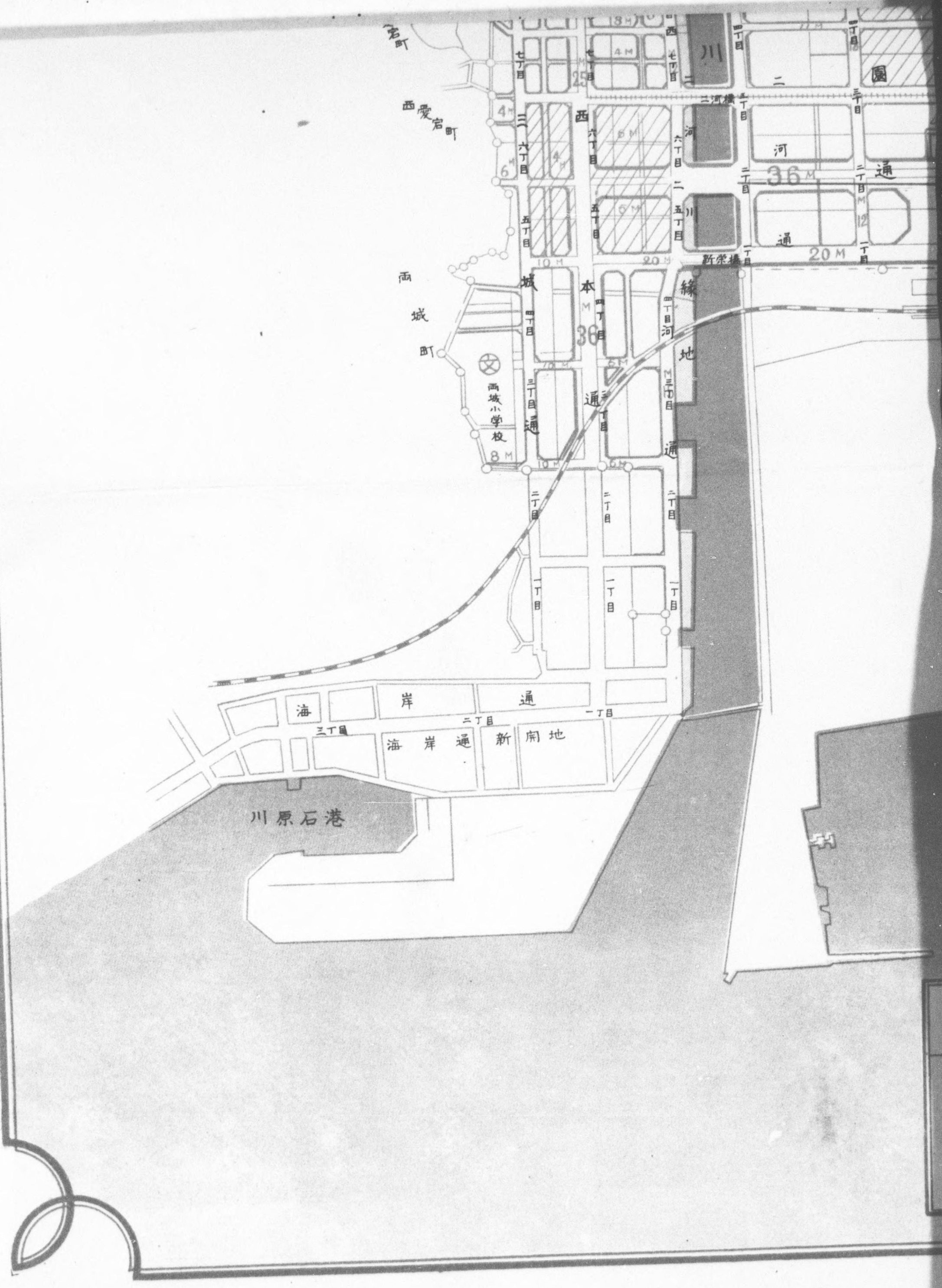

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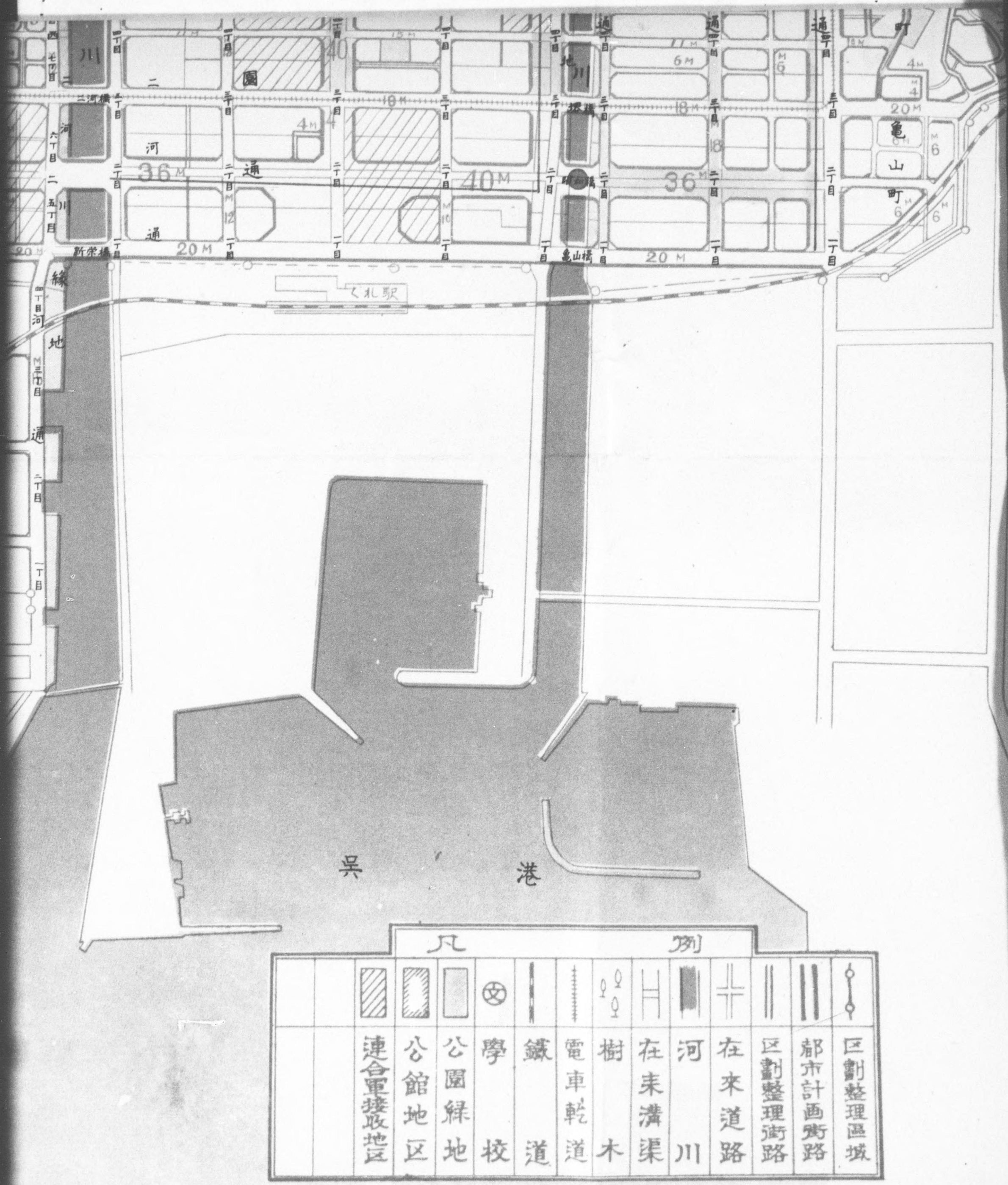

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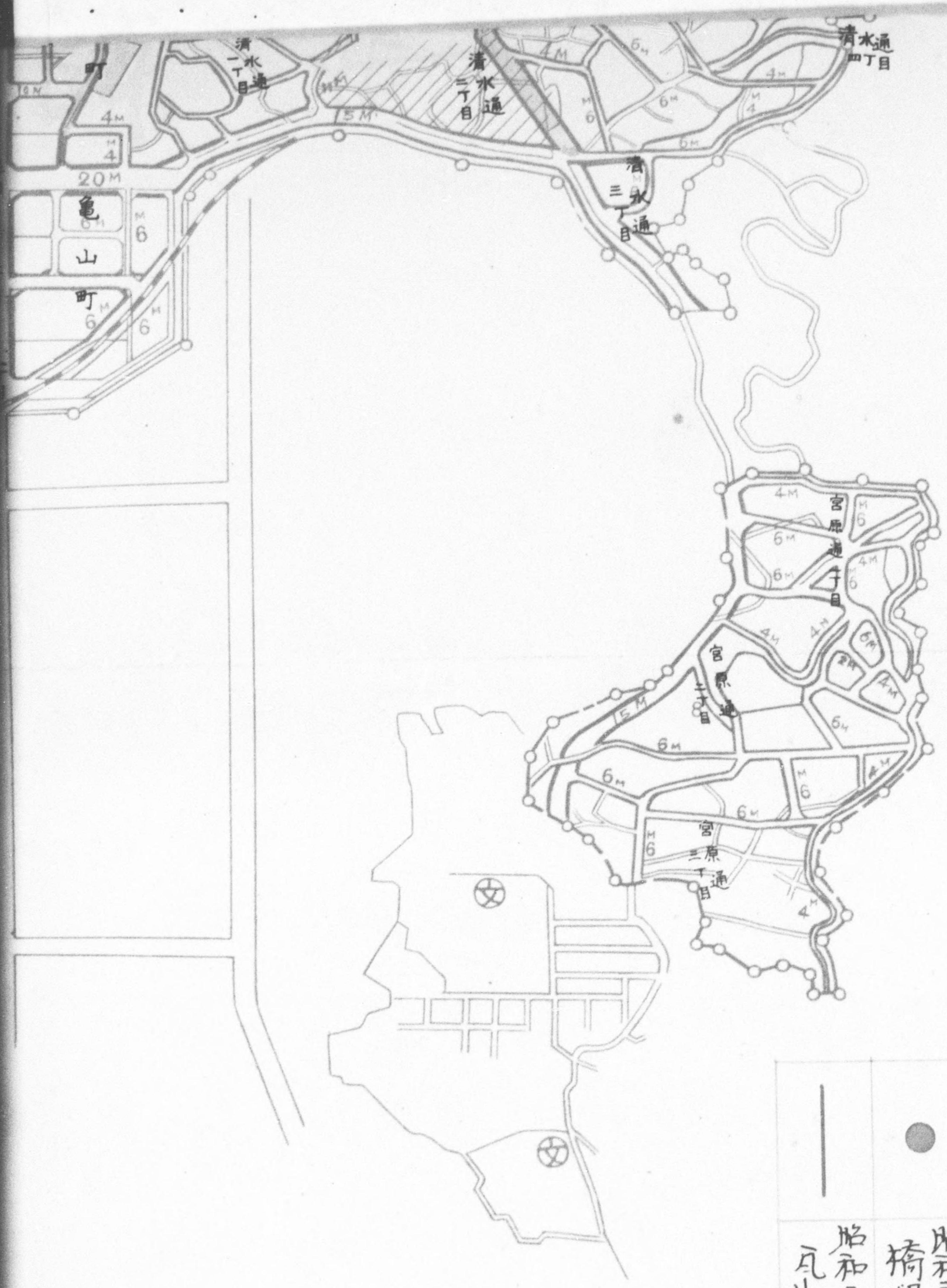
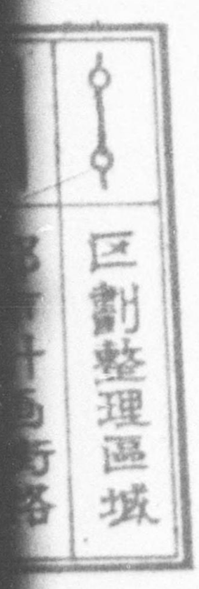


凡例

昭和二十五年度
街路事業施行予定個所

昭和二十五年度
橋梁復旧施行予定個所

昭和二十五年度
瓦斯事業施行予定個所



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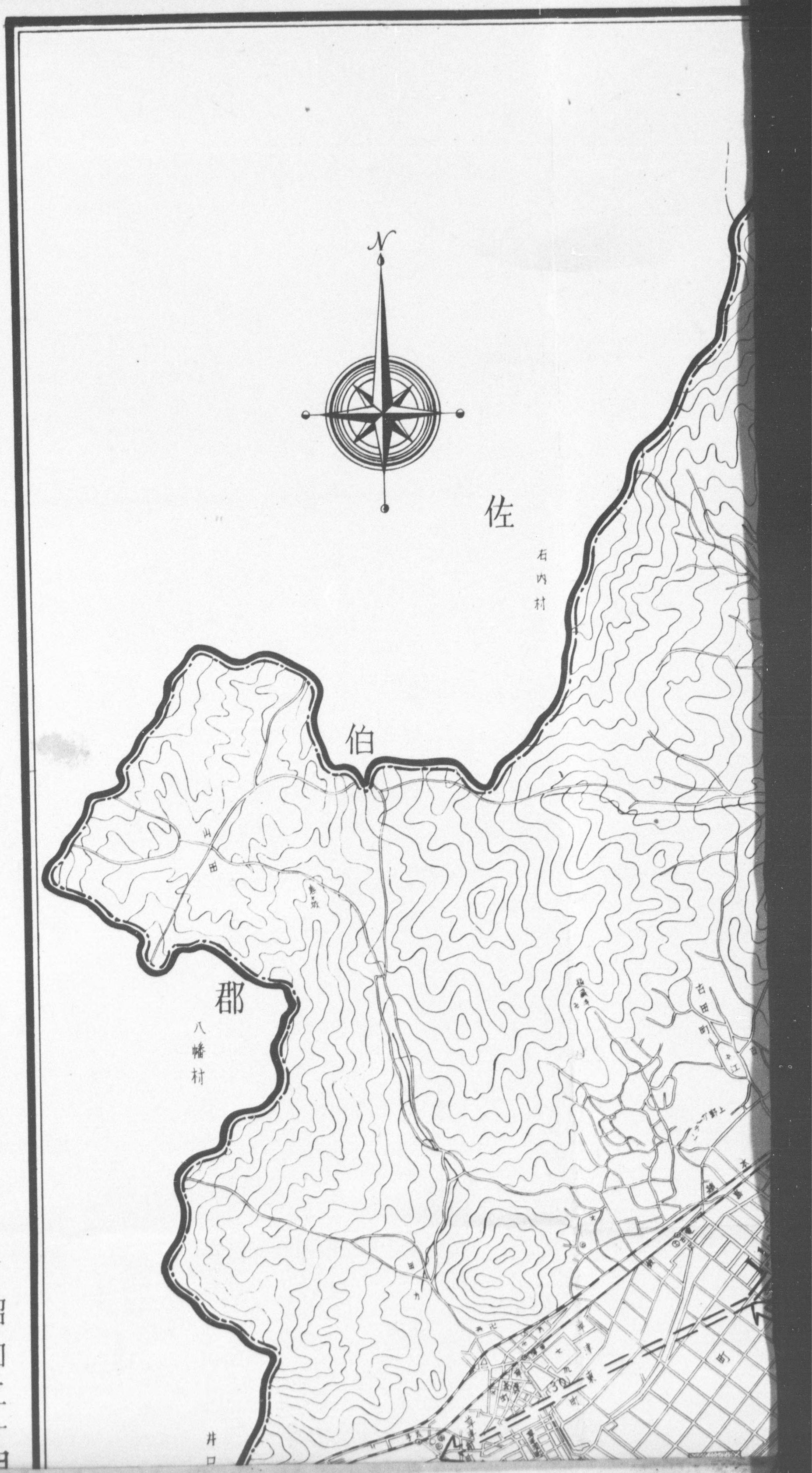


昭和二十四

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [redacted]

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

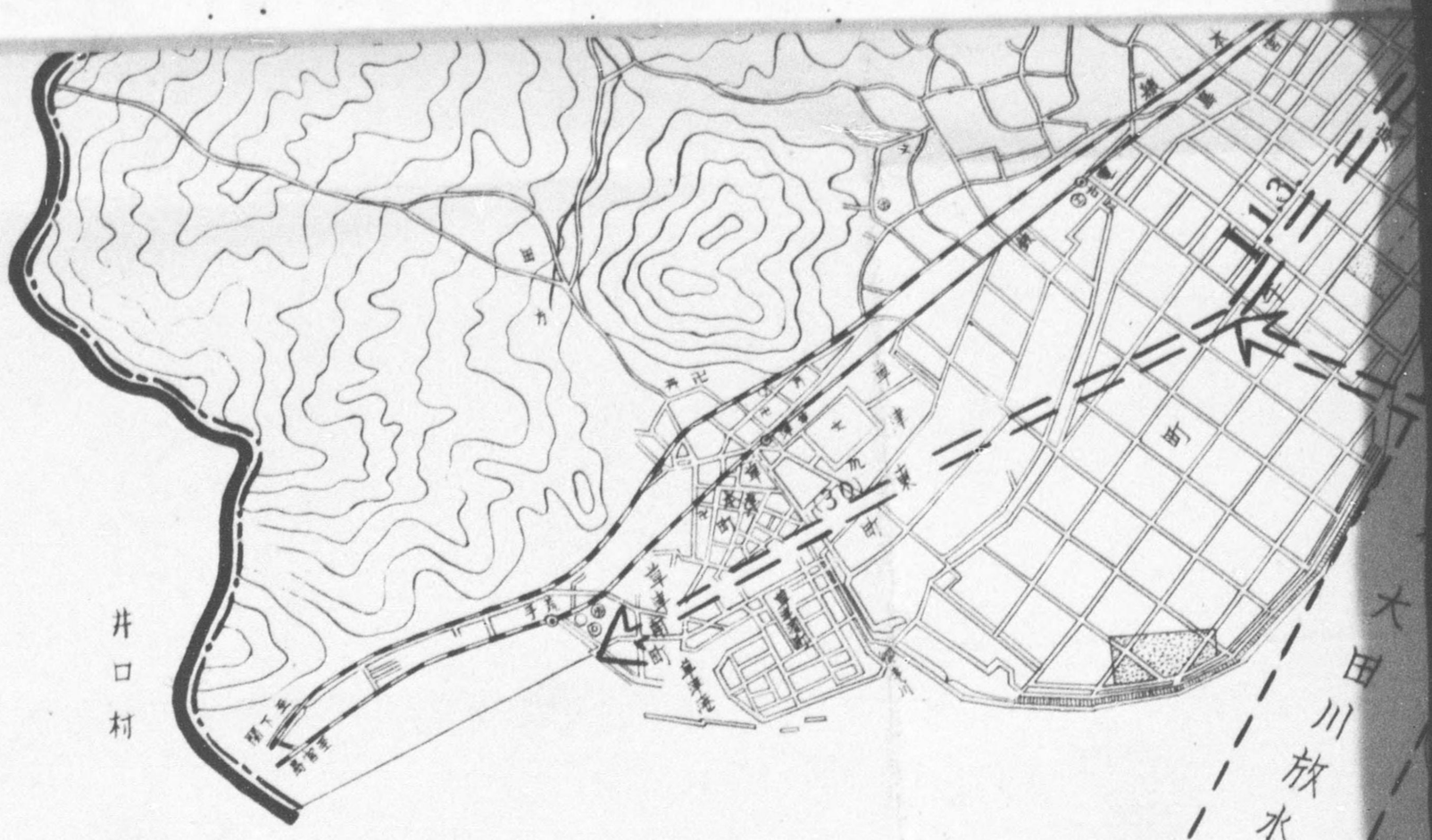
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

廣島復興都市計畫街路公園配置圖

縮尺二萬分一

昭和二十年度公共施設整備事業ノ所在

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.



昭和二十四年八月

廣島市役所

等.類.號.	路線名
廣路 1	比治山庚午線
I. 1. 1.	驛前吉島線
I. 1. 2.	紙屋町御幸橋線
I. 1. 3.	青崎草津線
I. 1. 4.	横川江波線
I. 1. 5.	天満矢賀線
I. 1. 6.	中廣宇品線
I. 2. 1.	御幸橋三篠線
I. 2. 2.	横川大芝線
I. 2. 3.	出汐庚午線
I. 2. 4.	驛前觀音線
I. 3. 1.	驛前向洋線
I. 3. 2.	比治山東雲線
I. 3. 3.	松川宇品線
I. 3. 4.	鷹野橋南千田線
I. 3. 5.	中島吉島線
I. 3. 6.	比治山蟹屋線
II. 1. 1.	相生橋白島線
II. 1. 2.	三篠橋大芝線
II. 1. 3.	白島牛田線
II. 1. 4.	常盤橋牛田線
II. 1. 5.	常盤橋若草線
II. 1. 6.	東雲大洲線
II. 1. 7.	吉島觀音線

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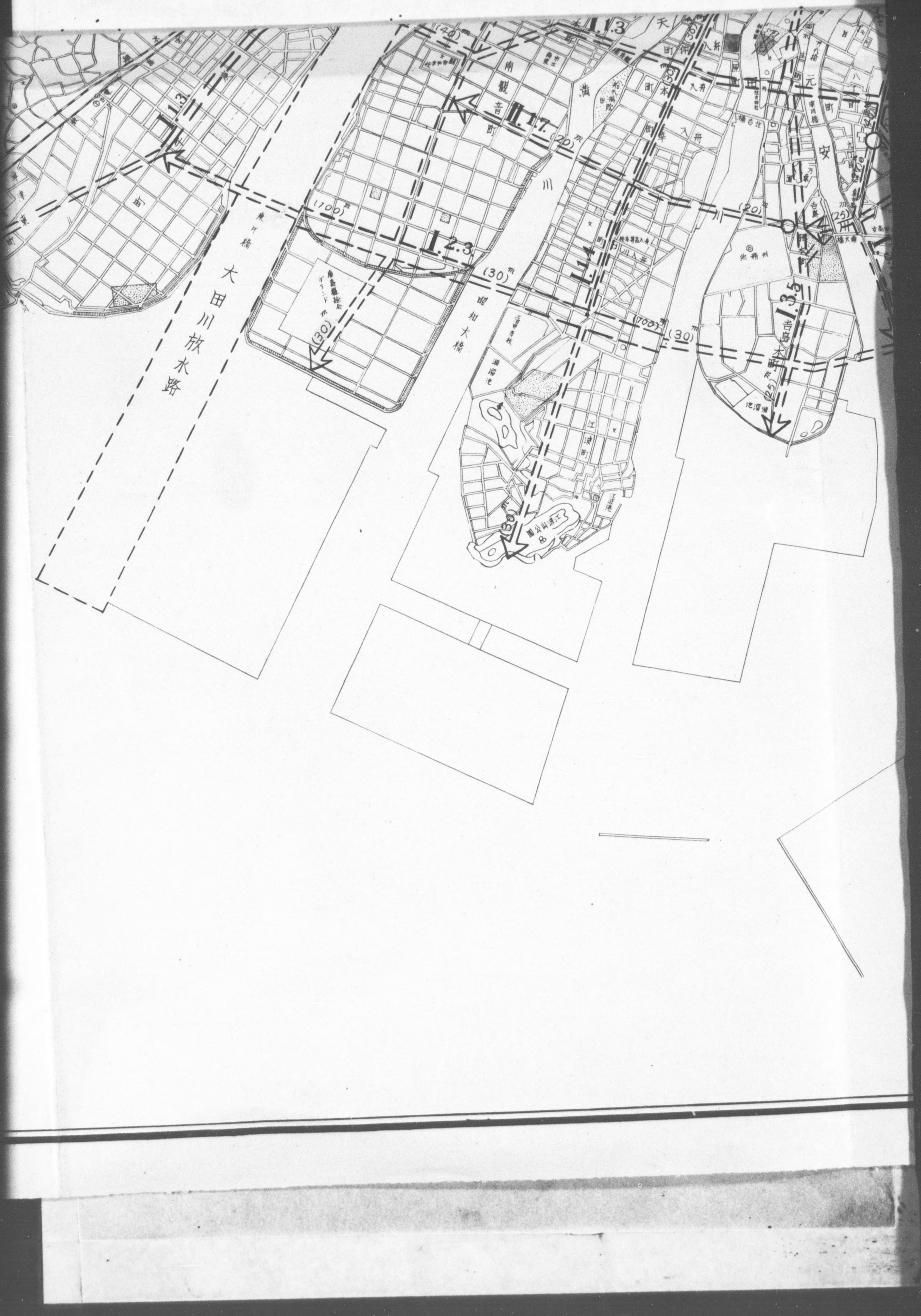
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178018

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Economics
Noted file
PL

SUBJECT: A Free Port Area in Kure City

(1) Necessity of Establishing a Free Port Area:

It seems that it had discussed all about the necessity of establishing a Free Port more than two decades ago, and there is no need of restoring it. But since the termination of the war, the Free Port problem is being treated as the most important matter of reconstructing Japan. Its importance has made long strides in quality, and yet it is the most urgent problem not to allow us to have even one day's procrastination.

Your attention is cordially invited to the following items:

1. Extremely poor natural resources and exceeding over-population in Japan. (Since 1934 Free Trade Areas were admitted even in U.S.A., where everything was just contrary to Japan's.)

2. Chronic import-excess countries should have other resources than the foreign trade. The transit trade is highly desired under the present circumstances of the restricted over-seas expansion and limited marine transportation.

3. Japan should place herself in England's position occupying in Europe. London is a sort of Free Ports and is a center of transit trade by ships from many countries. It furnishes us with much information.

4. Korea, Formosa, Sakhalin and the South Pacific islands were occupying 30 per cents of Japan's transit trade until the termination of the war, but now transactions between those areas and Japan are to be call as foreign trades. Ports in those areas are not deep and wide enough to receive large-sized vessels, therefore they need Japan as the trasit center.

5. Foreign investments are not only most essential for the immediate industrial rehabilitation, but also absolutely indispensable for construction of the peace-loving Japan without arms. Free Port system will make way to foreign trade.

6. According to the great change of the world s situation functions of Hongkong and Shanghai were remarkably obstructed. As those functions were born of necessity, there must be something to be substituted for them without fail. Japan's Free Port is considered to have such missions and to be promptly equipped.

(2) Features of Free Port to be established in Japan:

A Free Trade Area, wherein no processing and manufacturing are admitted, is better than warehouses, but not enough to achieve their aims. However, a Free Port City, including

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(4) The MacArthur Free Port Area Co., Ltd.

The former Naval Port Area (including buildings) and the surface of water (including the areas to be reclaimed in future) will be called as the Free Port Area, and set up the MacArthur Free Port Co., Ltd. for the convenience of administration.

1. Kure City will obtain the former Naval area in Kure area from the Government.
2. Kure City will invest everything above-mentioned in kind to the newly established company.
3. Those investments in kind will be properly estimated. The amount equivalent to the appraised value will be invested from abroad. Therefore, the one half of shareholders will be Japanese and the other half will belong to overseas. But the company will be legally Japanese person under the Japanese Law.
4. The new company will equip necessary facilities under the large scale composition. Internal and foreign loans (mainly foreign) will be raised for the above-mentioned purpose in case of lack of capital.
5. It is significant to make quickest reconstruction of Japan at the most devastated spot by the war. Kure Port will be named MacArthur Free Port, and the company be called MacArthur Free Port Area Co., Ltd., to commemorate the achievement of Gen. MacArthur and for the easier propaganda to the world.

We are hoping that this matter will receive your sympathetic consideration. We are

Your faithfully,

T. Suzuki,
Mayor of Kure.

COPY: Hq B.C.O.F.,
(Kure.

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(3) Features of the Free Port Administration

The Free Port Area will be administrated on the bases of two features, one is public interest and the other enterprise. It is very natural to administrate on the the basis of public interest as far as the harbor is a public establishment, but at the sametime there are establishments of private enterpirises, like warehouses, piers, etc., in the compound.

As the Free Port is to be born from the motive of getting rid of many restrictions requested as an inevitable consequence of public interest, it is quite natural that the Free Port has the aspect of enterprise came out stronger. In a country giving stress on the aspect of public interest, Free Port Areas are to be administrated by the government or other autonomicous body. And as the enterprise's aspect increases, it is under the joint administration of the government and private individuals or under the administration of private individuals.

As it ~~is~~ wants a large capital in such enterprise, it is natural that the governmental administration is much more than the private's, because it comes from difficulties of collecting capitals than from the features of public interest. We should give stress on the aspect of enterprise for the quick development of trade industries, foreign investments, and ~~the tax~~ for more vessels from abroad.

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a vast city area with many residents, is not agreeable from the viewpoint of controling and the unbalance between residents and manufacturers living in the custom area. Therefore, a Free Port Area, wherein no residents are admitted but manufacturing only, is considered most suitable. And the most significant point is to have considerably wide areas on the land and sea(including the prospective site to be reclaimed) with the plenty room for the future airport with the consideration of the foreign trade by air in the near future, and also the area's future development.

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6. The Government will give special management to the Company to obtain foreign currencies for paying principal and interest of the foreign investments to the foreign shareholders.

7. The Company will offer the land and buildings to the persons internationally and indiscriminately who are going to make manufacturing and other activities in the area.

8. It is important to supervise the Company locally and simply, and avoiding complexity. The Government is desired to pay special attention not to lost the significance of admitting private enterprises.

9.

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9. As the Free Port is to be established in a world of its own with a large capital under the new composition, it is desired that the Company will be granted special permission as soon as possible after ascertained the possibility of this plan and its operation.

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STATEMENT (Kure's)

1. Peace Declaration

The former Kure "aval Port, set up assiduously with spending billions of national funds for the last sixty years, had been used intently for the purpose of warfare only.

A great city with more than four hundred thousands of citizens were artificially formed by absorbing technicians and workers from all over the country to the large scale naval arsenal. The World War II terminated leaving Japan in the most devastated conditions. The Kure citizens who have settled down here through three generations were left no houses to live in and they have no home to go back to. And they became a mob of unemployed in the devastated area of the former arsenal. The heaps of iron scraps and wrecks of sunken vessels were keenly appealing the havoc and emptiness of wars to the citizens.who saw them.

Making onehundred eighty degree turn, Kure City authorities have the hope of converting the city into a city with peace-time industries and international trade port by using the remained naval property for the everlasting peace and hapiness of human being.

We, Citizens of Kure, declare hereby to bring up the Kure Port as a peaceful port eternally with our general sentiment.

2. Present Status of Kure City

Having lost the former Naval Arsenal where more than one hundred fifty thousand workers were working, Kure City has workshops for only six thousands of worker at present offerred by the Harima Shipbuilding Works, Amagasaki Steel & Iron Mfg.Co., and Kawanami Industrial Co. Hiro Workshops who came to the former arsenal areas for the disposing work after the war.

Registered unemployed amounted to 9,259 at the end of September in the Kure Public Employment Stabilization Office. The amount of unemployment insurance paid is going to pass the seven million yen mark. It is not an exaggeration to say that the majority of Kure citizens are unemployeds if non-registered unemployed to be computed. Under such circumstances the financial sources of Kure City is already dried up. It will be in the red of twenty three million yen for giving operation of Municipal Police and Fire Station by appropriating only Sake Comsumption Tax and Admission Tax.

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And the Citizenship Tax in this city is gone up to the limit of 150/100 but the citizens' solvency in taxation is only one half of Hiroshima's, although there is a difference of fifty thousands in population between two cities, and the rate in Hiroshima's is 120/100. This was due to that more than two million tsubo of the huge former Arsenal area being put aside of taxation objects, and the abolition of the Naval Subsidy, Special Government Grant relative to the Naval Ports, and Special Government Grant for Equipping Naval Cities. And the city's financial difficulties were sped up by it. Kure City will come to ruin if she leave the former Naval property and the mob of unemployed not absorbed into the peace-time industries.

3. The Reason of Requesting National Assistance & Special Measures

Kure City was constructed by the government policy. The present citizens were settled down through two or three generations. It is impossible to guarantee the citizens' livings unless to have new industries. And, moreover, there isno hope of promoting the local industries due to the Navy's oppression given to the general industries, unless inviting powerful work-shops to this city by putting the ixisting facilities in the former Arsenal to practical use.

It is really impossible to dispose the facilities constructed by the Navy in the last sixty years according to the general provisions of the State Property Law. It is neces-sary to give special consideration to make some new legislative measures for the sale price and its terms of payment so as to bring general enterprise into existence. We deem it impossible to estimate the price not considering the ustilizing value of the facilities completed with billions of national funds in the sixty years and to collect bills in a short period. It is a self-evident truth. It is no time to keep many capable workers unemployed and to leave excellent existing facilities. But we have many of them in such conditions. It is donsidered most irrational and wasteful from the viewpoint of state policy to achieve the self supporting economy by the processing industries. From the constant and long-range view of things, the Government is desired to dispose the former Naval properties under the general industrial plan laying stress on their economical value, than to sell them by the piece.

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THE GIST OF THE FORMER NAVAL CITIES CONVERSION BILL

(Purpose)
1. This law is aiming at not only the welfare of citizens of former naval cities who are in extreme distress but also the reconstruction of Japan by having the former naval cities, i.e. Yokosuka, Kure, Sasebo and Maizuru, converted to cities of peace-time industries and port using existing former naval establishments and properties by a vast sum of national investments.

(Plan & its Operation)
2. The Former Naval City Conversion Plan is a plan to convert former munitions industries into peace-time industries and make those cities worthy of cities with peace-time industries. As regards its operation, former naval establishments will be disposed to be utilized in peace-time industries, and it will be based on the City Plan Law(Law No.36,issued in 1919) and the Special City Plan Law(Law No.19 issued in 1946).

(Assistance for the Enterprise)
3. The national and local public organizations will give full assistance to this enterprise.

(Special Measures)
4- a. The Government will transact the former naval properties effectively to contribute to the attainment of the conversion plan of the former naval cities
4- b. Despite the provisions of the State Property Law(Law No.73 issued on 30 June 1948) and the Case concerning the Exceptions for the Lease and Transfer of the Former Military and Naval Properties(Law No.714 issued on 30 June 1948), the Government will be able to administrate and dispose the above-mentioned former naval properties.

(Report)
5- a. The Performer of the Former Naval City Conversion Enterprise will make efforts for the undertaking to complete the enterprise speedily and report the advancing conditions to the Prime Minister every six months.
5- b. The Prime Minister will make report of the advancing conditions of the Enterprise to the diet once a year.

(Responsibilities of Mayors and Citizens)
6- a. Mayors of these cities will make incessant activities to achieve the Former Naval City Conversion Enterprise with the citizens' co-operation and assistance of Authorities concerned.
6- b. Citizens of those cities will be obliged to co-operate Mayor's activities.

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RC&I Reg

THE ASAHI PRESS 10 June 49

ASHIDA-RIVER CONSOLIDATED DEVELOPMENT CONSTRUCTION WILL BE STARTED AS STATE OPERATION 380-MILLION YEN COST

* * * * *

A long-pending question of Ashida-river Consolidated Development Construction including Mikawa Dam construction, will finally be started from 1949 fiscal year with the 5-year plan of 380-million yen construction appropriation.

This official instruction reached Fukuyama Farm-Land Branch Office from Okayama Farm-Land Bureau on the 8th.

By this construction, 3,000 choby farm land (covering 23 communities) could increase production and water for generating electricity will be secured.

But on the other hand, there are 21 farmers living in Kue, Mikawa-mura, which is the site of the construction, and these farmers shoul have to be removed from present place, therefore these farmers have been opposing this construction.

But the Prefectural authorities said that they will do their best for the farmers, but once the plan has been decided to be carried out by State operation, they will try to get compensation and substitute farm land for the farmers as much as available.

Chief Tomioka of the Farmland Branch Office said that he is intending to file petition on this situation to officials concerned, and he is scheduled to visit the spot and ask the farmers cooperation to the operation.

File this #002 JG.

(The end)

5

(G.N.)

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HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/ESH/ma

File No: HMGT CC4

2 May 1949

SUBJECT: Construction of Dam for Irrigation Project

TO : Commanding Officer
Chugoku Military Government Region
APO 248

1. The attached petition covering a project to construct a dam for irrigation purposes has been forwarded to the Agricultural and Forestry Ministry of the Japanese Government by the Hiroshima Prefectural Government.

2. This project contemplates construction of a dam and reservoir and will irrigate one of the richest paddy land areas in this prefecture but which frequently suffers from drought. Dam will also be used for generating electric power. Dam site is near Nikiwa Village on the Ashita River, Sera Gun.

3. It is understood that thirteen similar projects have been submitted by various prefectures and that three will be approved for construction, cost of the dam construction will be paid by the National Government and will be approximately 380 million yen for this prefecture.

4. The following figures are of interest concerning the construction of this dam:

a. Irrigate 3,100 cho of rich rice paddy land.

b. Increase the rice production of area by approximately 6,376 koku.

c. Increase wheat in same area by 1,600 koku.

d. Employ approximately 41,380 man-days over a period of five years.

e. Electric power to be generated will be approximately 9,700,000 kilowatts per year.

1870

3356

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2 May 1949

HMGT 004
Subject: "Construction of Dam for Irrigation Project"

5. The area to be submerged by construction of dam will be 12 cho which produces 264 koku of rice. Homes and farms for the seventeen families to be moved have been arranged.

6. This headquarters believes that the advantages to be gained by this dam will be of immense benefit to this prefecture and recommends approval of this project.

JAMES R. TRUDEN
Lt Col TC
Commanding

1 Incl:
Report on Outlines of Dam on Ashita River (in dupl.)

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HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182

29 September 1950

CCAR 319.1 (D-St)

SUBJECT: Report of Field Trip, Okayama City, Okayama Prefecture, 25 September 1950

TO : Chief
Economics Section

PREPARED BY: R.G. Stradley, Chief Distribution and Industry Division.

1. REFERENCE:

O.D. 11.

2. PURPOSE:

A conference with Okayama Prefectural Construction Official for stimulation of activity.

3. BACKGROUND:

None.

4. DISCUSSIONS:

a. Chief of Civil Engineering Department estimates the aggregate total amount of money needed for the rehabilitation of damage done by the recent Kesia Typhoon as follows:

Classification	Amount
Harbor	¥350,000,000
Fishing Port	100,000,000
Others	50,000,000
Total	¥500,000,000

Most of the damage have been done by high tides on the embankments and levees which were, however, [illegible] to the minimum through the efforts of the local fire-brigade personnel.

b. Another big problem is the sinking of embankments along the coast that has been caused by the earthquake in 1946. In view of the

-1-

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danger involved governors of Shikoku and Chugoku Regions are uniting to draw a special budgetary appropriation from the Central Government for a countermeasure project.

c. Housing Program.

Owing to the limitted budgetary appropriation for housing program, not much construction is underway to meet the demands of the lower bracket people whose average monthly incomes range from ¥3,000 to ¥5,000. Efforts are being made by the prefectural government to built ferro-concrete apartment houses in view of the scarcity of building lots and initiating permanent, fire-proof buildings.

d. Prefectural government budgetary appropriations for unemployment relief projects are as follows:

Classification	Amount (For 2nd quarters)
City Planning	¥3,500,000
Road	1,114,000
River	700,000
Sand Prevention	40,000
Total	¥5,354,000

The chief work consists of repair and improvement of road, and construction of playground.

e. Rehabilitation of the damage of Yoshii River is in progress with good prospects of accomplishing substantial results due to the ¥100,000,000, allocation from the U. S. Aid Counterpart Fund and ¥70,000,000, national subsidy. The project is being executed by the Chugoku, Shikoku Construction Bureau.

f. Asahi River Hydro-electric Power Station.

No actual construction work will be commenced until the present negotiations are concluded with the local people with respect to the compensation money to be paid for the paddy and upland fields, forest and farmers houses that will be submerged under water. Prefectural Government intends to start water diversion and drainage work during the coming dry season. Indications are that the actual work will be, if the present negotiations should go well, commenced in the latter part of October 1950. The budgetary appropriations for the project are as follows:

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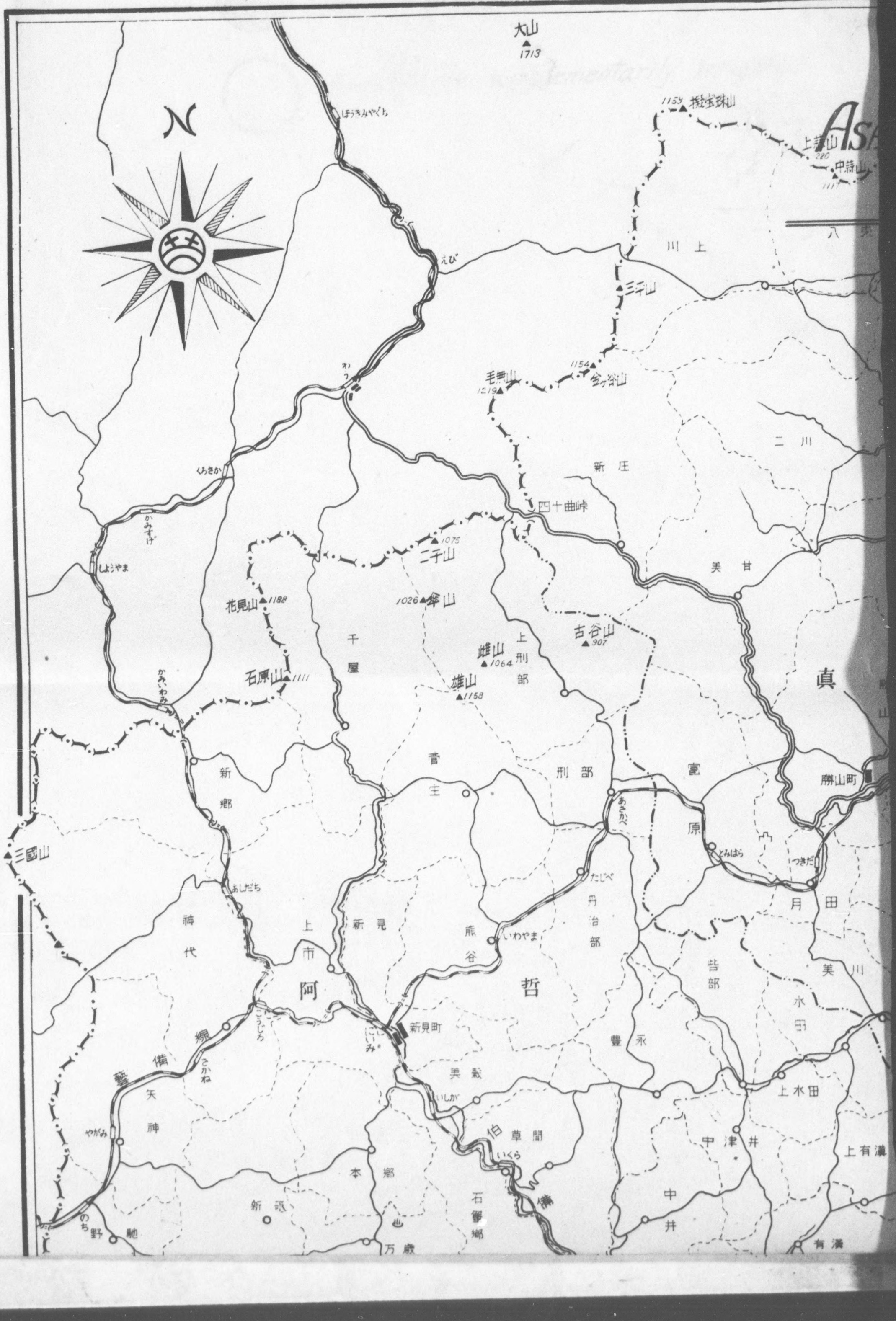

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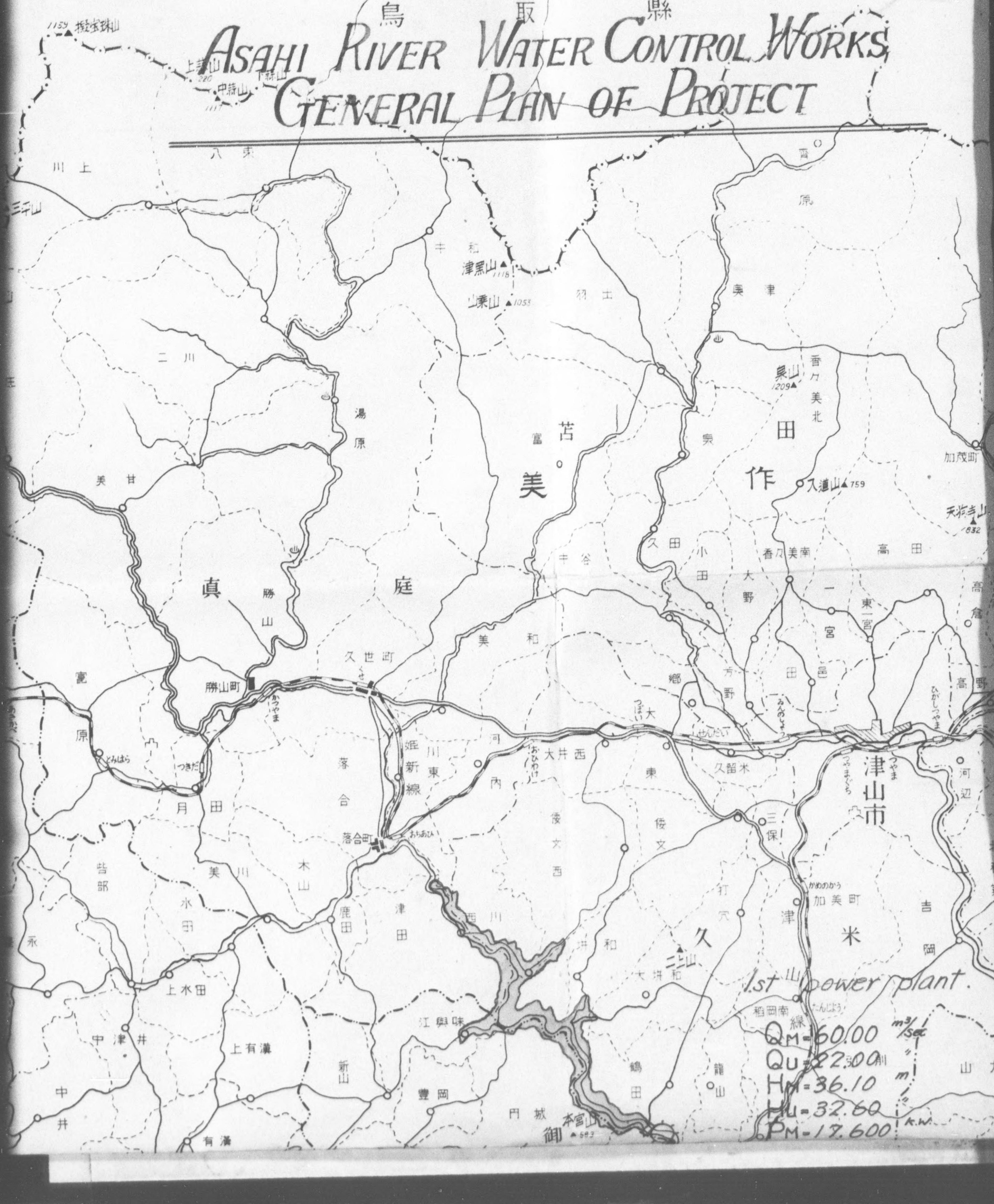
岡山縣管内圖

ASAHI RIVER WATER CONTROL WORKS
GENERAL PLAN OF PROJECT



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內圖

OL WORKS
OJECT

凡例

縣界
國界
郡界
市界
村界
國道
主要道路
市街地
町村役場所在地
私有鉄道
國有鉄道
港及航路
城址
温泉
山頂

縮尺二十万分之一

0 1 2 3 4 5 6 7 8 9 10 15 20 粁
0 1 2 3 4 5 里

香々美原
奥津
阿波
大ヶ山 990
泉山 1209
香々美北
田
作
入道山 759
天狗寺山 832
香々美南
大野
一宮
東一宮
高田
高倉
神庭
滝尾
広戸
新野
北吉野
豊田
勝
勝加茂
古吉野
植月
吉野
腐野
高野
ひがしつやま
みまさかおおさき
河辺
大崎
高取
勝間田町
豊国
林野町
湯郷
北和気
南和気
公文
巨勢
飯岡
周匝
山方
津山市
津山
三保
加美町
吉岡
米
1st 山 power plant.
稲岡南線
Qm=60.00 m³/sec
Qu=22.300 〃
Hm=36.10 m
Hu=32.60 〃
Pm=17.600 k.w
物見トンネル
上加茂線
加茂町
滝山 1197
那岐山 1240
909
西粟倉
1181
東粟倉
大原町
讃甘
梶並
豊里
豊田
勝田
粟井
大吉
粟広
吉野
江見町
楢原
英田
杉坂峠
佐用町
姫新線
土居
久崎
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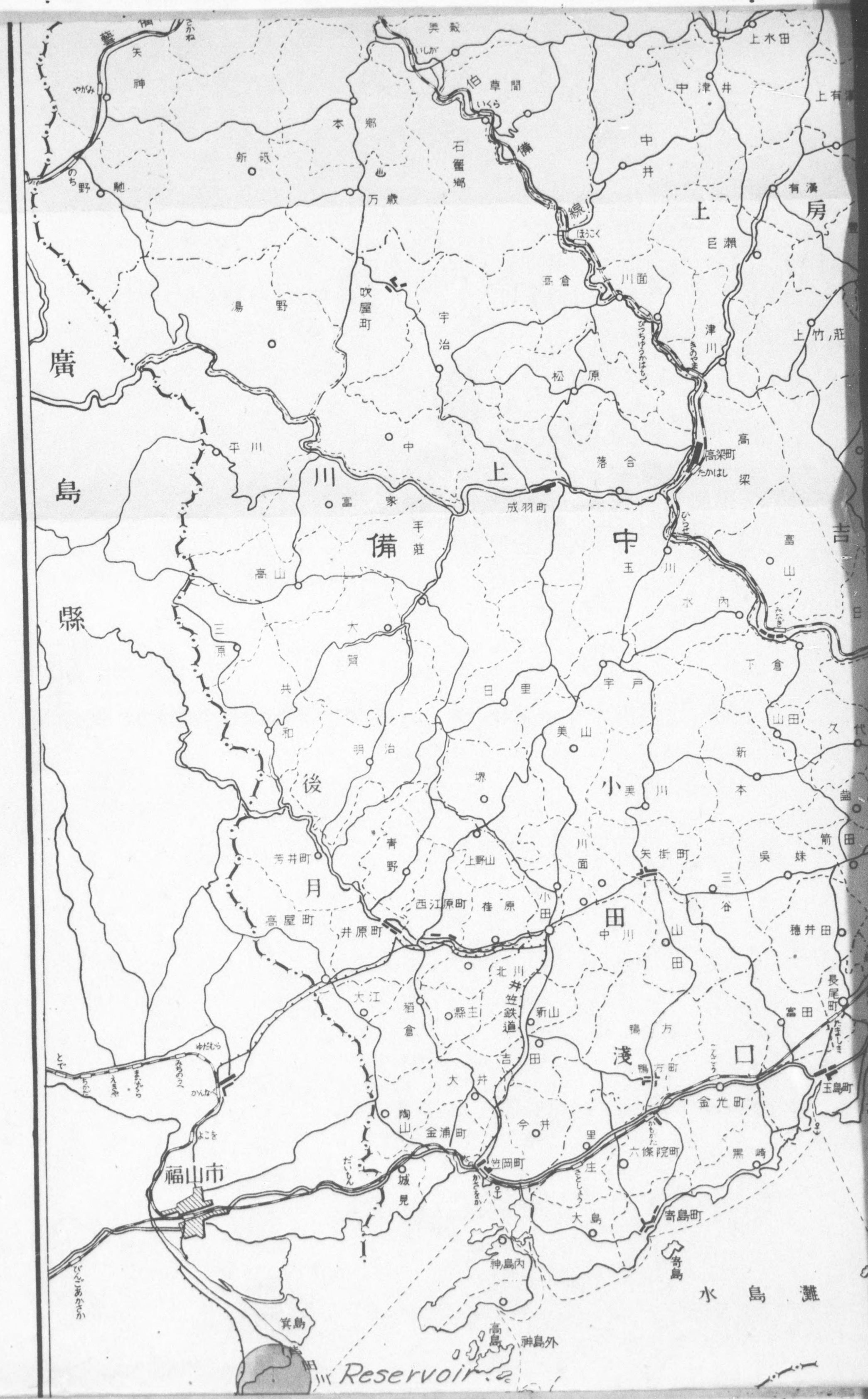

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1st power plant
QM=60.00 m³/sec
Qu=22.300 〃
HM=36.10 m
Hu=32.60 〃
PM=17.600 K.W
Pu= 5.800 〃

2nd power plant
QM=60.00 m³/sec
Qu=22.00 〃
HM=15.50 m
Hu=15.10 〃
PM=7,400 K.W
Pu=2,789 〃

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1st 山 power plant.

稻岡南 線

Qm=60.00 m³/sec
Qu=22.300 〃
Hm=36.10 m
Hu=32.60 〃
Pm=17.600 K.W.
Pu= 5.800 〃

No.	Name of block	Area
1	Irrigation water supplies to Kamitakebe and supplies	288 ha

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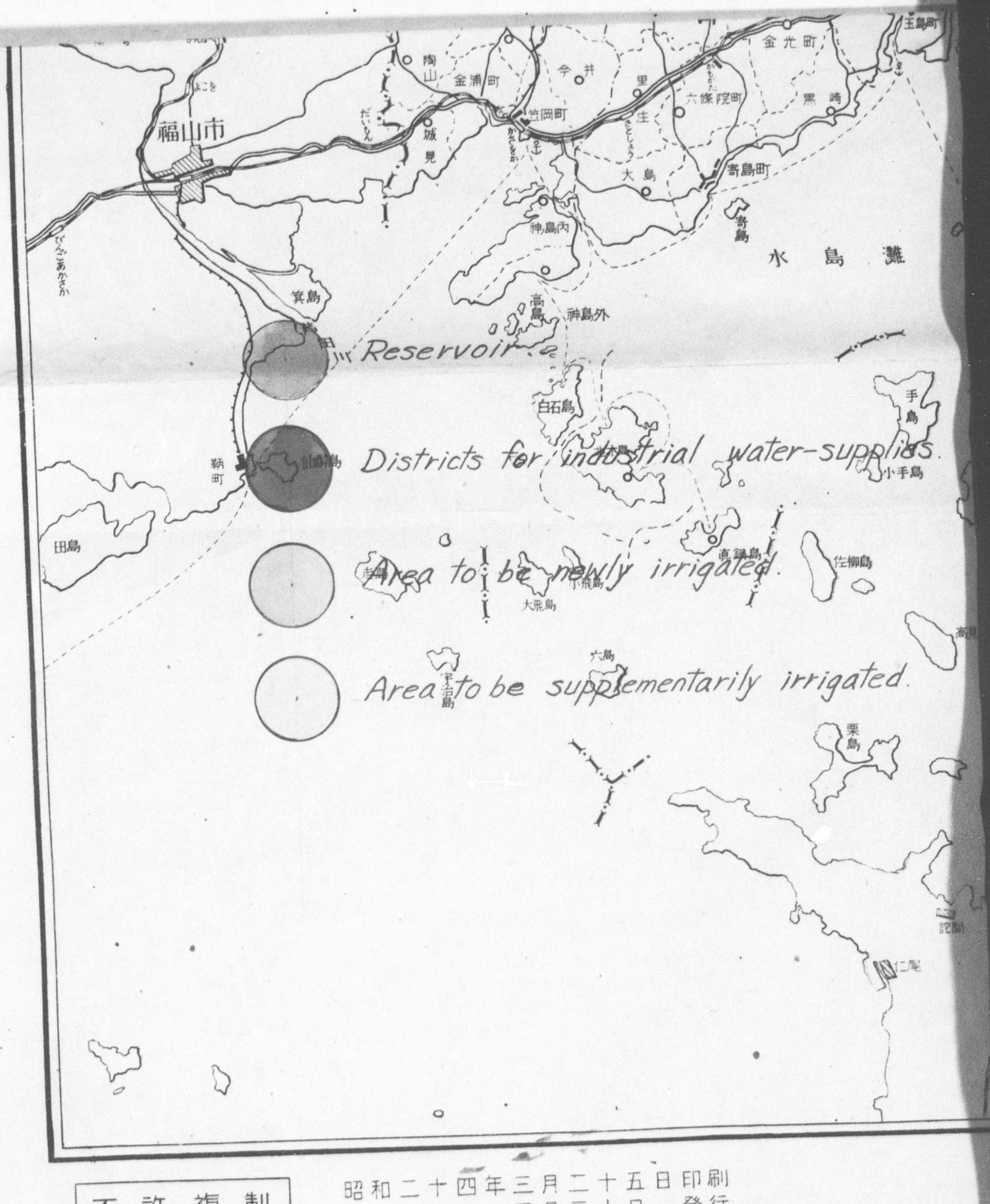

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同　三月三十日　発行

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

縣山岡　所纂編

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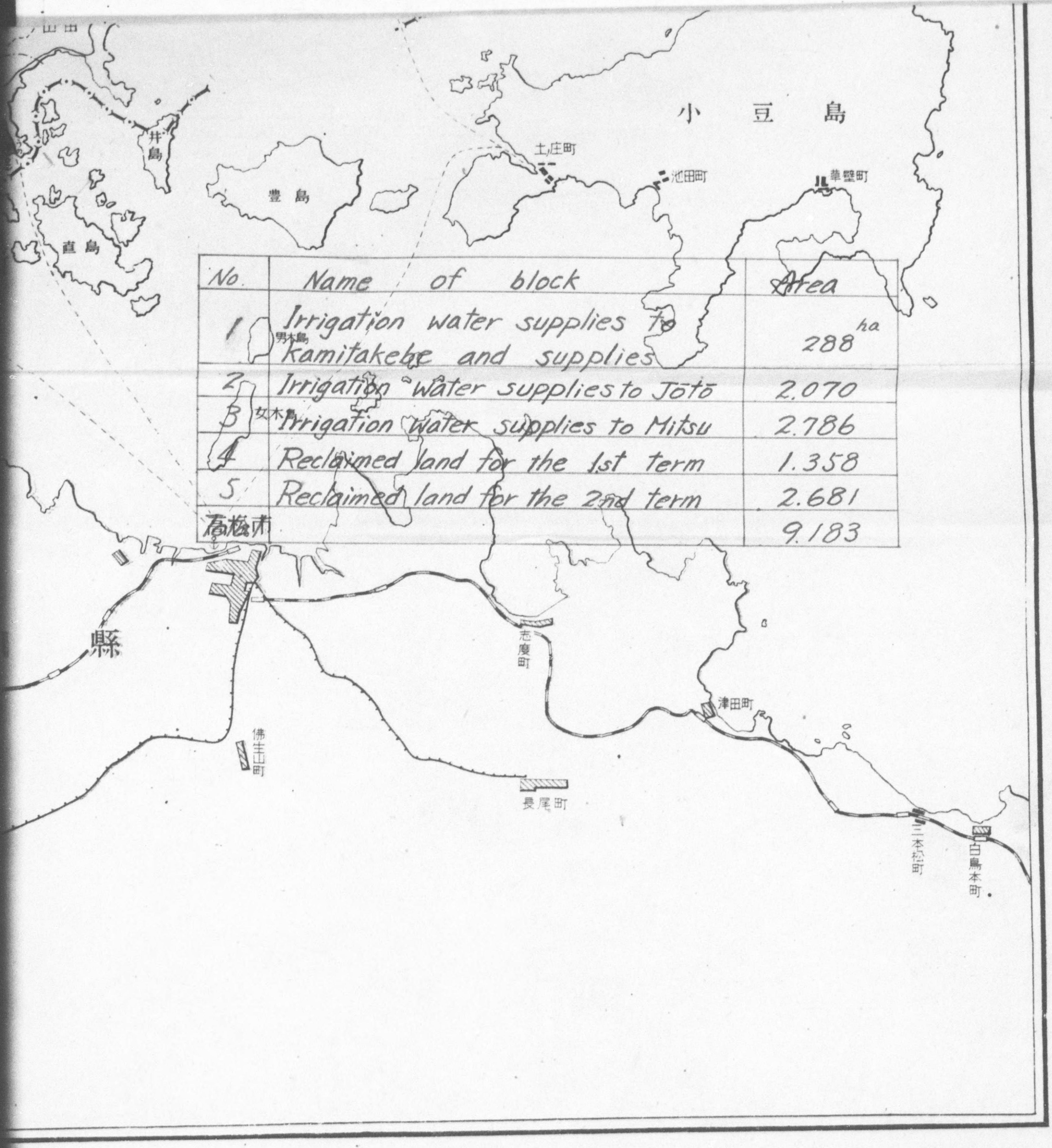

No.	Name of block	Area
1	Irrigation water supplies to Kamitakebe and supplies	288 ha
2	Irrigation water supplies to Jōtō	2.070
3	Irrigation water supplies to Mitsu	2.786
4	Reclaimed land for the 1st term	1.358
5	Reclaimed land for the 2nd term	2.681
		9.183

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Classification	Amount
Floatation of loan	¥450,000,000
Public Work Project expenditure (National subsidy ½, Prefectural budgetary appropriation ½)	50,000,000
Total	¥500,000,000

4. CONCLUSIONS:

The sinking of coastal embankment due to the 1946 earthquake constitute a vital problem for which some definite countermeasures are paramount importance in light of the yearly damage being caused by typhoon in this country.

5. RECOMMENDATIONS:

It was recommended to the officials that:

a. They solicit the volunteer cooperation from the local people in the way of labor and materials to offset the lack of founds in the execution of repair and improvement work on the coastal embankment, dikes and levees.

b. They make good plans and keep careful supervision in using the unemployed for relief projects to accomplish worthwhile results.

c. A special care be taken in wiring and installation of electrical appliances regarding the construction of ferro-concrete appartment houses.

R. G. STRADLEY
Chief, Distribution and Industry Division

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

10 July 1950
Okayama

Duties of Civil Engineering Department,
Okayama prefecture.

I. Account Section.

General Affairs Division.

Ground Labor Division.

Account Division.

Materials Division.

1. Affairs concerning budget and accounts of Civil Engineering Dept.
2. Affairs concerning custody and disposition of national property.
3. Affairs concerning expropriation of land.
4. Affairs concerning custody of the prefectural lands in the compound of Uno Harbor.
5. Affairs concerning custody of the landing place of Okayama Harbor.
6. Affairs concerning the disposition of lands and materials in connection with civil engineering works.
7. Affairs concerning allocation and distribution of materials for civil engineering works.
8. Affairs concerning the registration of machinery for civil engineering work.
9. Affairs concerning distribution of petroleum products among public organizations in general.
10. Affairs concerning stock-taking of materials required for construction works in general.
11. Affairs concerning shipping permit for civil engineering materials.
12. Affairs concerning shipping and custody of supplies to be paid out of civil engineering funds.
13. Other miscellaneous affairs which donot belong to any of other sections in Civil Engineering Dept.

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II. Road Section.

General Affairs Division.

Improvement & Liaison Division.

Disasters Division.

Repairing Division.

1. Affairs concerning roads.
2. Affairs concerning bridges and ferries.
3. Affairs concerning railways, tram-ways and cable-ways.
4. Affairs concerning protection of roads and bridges against disasters and rehabilitation of disaster-damaged roads and bridges.

III. River Section.

General Affairs Division.

River Division.

Irrigation Division.

Water works Division.

1. Administrative and civil engineering affairs related with rivers, canals and coasts.
2. Affairs concerning irrigation.
3. Affairs concerning observation of tide-level, water-level and rainfall.
4. Affairs concerning water works and drainage works.
5. Affairs concerning reclamation of public lands.
6. Affairs concerning flood control.

IV Part & Harbor Section.

General Affairs Division.

Technical Division.

1. Administrative and civil engineering affairs related with parts and harbors.

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2. Affairs concerning statistics of ports and harbors.

3. Affairs concerning beacons.

4. Affairs concerning tide-level in the harbors.

5. Affairs concerning reclamation of public lands in the compounds of ports and harbors.

6. Affairs concerning construction works of fishing harbors.

V Torrent Control Section(Sand Embankment Section)

General Affairs Division.

Technical Division.

1. Affairs concerning torrent control.

2. Affairs concerning maintenance and rehabilitation of torrent control structures.

VI. City Planning Section.

General Affairs Division.

Reconstruction Division.

planning Division.

1. Affairs concerning city planning.

2. Affairs concerning rural planning.

3. Affairs concerning control of scenic zones.

4. Affairs concerning parks.

5. Affairs concerning special city planning.

6. Affairs concerning tourist's facilities.

VII. Maintenance Section.

General Affairs Division.

Housing Division.

Special Construction Division.

Maintenance Division.

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1. Affairs concerning maintenance of prefectural facilities.

2. Affairs concerning maintenance of schools.

3. Housing affairs.

4. Affairs concerning special construction.

5. Affairs concerning Regulations governing Design, Supervision & Commission relative to public Architectural Works.

VIII Building Section.

General Affairs Division.

Inspection Division.

Materials Division.

Supervision Division.

1. Affairs concerning enforcement of Regulations governing Restriction of Temporary Building, etc.

2. Affairs concerning enforcement of Urban Building Law.

3. Affairs concerning enforcement of the provisions governing Restriction of Building in War-stricken cities.

4. Affairs concerning enforcement of Regulations governing construction of theaters, etc.

5. Affairs concerning enforcement of other laws & regulations relative to building.