

OFFICE OF STRATEGIC SERVICES

FIELD EXPERIMENTAL UNIT

NAPKO PROJECT

TOP SECRET

TOP SECRET

TOP SECRET

March 7, 1945

TO: MAJOR GENERAL WILLIAM J. DONOVAN,
OFFICE OF STRATEGIC SERVICES,
WASHINGTON, D. C.

FROM: COLONEL CARL F. EIFLER, INFANTRY,
FIELD EXPERIMENTAL UNIT,
OFFICE OF STRATEGIC SERVICES,
WASHINGTON, D. C.

SUBJECT: NAFKO PROJECT

This is a plan of the Field Experimental Unit for the immediate penetration of Korea and ultimately of Japan by small groups of agents for a major OSS overall operation for the purpose of espionage, organization, and finally, sabotage and armed resistance.

PROPOSED PROJECT

This plan involves the building of an organization inside the Japanese empire which will operate under the direction of American military and naval commanders, for securing intelligence for naval and military operations, and which will eventually, if directed, embody the support of twenty-three million people for an active revolutionary movement.

In the initial phases of this plan, ten groups of Korean secret agents will be given complete OSS training. These groups will consist of one to five members each and no group will know of the existence of any other group. We can assume that some of these groups will be lost by enemy action. However, experience has taught us that we can expect success with 70% of them. Assuming, then, that seven groups become operative, one or more of these groups will surpass the others in developing. The group showing the greatest development, of course, will be exploited the most.

-1-

TOP SECRET

TOP SECRET

We can further assume that after these groups are in operation, knowledge of these operations will come to the Japanese intelligence; that sections of these groups and possibly entire groups, will be apprehended. But if, operating like the tentacles of an octopus, we have succeeded by numerous different groups to gain a hold in the territory in which we are operating, no counter-espionage system that the Japanese may be able to place against us will be effective against the overall operation.

Upon completion of the students' training, they will be furnished such equipment as they will carry upon entering Korea. This will include clothing of Korean manufacture, glasses of Korean or Japanese manufacture, radio sets, and money. It is contemplated that each unit will carry approximately 150,000 yen when landing. At present rates of exchange this would amount to approximately \$15,000.00. However, if a portion of this is in raw gold, the sum will be considerably less than that amount. No other equipment will be carried.

The students will then be moved to a forward base designated by the Navy, from which point they will embark in a submarine. The submarine will furnish transportation to the immediate vicinity of the area selected for landing. Taking into consideration enemy Radar, the agents will be landed in one of two ways:

- (1) They will be released from a submarine while it is submerged. A small nylon boat capable of being strapped to the back of an agent has been developed. Agents trained in its use will be able to leave the submarine escape hatch while the submarine is submerged at shallow depth, float to surface, inflate the boat, and row ashore;
- (2) Agents will be landed by a small craft capable of being carried by submarine. A small powercraft is being developed with a range of approximately one hundred miles, which can carry an operator and two agents. This craft can be submerged in its entirety to the water's surface, thereby producing a minimum surface to reflect Radar. This craft can be carried by submarine to the general vicinity of landing. The submarine can then surface outside

TOP SECRET

TOP SECRET

of Radar range, release the small craft, which under cover of darkness can be used to land agents on shore.

Immediately upon landing, the agents' equipment, radio and money, which will be packed in a watertight container, will be buried. In a different position the light nylon boats will be buried, if such have been used. However, if additional water is to be crossed, such as rivers and swamps, these nylon boats may be carried for the first few days.

The agents' first move after arriving in the area of operations will be to contact underground members now known to them. Once contact has been established and it is safe to retrieve the buried radio and money, this will be accomplished.

As soon as possible thereafter, radio contact will be established with listening stations. This contact will be made in secret code and in a system which gives maximum security against Japanese detection devices. Two listening stations will have to be established. With the present equipment that is being used, the two possibilities of establishing radio stations are, (1) Northern China; and (2) The Philippine Islands. As these stations will be in remote sections, the possibility of stations going off the air for repairs, weather conditions and numerous other things which will affect the smooth operation of the base station, must be taken into consideration. For these reasons, it is believed that not less than two stations should be established after the actual landing of our agents in enemy territory.

Items of interest to the high command or to our own operations will be immediately radioed out. The agents will then establish a contact point where personnel now in Korea may be withdrawn to forward areas, trained, and put back into Korea; where scientists or other personnel who have information which would be of value to the military and navy high command may be withdrawn from Korea for questioning. This line of withdrawal will also be used for smuggling American fliers out of Korea who have been shot down.

The next step of the agents will be to locate some area that is strictly anti-Japanese, screen the area, eliminate any person in the vicinity who is not anti-Japanese, and set up training schools. It is obvious that the more isolated

TOP SECRET

this district is, the better. This may be on a small island outside of Korea. Many of these islands off the coast of Korea are inhabited by only a very few Koreans who make a poor living at fishing. These Koreans, due to oppression, are very anti-Japanese. This district may be established in the mountains of Korea, where control of large areas may be gained. Or, it may be in localities with which we are not now familiar.

Once schools are established in these areas, Koreans from all walks of life will be recruited, trained, and put into operation.

It is contemplated that whole areas inside of Korea, basically of course rural, and islands off the coast of Korea, will be completely controlled by this organization. Once the first areas are established and controlled by our agents, American officers will be moved in to act as liaison between the actual agents operating in Korea and the military and navy high command and to guide and run the organization inside Korea for the Office of Strategic Services. Once this organization has been completed, it will await orders of the high command for sabotage, when and if that is requested, or the introduction into Korea of guns and ammunition in quantities for actual underground resistance such as has been activated in other occupied and enemy countries, even to include actual revolution. No operations are envisioned except in complete concurrence with the military commanders' directives.

TOP SECRET

INDEX

TOP SECRET

TOP SECRET

For condensation and ready reference, the phases of the project listed below will be dealt with in the following chapters:

- A. IMMEDIATE MISSIONS
 - (1) EINEC PLAN
 - (2) CHARO PLAN
- B. FOLLOW UP MISSIONS
- C. GENERAL CURRENT CONDITIONS IN KOREA
- D. PERSONNEL
 - (1) APPROXIMATE UNITED STATES PERSONNEL
 - (2) RECRUITMENT OF KOREAN AGENTS
- E. SCHOOLS AND TRAINING
- F. EQUIPMENT AND SUPPLIES
- G. COMMUNICATIONS
- H. IMPORTANCE
- I. ADDITIONAL INFORMATION ON EINEC AND CHARO PLANS
- J. SPECIAL OPERATIONAL INFORMATION
 - (1) SPECIAL OPERATIONAL INFORMATION - KOREA AND JAPAN
 - (2) NOTES ON CHINNAMPO BAY, CHEMULPO PORT (JINSEN), AND WONSAN (GENZAN)--KOREA
 - (3) JAPANESE MILITARY MANPOWER
 - (4) ELEMENTS OF A RUSSIAN INVOLVEMENT IN THE FAR EASTERN WAR
 - (5) JAPAN'S NEW POLICY TOWARD KOREA
 - (6) JAPAN'S ORDER OF BATTLE IN KOREA
 - (7) RECOGNITION OF KOREAN INDEPENDENCE AND ITS EFFECT ON THE WAR
 - (8) INTELLIGENCE OBTAINED FROM FORMER RESIDENTS OF KOREA
 - (9) JAPANESE ARMY GROUND UNITS IN AND NEAR MANCHURIA
 - (10) ECONOMIC CONDITIONS IN KOREA
- K. CHARTS AND MAPS

TOP SECRET

A. IMMEDIATE MISSIONS

TOP SECRET

The two plans known as the EINEC PLAN and the CHARO PLAN, are examples of the ten plans contemplated. The personnel referred to in these two plans, with the exception of "E", in the EINEC PLAN, are at present in training.

TOP SECRET

(1) EINEC PLAN:

This is a plan for the entry into Korea of a small group of secret agents at a point in the Chemsulpo Bay area on the west coast of Korea, about 20 miles west of Seoul, for the purpose of contacting a known underground group; preliminary espionage and expanding the organization which already exists in Seoul and other large cities of Korea, Manchuria and Japan.

Five Koreans, referred to as "A", "B", "C", "D" and "E", were chosen as personnel for this plan.

"A" is a Korean, educated in the United States, who some years ago started a business in Seoul, Korea from which he became quite wealthy. Branch offices were established in several strategically located cities in Korea, Manchuria and Japan and as managers of these branches he selected relatives and trusted friends who were all devoted Korean patriots. This was done in order that this personnel could be used as a nucleus for an underground communications system throughout Korea, Manchuria and Japan. Therefore, there now exists a well organized chain of contacts who will be utilized by "B", "C", "D" and "E" of this group. Details of these persons can be found in Chapter I. (Additional Information on Einec and Charo Plans)

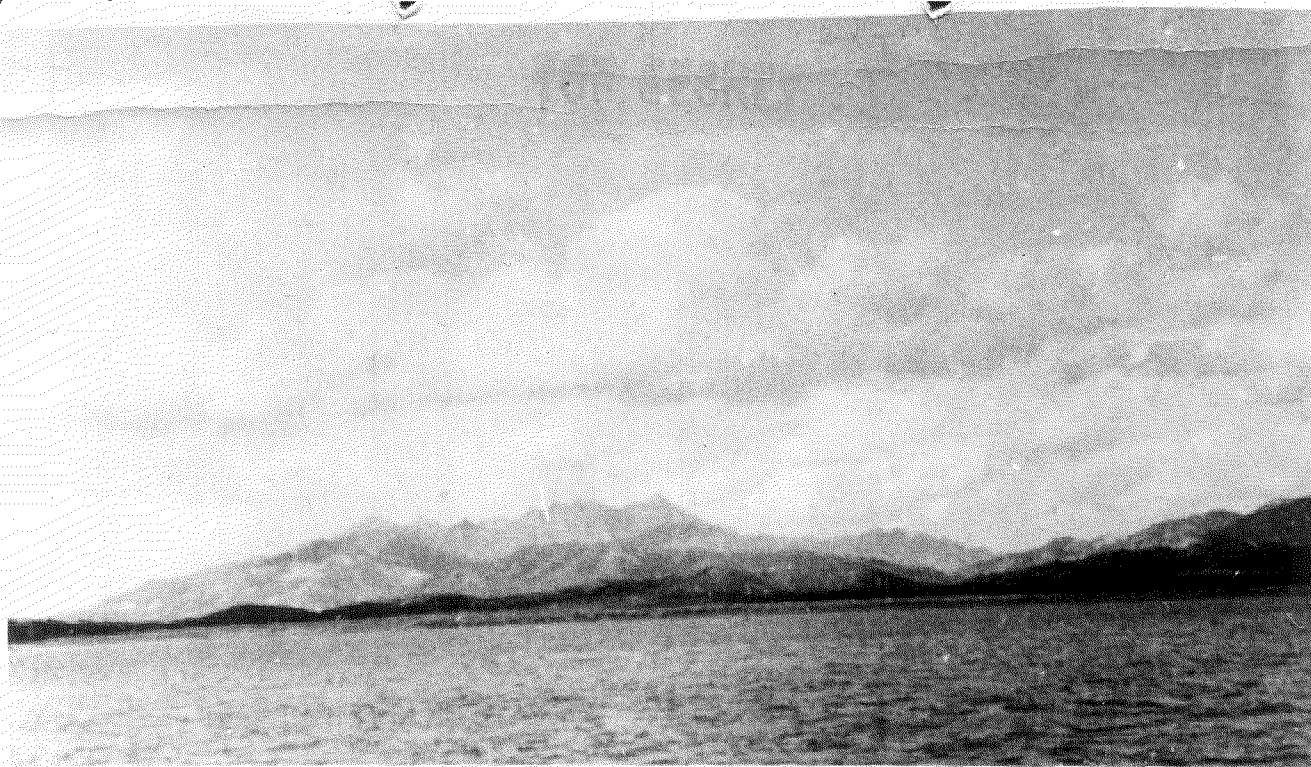
Physical Preparation: In preparing this group for the project in mind, the first thought is physical training. This phase is included in the regular training schedule and therefore needs no further mention.

"B" needs glasses, and must have some dental work done. "C" wears glasses but needs re-examination. "C" also will require some dental work. "D" will need some dental work. The glasses required for "B" and "C" will be of Japanese manufacture, and the dental work will conform with the Japanese type of dentistry. Also, of course, any clothing worn by this group when entering Korea will be manufactured in that country. Since "B", "C" and "D" all have an ordinary appearance, there is no necessity of any change in their personal appearances, such as removal of warts, moles, scars, face lifting, etc. "E" may need some slight facial surgery.

Educational Preparation: This includes all subjects necessary to fit the group for successfully carrying out their mission. The subjects in which they will be trained are set forth under Chapter "E". This group will also have available for detailed study and briefing the following information:

- a. Detailed maps of the area to be penetrated;
- b. Detailed water charts of coastlines in such area;
- c. Present social conditions;
- d. Police and identity systems;
- e. Recently developed procedures and customs under the Japanese.

TOP SECRET



Photographic examples of rough terrain adjacent to shore lines where agents will be landed in Korea.

TOP SECRET

Since "B", "C" and "D" all have an excellent knowledge of farming and agriculture, they believe their best cover would be that of farm laborers. They point out that they could not pass as farmers because every farm and landowner in Korea is identified by the Japanese military and police. They further note that the part of Korea which they contemplate entering is a farming country and that farm laborers would be the least conspicuous and therefore most likely to succeed on such a mission. This cover will be used primarily until underground connections have been established. Fortunately, the Japanese and Korean officials do not have dossiers of "B", "C" and "D". This greatly reduces the possibility of penetrating their cover. As substitute roles, this group has chosen fishermen and woodcutters. While in training, these agents intend to adopt the cover names they will use in Korea, which names will conform to credentials with which they will be furnished.

Equipment: Equipment for this mission will consist of finances, radio equipment, a shovel of Japanese manufacture for burying the equipment, and proper clothing.

Operational Procedure: This group has chosen Chemulpo Bay area (west coast of Korea), about 20 miles west of Seoul, as their point of penetration, focusing their attention on Seoul. Their reason for selecting this location is because this is the town where "A" established the main office of his business, and initial operations will be started from there. Also, "B", "C" and "E" were born in that part of Korea, brought up there, and have many friends and relatives whom they will be able to contact. After the first contacts in Seoul are made, word will be sent through the entire system that contact has been made with the United States. Then the system will be expanded and additional contacts will be established through the key men in "A"'s branch offices. In cases of emergency, necessary finances and equipment for operations can be furnished by "A"'s business agents. Additional personnel will be recruited by the original group and will be formed into multiple celled operating units who will work independently of each other and who will have no knowledge of other existing units.

The object of each unit of course will be to gather and report military, strategic, and economic information concerning the Japanese war effort in Korea and Japan, including locations of war manufacturing plants, locations of key bridges, radio and Radar installations and communications, airports, military supply depots, traffic on railroads and highways, military encampments, movement of troops, morale of troops as well as of the civilian population of Korea, results of air raids and any other pertinent information of interest to the Allied war effort. Each member of

the various units will have specific assignments, and all information gathered will be reported and transmitted by radio to our forward bases.

(2) CHARO PLAN:

This is a plan for the entry into Korea of a small group of secret agents who will land in the vicinity of Chinampo, on the west coast with operations being directed in the Pyeng Yang area.

Three Koreans, referred to as "A", "B" and "C", were chosen as personnel for this plan. Details on these persons can be found in Chapter I (Additional Information on Fines and Charo Plans).

Preparation for Project: The first necessary step in personnel preparation is rigid physical training, with the purpose of conditioning and hardening the individuals for the rigors of the project in the future. This particular phase, of course, is being undertaken concurrently with regular training.

The physical appearance of the personnel will be adjusted so that they will properly blend into the people in Korea. This will include the proper type of hair cuts; glasses, if necessary, will be of Japanese manufacture; dental work will conform to the type common to the country; the clothing will be of Korean manufacture. The actual personal appearance of the group will necessarily be changed as much as possible.

Physical Preparation: "A" has two small moles between his eyes which are distinctive, and which are noted on his Japanese passport and Japanese identification in Korea. These will be removed. Minor facial surgery will be employed to raise the bridge of his nose, since his present low bridge gives him a very noticeable and distinctive concave profile. This alteration will materially change his appearance, and is necessary, since his proposed locale of operations in Korea is in areas where he is well known.

"B" has a very unobtrusive appearance. He will blend into any oriental crowd, and attract very little attention. He has several gold teeth which is quite common among Japanese and Koreans. His whole appearance is such that other than fitting him superficially for the role which he will assume, nothing further need be done.

"C" at the time of his recruitment was rather roundfaced, rotund, and had the general appearance of being well fed. However, this appearance is rapidly changing, due to the rigorous



Photographic examples of rough terrain adjacent to shore lines
where agents will be landed in Korea.

physical training now being given him. He has a nervous blink of his eyelids which is noticeable. This will be eliminated, either through surgery or treatment.

Educational Preparation: Under this heading, there is included all the training necessary to each individual to fit him to successfully perform his mission. This special OSS training is set out in Chapter "E" of this report. In addition, there will be made available to the agents all the recent factual data on Korea that is possible to be obtained. This data shall include the following subjects:

1. Social Conditions
2. Police and Identity Systems
3. Newly Developed Procedures and Customs of Life In Korea.

Research and analytical sources will provide the following pertinent data in connection with the project:

1. Geographical Data
2. Shorelines
3. Shoals
4. Currents
5. Communication Systems.

All the known factual data on conditions in Korea is being ascertained during the intensive training period in order to prepare the personnel for the roles they shall assume on arrival in that country.

A maximum of research has been made by this group concerning possible roles which they will assume on entry into the country, and it has been determined that they will utilize the following covers, which they feel can be easily assumed due to their knowledge of the particular occupation:

1. Boatman or Fisherman
2. Miner or Prospector
3. Monk
4. Farm Laborer.

Equipment Necessary on Initial Landing: On landing in Korea, this group of agents will have only the proper clothing of Korean manufacture, radio equipment, and finances. It is possible that they will also carry a small shovel of Japanese manufacture with which to bury their radio equipment and money until the initial contact has been made.

TOP SECRET

~~TOP SECRET~~

Operational Procedure: This group will land in the vicinity of Chinampo on the west coast, with initial operations directed in the Pyeng Yang area. All three of the proposed agents have a background of life and knowledge in this territory and will be able to operate there with a sufficient knowledge of the geographical and social conditions. "A" is very familiar with the Pyeng Yang area, as that is where the greater part of his life in Korea was spent, and where he has his most reliable connections and contacts. This group will initially contact several of the former friends and schoolmates of "A", who are in business and professional life in Pyeng Yang, and who will provide them with the necessary first safe operating base. Operations will then extend across the peninsula to Wonsan, where "B" and "C" are very familiar. They have many contacts among former associates, friends and relatives still residing in that area.

Proposed steps to be taken in establishing operations will be as follows:

Immediately upon landing, all equipment will be buried. The operators will then proceed with a relatively small amount of money, and establish a temporary hideout in a secluded place in the immediate vicinity of Pyeng Yang. "A" will then make the initial contacts with the people who will provide him and his co-workers with safety until they establish a definite cover identity which will enable them to move with freedom. The persons initially contacted will be of sufficient prominence, means and ability to provide this cover identity. Radio contact will then be effected with listening stations outside Korea. Once the initial task of establishing themselves is completed, the groundwork is then laid for beginning operations.

To do this, agent personnel among native Koreans will be recruited; definite procedure with regards to radio communications will be set up. In the development of the operations, the following procedures will be carried out:

The recruited personnel will be established in units, none of which has any knowledge of the identity of the other units. The specific duties will be divided and assigned to individuals and units, according to their abilities and accessibility to the information desired. The actual performance of the mission will be accomplished as follows:

Radio operation will be a specific assignment and personnel assigned to that duty will perform nothing else. It will be their sole function to prepare messages and transmit them to predetermined stations outside of the country, and to maintain necessary security.

Subordinate leaders will be assigned in the initial developing stages to form their own units, direct their activities, and

TOP SECRET

act as "go-betweens" for their units and the agents who go in from this country. All information gathered by the units will be channeled through them to the leaders of the project, and instructions and directions from the leaders of the project, will go through these subordinate leaders to their respective units.

As Pyeng Yang is an active railroad center, agents will be assigned to report railroad information there. This will include reporting the railroad organization, traffic on the railroads, with emphasis upon military supplies, military personnel, the units to which they belong, destination, morale and equipment of troops, and other pertinent military information.

Personnel will be assigned to report on the activities of war plants and other manufacturing facilities. Using Pyeng Yang as an example, it is known that there is an arsenal located in that city, and also numerous factories which have been converted to the manufacture of war materials. Units will be organized among the workers in these factories to report on all phases of industrial activities, particularly: Capacity, finished products, quality and quantity of finished products, sources of raw materials, shortages of materials, and data on new developments.

Personnel will be assigned to report on communicational facilities. This phase will include information and data on cable, telephone and telegraph facilities, and radio and Radar stations. In addition to securing this information, the recruited personnel already in key positions in such activities will report on all messages relating to the war effort that they are able to intercept.

Other personnel will report on activities of the selected harbors. This will include the overall conditions, the amount of shipping, the facilities, the type and routing of cargo, information on the formation and departure of convoys, data on the embarking or disembarking of military personnel, including the units, equipment, theaters of action, destinations and arrivals; further reports will be submitted upon ships being repaired and serviced in the ports, the current situation of shipping and all other related information.

All possible data will be furnished on existing strategic targets such as ammunition depots, fortifications, airfields, naval bases, coast defenses, power plants, military lines of communication, storage depots, fuel storage facilities and pipe lines, locks, dams and other installations of sufficient importance to be considered as future targets during bombing or actual invasion operations.

TOP SECRET

Information shall be reported regarding general living conditions in Korea. This phase will cover economic and social conditions, morale of the population, both civilian and military, Korean and Japanese, regulations and restrictions, the military influence on ordinary life, labor conditions, urban and rural difficulties, and the overall possibility of the Korean population participating in an organized movement for the overthrow of the Japanese regime when such action is deemed propitious by the American naval and military commanders.

Developmental Stage of Operations: After the initial units are organized, various duties assigned, and the plan is functioning, the groundwork will be laid for extension of operations into other localities, particularly rural, and general supervision of same. In this connection, it will be necessary to prepare for the smuggling out of Korea recruited personnel and, after proper training at our advance base, their re-entry with essential supplies. To facilitate this, strategically located areas of beach land will be made available. This will be done either through purchase or by the use of land already in the possession of recruited Koreans. Small boats will be acquired, ostensibly as fishing boats so that agents may become familiar with the shoreline conditions, the water depths, and be available for contact at sea. Secluded areas inland will be selected for use as a parachute dropping ground. Such areas will be accurately pinpointed on maps so that flight personnel will be able to definitely locate them. Alternate radio stations will be established. At this point, liaison between attacking air forces and the mission within Korea can be established so that the maximum results can be obtained. The reports from inside Korea will include daily weather conditions, the effects of air raids, and the locations of immediate targets of prime military importance. Contacts will be established in various other localities throughout the country, and branch groups of agents will be established wherever feasible, so that as much vital information as possible will be channeled outside the country. Agents in traveling from one place to another will thus have established underground routes of relative safety. These same channels will be utilized in the concealment and conduct to safety of United States fliers who have been shot down over Korea.

After the above preliminary steps are taken and consolidated, attention will then be devoted to the problem of getting agents into Japan proper and relaying vital information from that country. There are at present in Japan approximately two million Koreans. They are particularly concentrated in the Yokohama-Kobe-Osaka manufacturing districts, as laborers in the factories. Also, large numbers of Koreans have been assigned as farm laborers to make up for the shortage of young Japanese farm hands who are in the military service. Koreans will be recruited who have a logical, legitimate reason to travel between Japan and Korea, and they will make the initial

TOP SECRET

establishments in Japan proper. Depending upon the circumstances, it may be necessary at first to relay the information by messenger back to Korea and broadcast it from there. As the war moves closer to the Japanese homeland, the time element will, of course, become more vital. Therefore, all ideas will be devoted to the establishing of radio sending stations in Japan itself so that up-to-the-minute information will be sent out with the least possible delay.

In this connection, a difficulty may be encountered in introducing the necessary equipment into Japan. "A" has traveled extensively between Japan and Korea, and states that this can be done with comparative ease once the regulations of traffic and travel between Japan and Korea are known. It is expected that the tendency of Japanese officialdom toward accepting bribes can be used to advantage in this matter. If it is not possible to smuggle equipment in by this manner, there remains the possibility of using the methods formerly employed by many Koreans going into Japan when they could not obtain a passport. This was to purchase a small boat in the vicinity of Fusan, sail it across the Tsushima Straits, and go ashore in the neighborhood of Shimonoseki. If existing regulations and restrictions of the Japanese do not prohibit such a method, and very recent information indicates they do not, it will be comparatively easy to smuggle the necessary equipment into Japan by this method.

Further Organization of Korean Population: When the operations set forth above are established and functioning, the time will be favorable for further development on a larger scale for future action, subject to American naval and military commanders' directives. This will, in brief consist of the greatest possible organization of the whole Korean nation, with the view to using their revolutionary tendencies to the fullest advantage in an actual invasion operation. Since the Korean peninsula is most strategically located and constitutes the vital land bridge between the Japanese homeland and their Asiatic empire, it is imperative that the whole Korean nation be organized to the fullest possible extent, in order to sever the arteries of communication when such a move will be most timely. The various steps in this final organizing, are as follows:

Key men shall be selected to begin the work of overall organization. These key men shall organize their own units based upon principles of security, and shall be strictly detached and separated from the established organization. The key men will act as liaison personnel, to convey such information as their underground movement acquires to the leaders of the mission, for proper transmission. They and they only will be allowed to contact the leaders of the mission to deliver such information and to receive instructions regarding further organization and operations.

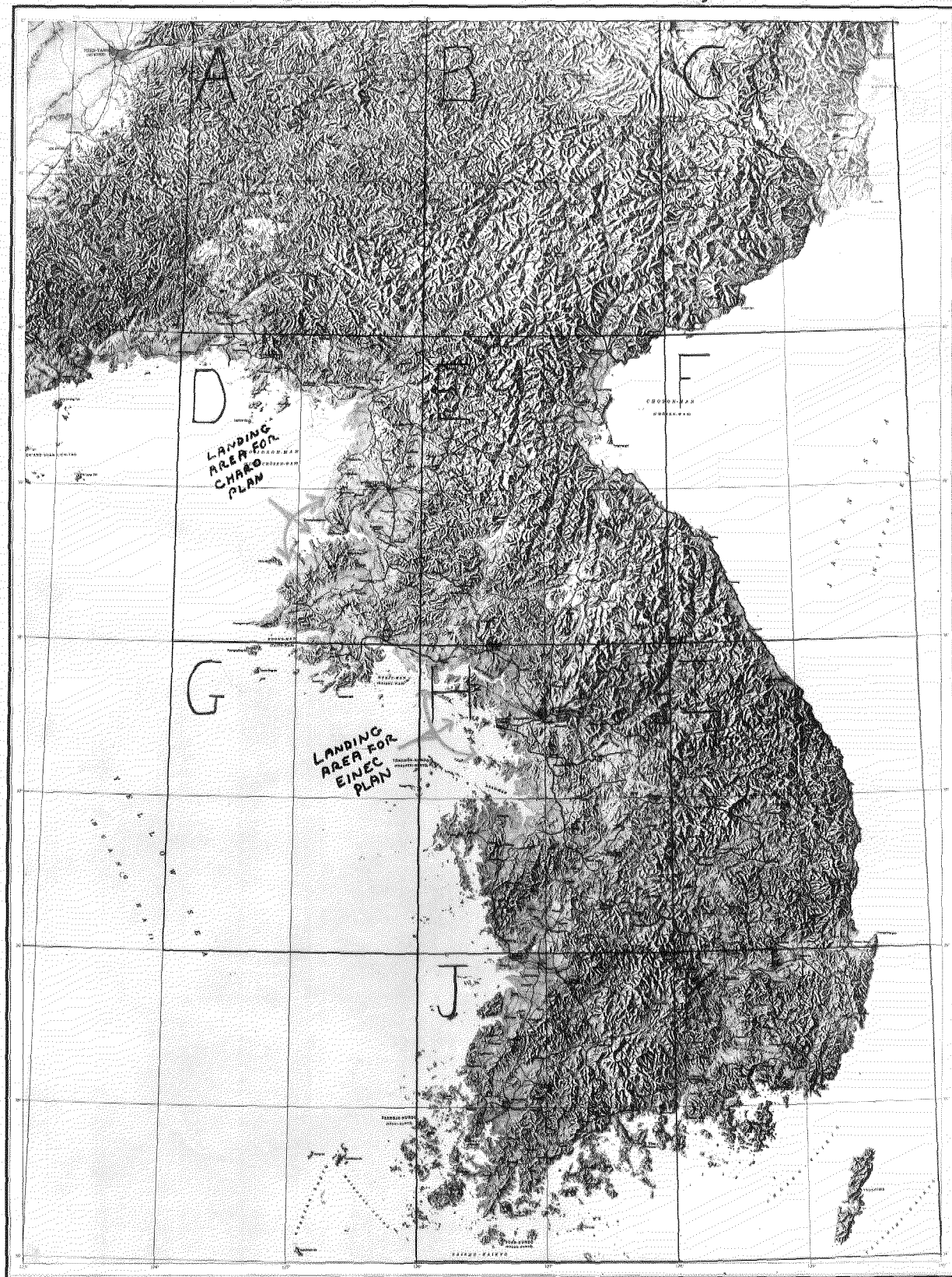
TOP SECRET

Selected underground workers will be given all possible instructions in the principles of sabotage work, the use of demolitions, use of such weapons as can be sent into the country or stolen from the Japanese military forces, proper distribution of propaganda, and the selection of targets for military or underground attack.

The organization of such units all over the country will be an ever-growing process until complete coordination can be established and maintained with military and naval operations.

TOP SECRET

KOREA



ENLARGED SECTIONS OF THIS MAP IS IN CHAPTER "K"

TOP SECRET

B. FOLLOW UP MISSIONS

TOP SECRET

TOP SECRET

FOLLOW-UP MISSIONS.

Preliminary investigations have been made and four tentative missions are now in the formative stage, the personnel of which can be assembled and in training very soon after approval has been given. These plans include the following:

(1) A plan for the entry into Korea of a small group of secret agents at a point on the west coast, specifically for the organization of rural districts in the province of Pyeng Ahn Nam Do. Heading this mission will be a Korean thirty years of age who has travelled extensively in Korea, Manchuria and Japan. He is now in the United States Army, assigned to OSS, and is ready to start training immediately. He came out of Korea in 1939. He will be accompanied by another Korean, 38 years of age, who left Korea in 1929 and who is also in the United States Army assigned to OSS. He is now being given extensive training in radio, both operational and technical. The two other members who will comprise this group have been chosen from the Korean prisoners of war at Camp McCoy, Wisconsin.

(2) This is a plan for the entry into Korea of a small group of secret agents in the Sosan district on the West coast of Korea for the penetration and organization of this city and rural districts surrounding it. The leader of this group is a Korean 31 years of age, well educated, who left Korea in 1939. He has many personal connections in the Sosan area. He will be accompanied by two or three secret agents who have been tentatively chosen from the prisoners of war at Camp McCoy, Wisconsin. The leader of this group now resides in Chicago, Illinois and has been security checked and approved by the Office of Strategic Services.

(3) This plan embodies the landing in the vicinity of Chinampo on the west coast of Korea by a small group of secret agents who will penetrate the Whanghai Province for organization in that district. The tentative leader of this group is a Korean 40 years of age who left Korea in April, 1944. He was captured by U.S. Marines in June, 1944 and is now in the prisoner of war camp at Camp McCoy, Wisconsin. This man was born in Shingo County of Whanghai Province and knows the locality very well. He has very strong anti-Japanese feelings, can read and write Korean, and speak Japanese. He has many contacts among anti-Japanese Koreans in the Whanghai Province. He will be accompanied by a Korean 30 years of age, who also came from Whanghai Province and knows the geography of that section well. He is sufficiently well acquainted in Songwha County that he kept himself completely hidden from the Japanese for a period of one year because

TOP SECRET

TOP SECRET

he did not want to join the Japanese labor battalions. He finally gave himself up to the Japanese and was captured on Saipan in June 1944. This group may be accompanied by one or two other members not yet determined.

(4) This plan envisions a landing of a small group of secret agents at the extreme southwest corner of the Korean Peninsula at a town called Mokpo. This is a very important area because of its location. It is used as a naval and commercial harbor and is surrounded by several mountainous islands. The citizenry of these islands are very strongly anti-Japanese and it has been learned that the Japanese Government officials very seldom visit these islands. A Korean 32 years of age, born in Mokpo, has been chosen to lead this mission. He is very intelligent, anti-Japanese, and his background and personality fit him very well particularly for this area. He came out of Korea in April 1944 with a Japanese labor battalion and was captured on Saipan in June 1944. He will be allowed to choose the other members of his group, subject, of course, to approval.

Further follow-up missions will be organized by our investigative unit in the prisoner-of-war camps in Honolulu and among the civilian personnel in the Hawaiian Islands and probably the Philippine Islands. These groups will be recruited with the thought in mind of penetrating every province of Korea. Further missions, of course, will be brought out of Korea through recruitment of agents of the initial penetrations.

TOP SECRET

C. GENERAL CURRENT CONDITIONS IN KOREA

TOP SECRET

GENERAL CURRENT CONDITIONS IN KOREA

In order that our information on conditions within Korea could be brought up as currently as possible, and also with the thought in mind of possible recruitment, arrangements were made with the Office of the Provost Marshal General for an investigator of the Field Experimental Unit, a Master Sergeant of Korean ancestry to enter the Korean prisoners of war camp at Camp McCoy, as a prisoner. This was accomplished on November 30, 1944, and the only person at the camp who knew the investigator's true identity was Lieut. Colonel Horace I. Rogers, the commanding officer of Camp McCoy. The cover was successfully maintained throughout his stay at the camp.

After some interrogation, he was assigned as interpreter for the one hundred prisoners of war at Camp McCoy. This position was an ideal one for his investigation of the various prisoners of war. In carrying out his various duties, a close contact was maintained with the entire group and with individuals which he singled out as possible recruits.

During the period of almost forty days which he remained in the camp, a geographical representation of the one hundred prisoners of war at Camp McCoy was obtained, and it was found that they are representatives of nine of the thirteen provinces in Korea.

During his stay, and through his close contact and casual conversations with the entire personnel, he learned that never before in the history of Korea has such poverty existed as the Koreans have today. Korea is a rich country in agriculture and mining industries. With its agricultural products they feed not only twenty-five million Koreans, but also a great part of the population of Japan. A great percentage of the Koreans are starving at present because the Japanese government, even since the entry of their war with China, has been looting the country of its foodstuff and materials.

He learned from these prisoners, many of whom came out of Japan in 1944, that the Koreans' hatred of Japan is more intense now than it was prior to the commencement of the war. It was also learned that the Koreans, rich and poor, are rationed by the government ration board day by day, and that one day's ration is not sufficient for one meal; however, on the other hand, the Japanese living in Korea obtain sufficient food for their needs. It is believed that Korean patience is almost at the breaking point and that the entire country is seething with unrest and a great desire to aid in every way possible in the destruction of the Japanese Empire. It was learned that a great majority of the Koreans at the present time do not have even straw sandals to wear; that during the summer of 1944, a group of

TOP SECRET

starving Koreans in Wiju, Northern Province of Pingan, broke open the door of the ration board warehouse and distributed all the provisions to the people; the Japanese armed forces nearby and the police in the city were unable to control the situation; the rioting was not stopped until a bomber was flown in from Manchuria and the people subjected to an air raid, which killed several hundred Koreans. It was learned that all agricultural products, before harvest, are checked by the Japanese officials in order to force the people to bring in all of the produce. In addition, pine tree bark (ground for food substitute), acorns, straw, straw mats, straw sacks, straw rope, wild vegetables, charcoal, firewood, pine tree gum, sanchae seeds (for oil), cotton, fertilizer, fish, etc., are commandeered. That is, each county must submit a certain percentage of its entire produce on dates fixed by the government. If this is not done, they receive less rations as punishment, and the villages are badly treated by the Japanese because of it. Chickens, pigs and cattle are also commandeered. However, it was learned that because of the starving conditions in Korea, these regulations are not obeyed; that the Koreans butcher their cattle and eat them because they feel they may die soon from hunger, and therefore, eat what they have on hand regardless of the Japanese laws.

It was learned that on the mainland labor commandeering is practiced to a great extent. The Japanese emphasize that it is a patriotic duty and from each county they draft a fixed number of people who are sent to factories, to mines, for roadwork, or any other labor specified by the Japanese for which work they receive no pay. This forced labor usually lasts for a week or ten days at a period. It was further learned that because of the great manpower shortage, Koreans are drafted for overseas labor, and are sent to the occupied countries and the South Pacific islands, for mining and construction work. This is called "the labor battalion". People who are drafted for this work are paid better than those on the mainland. However, out of their pay their family allotment is fixed by the government. The balance is so small an amount that they can hardly exist. All of the family allotment, however, does not go to the family. A large amount of that is taken out compulsorily for government bonds and government savings, and even in the labor battalion the Koreans feel they are working for almost nothing.

The civilian defense organization set up by the Japanese throughout Korea is established in each city, county and island, and the chief of the civilian defense organization in each community is much more powerful than the police heads. His orders must be obeyed by the civilians. The civilian defense organizations usually consist of between three hundred and five hundred members who direct the following five departments:

TOP SECRET

- (1) Fire Department: Taking Care of Fires;
- (2) Alarm Department: Air Raid Warnings;
- (3) Refugee Department: Taking Care of Civilians in Shelters;
- (4) Gas Department: Distribution of Gas Masks;
- (5) Red Cross Department: Doctors, Nurses and Red Cross Personnel for Care of Injured.

The chief of these organizations has under him a vice-chief, five department heads, and several group leaders, who supervise the entire operation in case of air raids. They wear regular uniforms. The headquarters of these civilian defense units are located in either the police station in each county, or they have separate buildings near the police stations for headquarters in the large cities. Civilian defense practice is maintained incessantly in Korea to the extent that the Koreans have become very disgusted with it and feel that it is childish play on the part of the Japanese government. When the practice starts, it usually lasts from ten to twenty-five days, and while it is going on, no work can be done. Farmers must leave their plows in the fields, business men must close their shops, and there are no classes held in the schools during such times. It is reported that there is not sufficient civilian defense equipment for any area, and the Koreans feel that this practice creates nothing but unnecessary work for their whole population. All the villages, towns and cities in Korea have observation posts established by the Japanese War Department for the purpose of watching planes flying over the territory. These observation posts are located along the air route to identify Japanese and foreign planes and make immediate reports to the headquarters of the main observation posts in the large cities, or receive these reports from headquarters of the main post from adjacent posts. When an observation post identifies a plane a report describing the plane and giving the time, is telephoned in. The personnel who work for the observation posts are well trained in identifying Japanese and American planes. They were familiar with the B-29 description six months before those planes raided Tokyo. Five men work under the chief of the observation post; three men watch on the tower with binoculars; and there is one recorder and one reporter. The men in each group work in shifts of four hours, five men at a time.

A so-called Japanese patriotic group known as Aikuk-Dan, is in operation in Korea, which is in the manner of a group organization of houses for the purpose of receiving and distributing rations, to collect and send out the commandeered goods, etc. These groups

TOP SECRET

include ten houses each and one man from each group is chosen as its head and handles all affairs for the ten families in cooperation with the chief of the village. Accordingly, the number of the heads of this group in each village varies. That is, ten heads in a village of one hundred houses, and only four heads in a village of forty houses.

The police system in Korea, which during peace time was very rigid, at present is considered by the prisoners of war to be extremely lax, for the following reasons: (1) Because of long years of subjugation of Korea the Japanese have more trust in them than in any of the recently subjugated countries, and islands, and accordingly they employ Korean police officials whenever possible, sending the Japanese officials to newly occupied countries; (2) The Japanese government does not expect the possibility of a Korean uprising; (3) Because of the critical manpower shortage, only one Japanese policeman remains at a branch station with two, three or four Korean policemen; (4) The Japanese police in Korea are very corrupt in their black market negotiations and are accordingly very susceptible to bribery; (5) No civilian identification cards are used throughout Korea; (6) No passes are required by travelers crossing Korea by foot. If a person travels on trains, he must obtain a permit from the nearest police station in order to purchase a ticket. However, this is solely in the interests of eliminating unnecessary travel; (7) Because of the fact that almost all the village chiefs are Korean, and not Japanese, the power they have to arrest persons or report them to the police, is almost negligible in effect; (8) The most influential and powerful person in each county is the head of the civilian defense organization who is directly and closely connected with the police. These men are almost exclusively Korean; (9) Buddhists are completely trusted by the Japanese and their temples are never searched; (10) Coastal fishing boats are never searched and only the master need carry an identification card; (11) Passports are easily obtained for persons going from Korea to Japan and Manchuria; (12) Japanese money can be and is used in Korea and Manchuria, but Korean or Manchurian money cannot be used in Japan.

Black market conditions exist in Korea as extensively as any country in the world. Because of the hopelessness of the Japanese subjugation the Koreans feel that it is of no use to endeavor to save money, and accordingly they buy and sell anything at black market prices, and even trade in commandeered goods. There are two types of black market operators rampant in Korea today: (1) The rich class who likes better food, clothing and luxurious living; (2) Unscrupulous merchants who are operating secretly for monetary gain. These "get rich quick" people usually spend their money drinking and gambling.

Black market goods are traded and bartered with only among the trusted and higher class of people and their friends. The officials,

TOP SECRET
-20-

TOP SECRET

including the Japanese, are easily bribed with black market goods.

As Korea is bounded by the sea on three sides and the Yellow Sea and Japanese Sea are abounding in fish, fishing is one of the largest industries of Korea. These fishing boats sail anywhere in these two seas and the owner of a boat is the only person required to obtain a government fishing license. Other members of the crew do not need any such license, nor are any passes or identification cards what soever required of them. When the fishing season commences, thousands of Korean fishing boats sail on the Yellow Sea and the Japanese Sea, from island to island and to and from the various ports.

All the prisoners of war seem definitely in accord in the belief that Korea is a fertile land for espionage organization. During the long period of time which our investigator spent in conversations with them, it was determined that the following are true conditions existing in Korea at the present time:

- (1) Hatred of oppression and tyranny has made the Koreans ready for revolt under the right guidance;
- (2) Koreans are able to outwit the efficiency of the Japanese police and intelligence service;
- (3) There is a continual passive resistance in Korea to the Japanese government;
- (4) Many of the Koreans employed as Japanese government officials are so employed in order that they can have the cover of being pro-Japanese, whereas in reality they are anxious to overthrow these Japanese and to assist in any way possible to aid Korea in her struggle for freedom from Japan;
- (5) Koreans have much respect for the United States, and a firm belief that they will ultimately obtain help from the United States. Many Koreans were educated in America. They understand America and the American way of life. Many others have been educated in Korea through the pioneer missionaries who brought the Christian religion to that country.
- (6) As soon as the Koreans realize that the United States is backing Korea in her efforts to overthrow the Japanese, and when the time is ripe, they intend to kill the entire Japanese population in Korea. The Korean prisoners of war brought out that even though this may sound far-fetched, they believe it can be accomplished, because each county, two hundred seventeen in all, will be able to handle the fifteen or twenty Japanese officials, and fifty percent of the entire two hundred seventeen counties have less than forty Japanese

TOP SECRET

TOP SECRET

officials. Of course, this is something that does not apply to the twenty large cities where strong police and armed forces are stationed.

Our investigator learned that in the maritime provinces of Korea, where heavy industries and factories are located, the people between the counties are compelled by the police to practice what they call the "spy game". This game is practiced as follows: On certain dates of the month between the hours of five to twelve P.M., an equal number of people designated as "spies" are chosen from two counties and are sent out to attack the opposing police station. The people so engaged in this practice carry small tags on which are written the word "spy". All civilians watch the roads and guard the police stations. If any person travels during the hours of this practice he is searched to find out whether or not he is a "spy". If the tag is found on him, he is out, which means he is considered as captured. If spies succeed in opening the front door of the police station before twelve P.M., the place is regarded as having been attacked successfully by the enemy. This practice is carried on by the Korean population with a sort of tongue-in-cheek humor.

Summarizing, the prisoners, in their many conversations among themselves, with no knowledge of our investigator's identity, expressed their conviction that they are very anxious to do anything possible in this war to aid the Allies and to help obtain Korean freedom from Japanese oppression. They emphatically stressed that the entire Korean population is equally as anxious to aid in the defeat of Japan as they, and are only awaiting help and guidance to further this end.

Further current information as of February 14, 1946, indicates that the Japanese Army units in Korea are, the Korean Army, the 19, 20, and 30 Depot Divisions, and probably the 101st Independent Mixed Regiment. The total of troops in Korea are reported as follows:

Army Ground:	120,000
Army Air Ground:	<u>7,000</u>
TOTAL:	127,000

It has been ascertained that the largest single settlement of Koreans in Japan is in Osaka near the center of the city, possibly one-half mile from Umada Railway Station. It is a very conspicuous section of Osaka, as the stores, restaurants and shops are all run by Koreans. The Korean population of this settlement alone is believed to be between 35,000 and 50,000. There are numerous other small settlements of Koreans in and about Osaka. There are several in the Sakai district, where many small industries are located. In Kobe there are several Korean settlements, one about a mile north

TOP SECRET

TOP SECRET

of Kobe Railway Station, one in the eastern section near the Kobe Steel Company, and others in different sections of the city. There is a settlement of Koreans at Tarumi, a small town west of Kobe, and another near Ashiya, east of Kobe. There are numerous settlements in and around Tokyo and Yokohama, and the Moji-Shimoneseiki district.

It is believed that the great majority of Koreans in Japan are on the southern coastline, though there may be settlements on the northern coast.

The Koreans living in Japan live in squalid surroundings. It is not difficult to tell a Korean village or section of a city because of the crowded and filthy conditions. One reason for this is economic. The Korean is paid less for the same work in the same factory than a Japanese laborer. The usual difference is about twenty-five percent.

TOP SECRET

D. PERSONNEL

- (1) APPROXIMATE UNITED STATES PERSONNEL
- (2) RECRUITMENT OF KOREAN AGENTS

TOP SECRET

PERSONNEL

(1) Approximate United States Personnel Required:

It is estimated that for the activation of this plan approximately 450 United States Army personnel will be necessary as the plan matures, which it is believed will be after about one year of operation. A table of organization for this proposed personnel will be drawn up and forwarded as a supplement to this report.

(2) Recruitment of Korean Agents:

Recruitment will be conducted by our investigators throughout the United States until that potential is completely exhausted. Recruitment will be made among Korean civilians in the Hawaiian Islands and the Philippine Islands. Each Korean prisoner-of-war camp will be carefully and thoroughly investigated for prospective agent personnel. Units will be recruited from this source. After groups of agents have entered Korea and preliminary radio contact has been made, recruitment will immediately commence there. These recruits will be brought out of Korea to a forward base where they will be given complete OSS training and returned to Korea.

TOP SECRET

SECRET

E. SCHOOLS AND TRAINING

TOP SECRET

SCHOOLS:

This chapter deals with the schools now in operation on Catalina Island and the schools which will be established there. Schools which will be put in operation at advance bases will not be dealt with in this report but supplementally when operations are advanced sufficiently for a comprehensive report.

There are at present two schools in operation. One at Fourth of July Cove, which is located in grid square (1254-1147), Sheet 1 of 4 sheets, grid zone "G", Santa Catalina Island, U.S. Army 1943; and the other at Howland's Landing located in grid square (1251-1148), sheet 1 of 4 sheets, grid zone "G", Santa Catalina Island, U.S. Army 1943. These camp sites were put in operation by repair work and alteration done by the McNeil Construction Co. of Los Angeles, California, under the supervision of the Field Experimental Unit of O.S.S.

Information concerning the remaining campsites which will be established is set forth below, together with the construction, alterations, repairs and approximate costs necessary for their utilization. Work will be done by McNeil Construction Co. on a "cost-plus" basis and can commence immediately when approval is given.

(a) Johnson's Landing

This site is located in grid square (1251-1149), sheet 1 of 4 sheets, Santa Catalina Island, grid zone "G", U.S. Army 1943.

Water is available at this location.

A 29' x 20' frame dwelling will be remodeled by installing a partition. With this remodeling, the above-mentioned dwelling will furnish sleeping quarters for students, sleeping quarters for the camp commanders, dining room for camp personnel and students, and kitchen. Approximate cost for alterations and repairs: \$500.00.

A second building will be used as a class room. This is a 20' x 20' frame building with concrete floor. Approximate cost for repairs: \$150.00.

A shower room and latrine will also be constructed. Approximate cost: \$400.00.

Two frame and screen buildings will be constructed to be used as sleeping quarters for the station complement. Approx. cost: \$400.00.

TOP SECRET

~~TOP SECRET~~

The plumbing will require certain repairs. Approx. cost: \$200.00.

Total cost of remodeling and repairs: \$1650.00.

Following is a list of equipment that will be procured through civilian purchase for installation at this camp, and the approximate cost:

1. (2) Kohler electric generators, 1500 watt, A/C:	\$1000.00
2. (2) Butane hot water heaters	100.00
3. (1) Four-burner butane cook stove	150.00
4. Cooking utensils	80.00
5. (6) Butane cylinders	100.00
TOTAL	\$1430.00

Approximate total cost of alterations, repairs and equipment procured by civilian purchase to put this location in proper condition for a school is: \$3080.00.

In addition to the purchase of civilian equipment, it will be necessary to draw through Army Services of Supply the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

The proposed lease will be 2376' x 1000', containing 54.54 acres. The proposed annual rental will be \$4,459.05, and the proposed monthly rental will be \$371.59.

This location is accessible both by motor vehicle and boat from Camp Toyon.

(b) Button Shell Beach

This site is located in grid square (1927-1142) sheet 4 of 4 sheets, grid zone "G", Santa Catalina Island, U.S. Army 1943.

In the past, water service was available at this location, but due to a landslide, approximately 1000 ft. of the main pipeline was carried away. This will have to be replaced. Approx. cost: \$1500.00.

A frame building will be remodeled so that it will provide sleeping quarters for the students, sleeping quarters for the camp com-

mander, dining room, and kitchen.

At this site, there are many tent frames with concrete floors. Two of these will be sheeted and screened to provide quarters for the station complement. Approx. cost: \$300.00.

One other tent framed building will also be sheeted and screened for use as a shower and wash room. Approx. cost: \$200.00.

A latrine is available and requires only minor repairs. Approx. cost: \$75.00.

Total cost of remodeling and for repairs: Approx. \$2575.00.

The following is a list of equipment that will be procured through civilian purchase for installation at this camp and the approximate cost:

1. (2) Kohler electric generators, 1500 watt, AC	\$1000.00
2. (2) Butane hot water heaters	100.00
3. (1) Four burner Butane cook stove	150.00
4. Cooking utensils	80.00
5. (6) Butane cylinders	<u>100.00</u>
TOTAL:	\$1430.00

The total cost of alterations, repairs, and civilian equipment to put this location in proper condition for a school is approximately \$4005.00.

Besides the civilian purchase of equipment, it will be necessary for us to draw through Army Services of Supply, the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

The Santa Catalina Island Co. will lease 1056' x 1000', which includes the school site, for a yearly rental of \$732.15, and a monthly rental of \$61.01.

This location is accessible only by boat, from Camp Toyon.

(c) Camp Toyon.

This site is located in Grid square (1269-1138), sheet 4 of 4 sheets, Santa Catalina Island, grid zone "G", U.S. Army 1943.

This is the present headquarters of the OSS for Schools & Training on Catalina Island. The site is already in use as a school, and the only reason that we could not put one of our groups there, would be that at the time the group was ready to enter, there would not be sufficient barrack space for this group. This could be overcome by building temporary quarters on the athletic field. Approximate cost for these additional quarters: \$800.00.

Total cost of repairs and remodeling: \$800.00.

The Camp Toyon property is at present leased from the Santa Catalina Island Company by the OSS.

The site is accessible by boat from the mainland and by road from Avalon.

(d) White's Cove

White's Cove is located in grid square (1267-1140) sheet 4 of 4 sheets, Santa Catalina Island, grid zone "G", U.S. Army 1943.

This camp site is now in operation, and it is our understanding that the MO Branch has a group which is now being trained there. It is possible that this camp will be vacated by the MO group, in time for one of our groups to take possession of it for a school. In this case, it will require very few repairs and alterations. The probable cost of alterations will be \$250.00.

Total cost of repairs and remodeling: \$250.00

This property is at present leased to the OSS.

This location can be reached from Camp Toyon by both boat and motor vehicle.

(e) Isthmus Property:

Isthmus Property is located in grid square (1254-1146) sheet 2 of 4 sheets, Santa Catalina Island, grid zone "G", U.S. Army 1943.

This property is much too large for one of our schools, but the manager of the Santa Catalina Island Company states that if this

TOP SECRET
property is not leased in its entirety, the company would be willing to lease certain buildings that would meet requirements.

A proposal to lease for our school 6 bungalows, 3 single bungalows, and 2 double bungalows, was made by the company.

There is water and electric power at this location.

Certain alterations would have to be made for dictaphones.
Approx. cost: \$300.00.

Total cost for repairs and alterations: \$300.00.

The following is a list of the equipment to be procured through civilian purchase and the approximate cost:

1. (2) Butane hot water heaters	\$100.00
2. (1) 4-burner Butane cook stove	125.00
3. Cooking utensils	<u>80.00</u>
TOTAL:	\$305.00

Total cost of alterations, repairs and civilian equipment to put this location in proper condition for a school is \$605.00.

Besides the purchase of civilian equipment, it will be necessary to draw through Army Services of Supply the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

The proposed yearly rental for the above property is \$1172.57, and the monthly rental is \$124.71.

(f) Empire Landing:

This site is located in Grid Square (1261-1144), sheet 2 of 4 sheets, grid zone "G", Santa Catalina Island, U.S. Army 1943.

Water is available from a spring within one mile of this school site. The approximate cost of piping the water to the school site will be \$800.00.

There are no buildings on this site. The following buildings will be constructed:

TOP SECRET

Kitchen and dining room, 16'x16':	Approx. \$500.00
Classroom:	500.00
Barracks for students, camp commander, and Station Complement, 16'x32':	1000.00
Shower building, 8'x6':	<u>200.00</u>
Total cost of construction for this site: Approx. \$2200.00	

The following is a list of equipment to be procured by purchase from civilian sources for installation at this camp, and their approximate cost:

1. (2) Kohler electric generators, 1500 watt, A/C	\$1000.00
2. (2) Butane hot water heaters	100.00
3. (1) 4-burner Butane cook stove	150.00
4. Cooking utensils	80.00
5. (6) Butane cylinders	<u>100.00</u>
TOTAL:	\$1430.00

Total cost of construction and civilian equipment to be purchased to put this location in proper condition for a school is approximately \$3630.00.

Besides the civilian purchased equipment, it will be necessary to draw through Army Services of Supply the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

A lease will be made with the Santa Catalina Island Co. for this property. The proposed lease will be 1320' x 1000', containing 30.3 acres. The proposed annual rental will be \$796.13, and the proposed monthly rental would be \$66.34.

This location is accessible both by motor vehicle and boat from Camp Teyon.

(g) Eagle's Nest Lodge:

This site is located in grid square (1259-1136), sheet 3 of 4 sheets, grid zone "G", Santa Catalina Island, U.S. Army 1943.

Electricity and water are available at this location.

There are 10 buildings at this location. The main building will be used as a students' bedroom, camp commander's bedroom, dining room, classroom, and kitchen. This building is 42' x 31'.

The only installations will be those necessary to install the dictaphone. Approx. cost: \$150.00.

The second building to be used is an inside latrine, 12' x 8'. This will require a certain amount of repairs. Approx. cost: \$100.00.

The third building is a shower room 10' x 14'. Certain plumbing work and repairs will have to be made. Approx. cost: \$75.00.

The fourth to ninth building inclusively are all two-person cabins. Only those that are necessary to house station complement will be used.

Total cost for remodelling and repairs: \$325.00.

The following is a list of equipment to be procured through civilian purchase for installation at this camp and their approximate cost:

1. (2) Butane hot water heaters	\$100.00
2. (1) 4-burner Butane cook stove	150.00
3. Cooking utensils	80.00
4. (6) Butane cylinders	<u>100.00</u>
TOTAL	\$430.00

The total cost of alterations, repairs, and purchase of civilian equipment to put this location in proper condition for a school is approximately \$755.00.

Besides the civilian purchased equipment, it will be necessary to draw through the Army Services of Supply the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

The proposed annual rental for this property is \$572.66, and the proposed monthly rental is \$48.00. This rental includes buildings and approximately four acres of land. This property must also be leased from the Santa Catalina Island Company.

This school site is located inland and is accessible from Camp Toyon by motor vehicle only.

(h) Middle Ranch.

Middle Ranch is located in grid square (1261-1135), sheet 3 of 4 sheets, Santa Catalina Island, Grid zone "G", U.S. Army 1943.

A water supply is available upon 24 hours notice.

There are nine buildings in this location: 3 cabins, 1 toilet, 1 barn, 4 sheds. One of the cabins will be converted into sleeping quarters for the students and camp commander. Another will be converted into a kitchen, dining room and class room, and the other will be converted into sleeping quarters for the station complement. Total cost to put these buildings into shape for occupancy: \$800.00.

The following is a list of equipment which will be procured through purchase from civilian sources for installation at this camp and the approximate cost:

1. (2) Butane hot water heaters	\$100.00
2. (1) 4-burner Butane cook stove	150.00
3. Cooking utensils	80.00
4. (6) Butane cylinders	<u>100.00</u>
TOTAL	\$430.00

Total cost of repairs, alterations, and civilian equipment to put this location in proper condition for a school is approximately \$1230.00.

Besides civilian equipment, it will be necessary to draw through the Army Services of Supply the following equipment:

1. (1) 13.5 cu.ft. electric refrigerator (Frigidaire)
2. Necessary post camp and station property for 10 men.

The proposed yearly rental on this property would be \$744.27, and the proposed monthly rental would be \$62.02.

This property is located inland and is accessible from Camp Toyon only by motor vehicle.

(i) Station Complement:

Each of the schools, in addition to the regular training staff, will require the following personnel as station complement: 2 cooks, 2 general duty men; Total: 4 men.

(j) Exhibits:

EXHIBIT NO. 1: Mosaic of Catalina Island showing road system.

EXHIBIT NO. 2: Photographs of Sheets 1, 2, 3, and 4, of grid map of Santa Catalina Island, Grid Zone "G".

EXHIBIT NO. 3: 5 - 8" x 10¹/₂" aerial photographs showing school sites now in operation and proposed sites covered by this report.

EXHIBIT NO. 4: 1 photograph of U.S. Coast and Geodetic Survey Map of Santa Catalina Island. Soundings shown are in fathoms.

EXHIBIT NO. 5: Four sheets of photographs of campsites covered by this report.

EXHIBIT NO. 6: Correspondence from Santa Catalina Island Co. regarding leasing of properties covered by this report.

(k) Total Cost:

Total estimated cost of construction, remodeling, and of repairs, of the schools and purchase of civilian equipment to establish schools covered by this report is \$16,680.00.

GOOD ROAD ALLY
DANGER OF EROSION DURING
VERY BAD AT BEST

SECRET

For the District Engineer:

Date:

By: *P.A.H.*

PAUL A. HAGA, Capt., C. E.

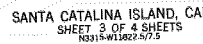


SECRET

SD-3CI-1

EXHIBIT NO. 1.

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY



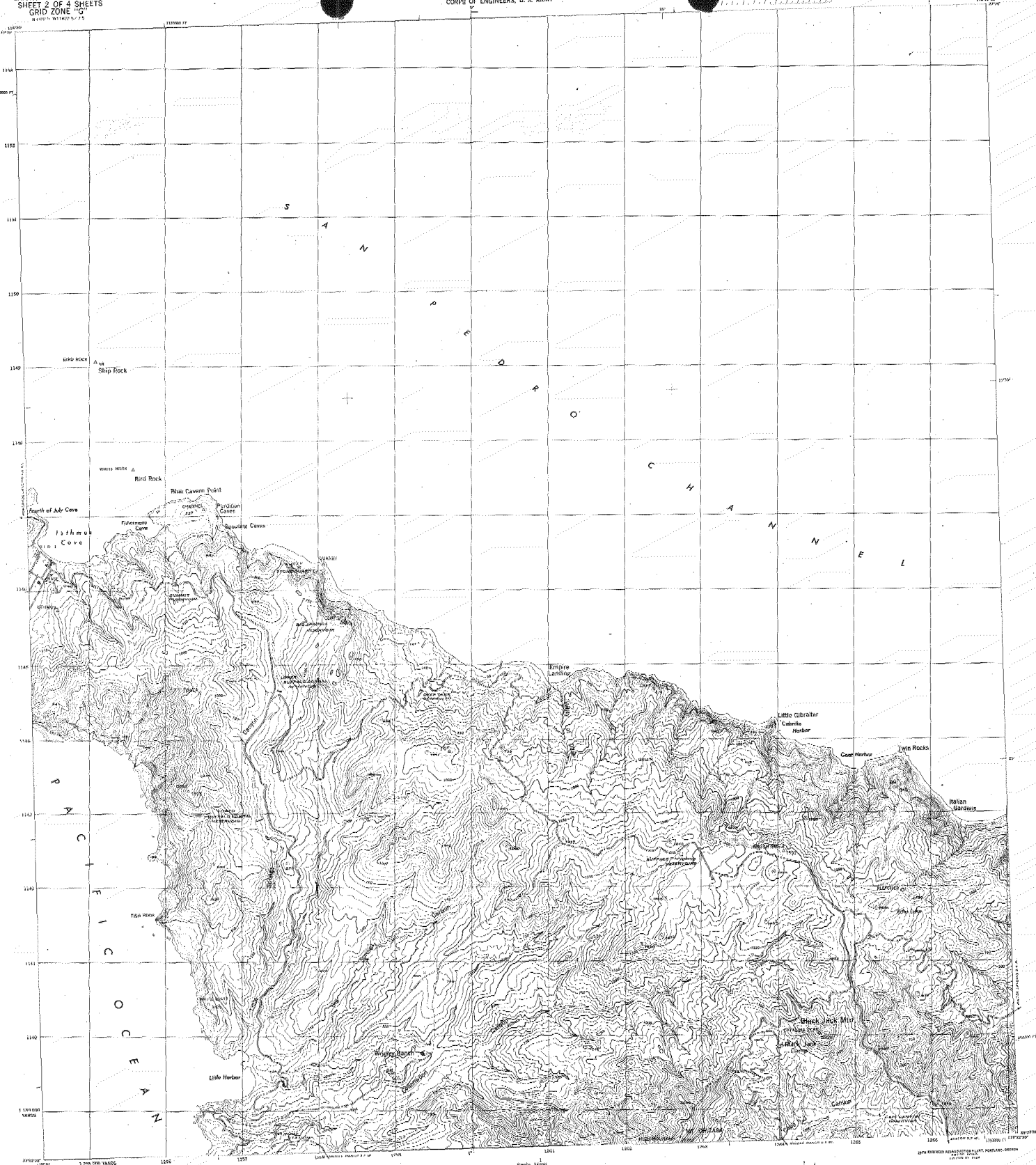


EXHIBIT No. 2

Programs under the direction of the Chief in Progress:
U. S. Army, 1942.
Conducted by H. K. C. and G. S., 1952-1954
and *National Dental Survey*, Inc., 1943
Questionnaire by National Dental Survey, Inc.
by Stomatological Anthropometric Process, 1943
Physiology by National Dental Survey, Inc., 1943
Psychology by National Dental Survey, Inc., 1943
Psychology by National Dental Survey, Inc., 1943
This was compiled with the national dental survey program improvements.

ROAD CLASSIFICATION 1962
 2-see notes inside

Contour interval 50 feet
Datum is mean sea level (1929 Ad.)

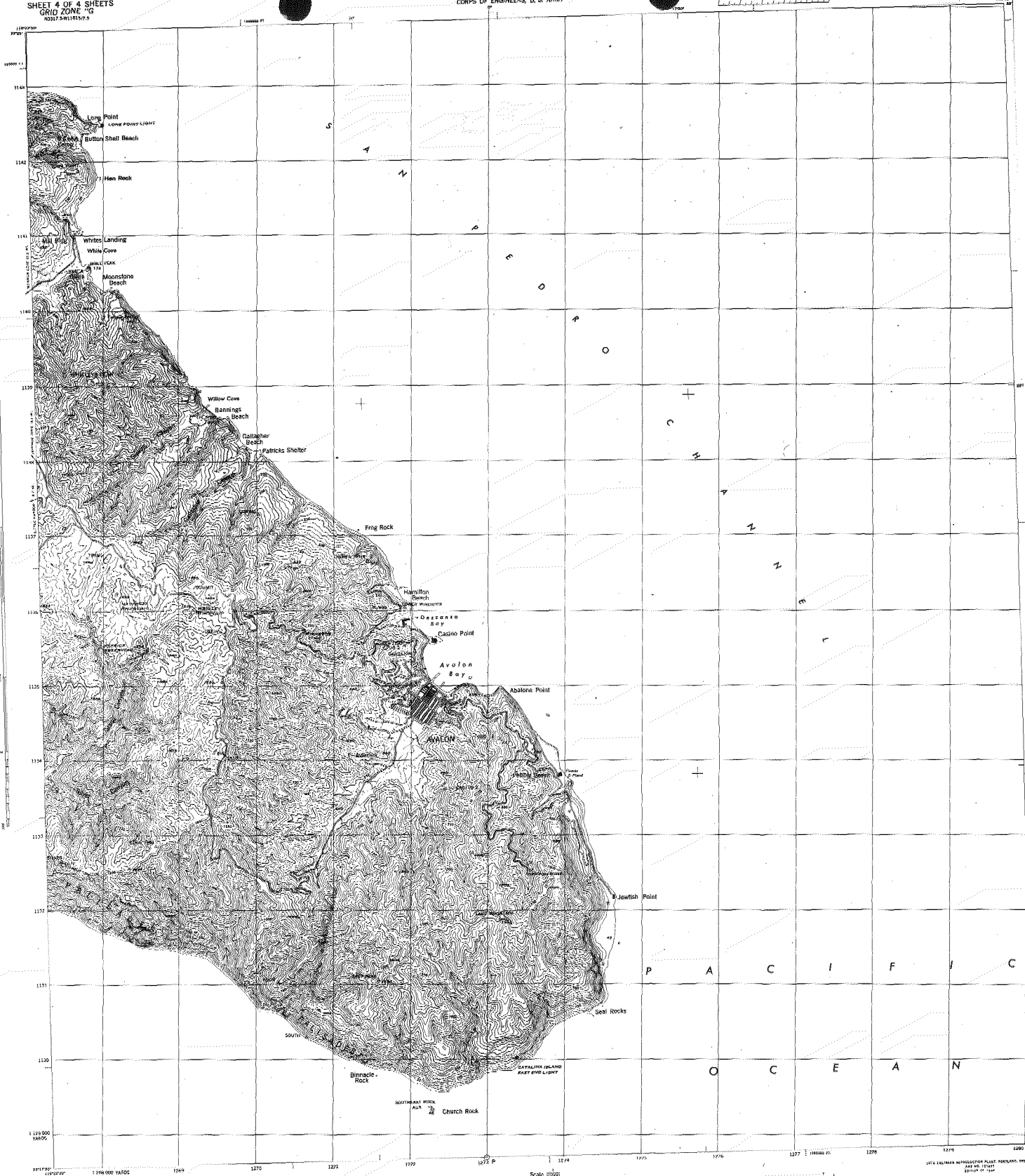
the diagram only in black, red and blue. To determine separately each day, runners the first

SANTA CAT

SHEET 4 OF 4 SHEETS
GRID ZONE "G"

WAR DEPARTMENT
CORPS OF ENGINEERS, U. S. ARMY

11° 12° 13° 14° 15°



Prepared under the direction of the Chief of Engineers:
U. S. Army, 1943.
Classified by N. M. 17 and 18; N. 100X-10394
and 100C102 Patent Pending, Inc., 1942.
Copyright by Westcott General Motors, Inc.,
by General Motors Corporation, 1942.
Photography by Fitching Aerial Survey, Inc., 1943.
Reproduction, limited, by U.S.G.P.O. 1977 District
of Columbia, by permission, authorized, prepared also according requirements.

INDEX CLASSIFICATION 3442

Capable two-lane, two-way road	Lower surface graded, dry weather road	U.S. Route	180
Secondary, two-lane, all-weather road	Unimproved road	State Route	30

ONE THOUSAND YARD GRID COMPUTED FROM TERRESTRY SYSTEM THE PROJECTIONS MADE
IN 1958 IS AS FOLLOWS: U. S. N. 1000000, A. 1000000, PUBLICATION NO. 10
THE LAST THREE DIGITS OF THE GRID NUMBER ARE AS FOLLOWS:
CALIFORNIA STATE GRID FROM A. 1000000 TO 1000000
1000000

040/05/05 : U1A R

the Department is unable to identify either the
 telephone number or the name of the person who
 called the Department on the night of the attack.
 The name of the person who called the Department
 on the night of the attack is not known.

SANTA CATALINA ISLAND, CAL
SHEET 4 OF 4 SHEETS
N3317.5 W11815.5

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841

SHEET 1 OF 4 SHEETS
GRID ZONE "G"

CORPS OF ENGINEERS, U.S. ARMY

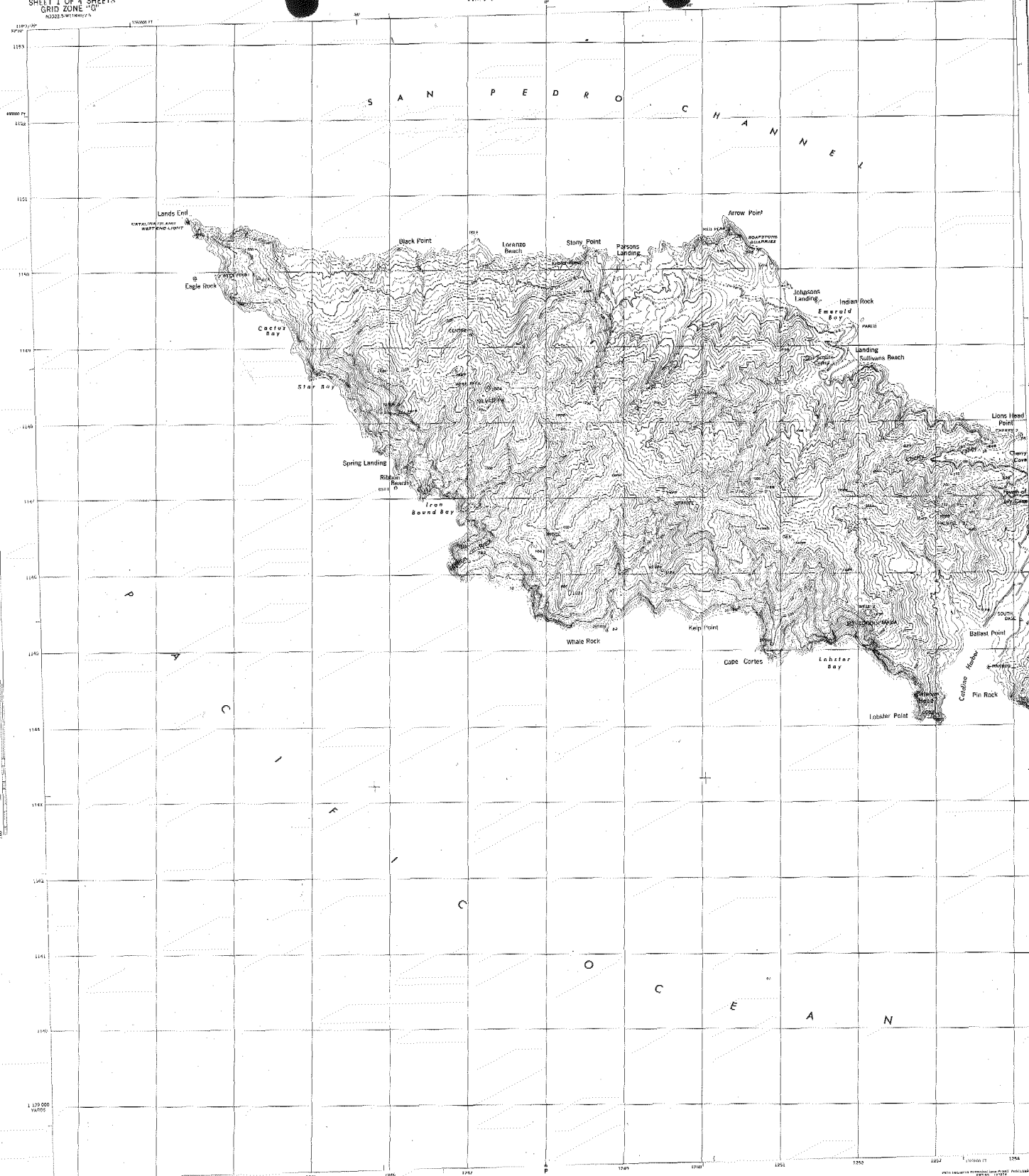


EXHIBIT NO. 2.

Prepared under the direction of the Chief of Engineers,
U. S. Army, 1944.
Control by U. S. Coast & Geodetic Survey, 1944.
Topography by Photographic Survey, Inc.,
San Francisco, California, 1944.
Photography by Fairchild Aerial Survey, Inc., 1943.
Photograph provided by the U. S. Army, 1944.
They may be used for other purposes only with the permission of the Chief of Engineers.

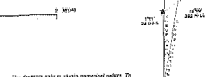
Scale 1:50,000 (NAD 29)



2

Seamless land surface
Shaded relief
Contours
Spot heights
U. S. Route
Scale bar (ft)

PHOTOGRAPHIC SURVEY DATA (CONTINUED) (See page 1 for details)
The data on this map were obtained from the following sources:
1. U. S. Coast & Geodetic Survey, 1944.
2. Photographic Survey, Inc., 1944.
3. Fairchild Aerial Survey, Inc., 1943.
4. U. S. Army, 1944.
The data on this map were obtained from the following sources:
1. U. S. Coast & Geodetic Survey, 1944.
2. Photographic Survey, Inc., 1944.
3. Fairchild Aerial Survey, Inc., 1943.
4. U. S. Army, 1944.



SANTA CATALINA ISLAND, CALIF.
SHEET 1 OF 4 SHEETS
NAD 29-83 118307.5



AVALON

EXHIBIT NO. 3.



No.1- Camp Toyon
No.2.- Whites Landing
No.3- Button Shell Beach.

EXHIBIT NO. 3.



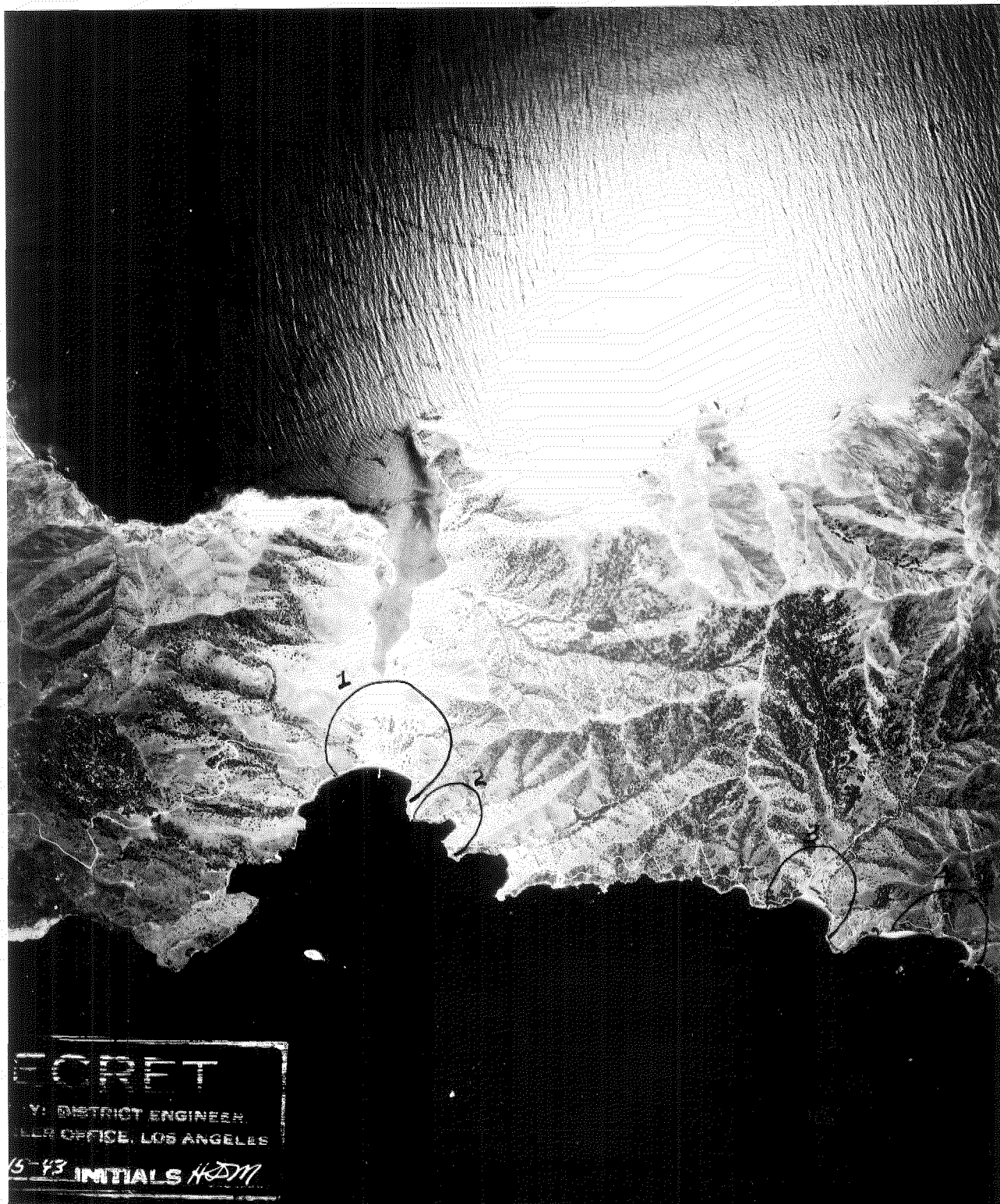
No.1 - L.A. QUARRY
No.2 - EMPIRE LANDING

EXHIBIT NO. 3.



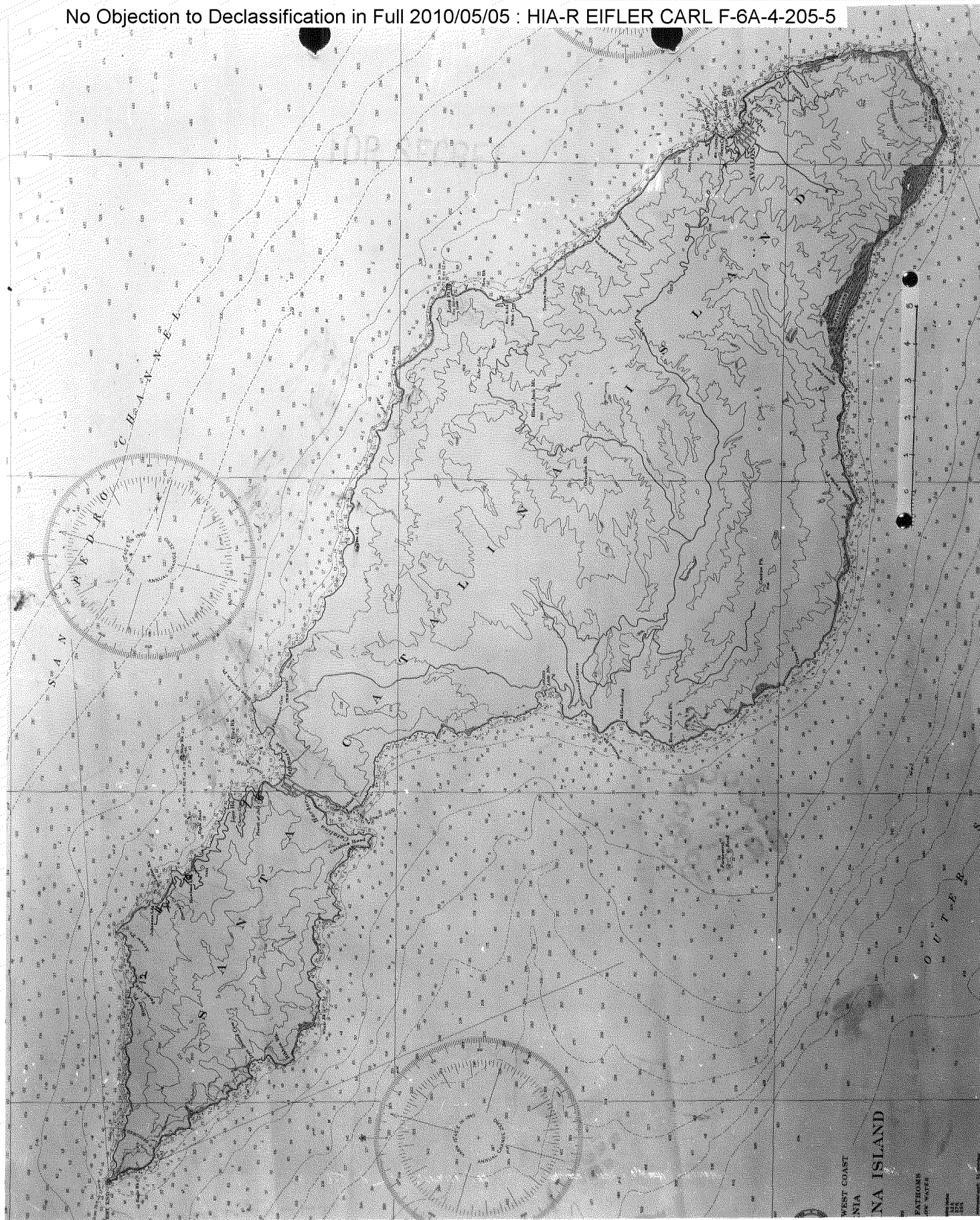
No. 1 - EAGLE NEST
No. 2 - MIDDLE RANCH
No. 3 - LITTLE HARBOR

EXHIBIT NO. 3.

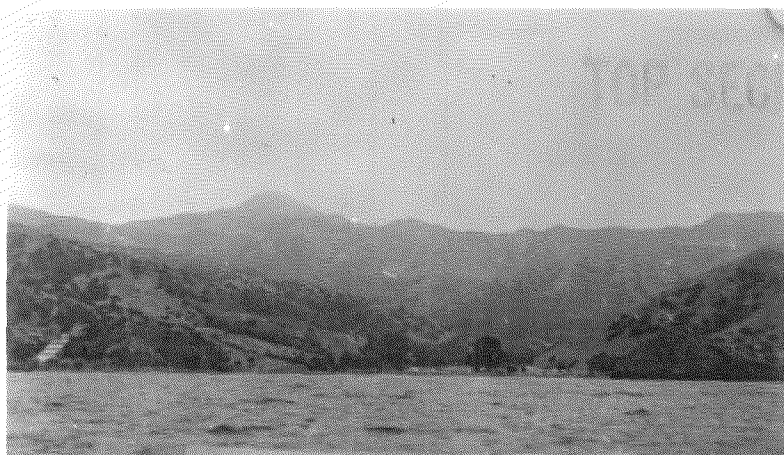


- No.1 - Isthmus Property
- No.2 - 4th July Cove
- No.3 - Howland Landing
- No.4 - Johnson's Landing

EXHIBIT NO. 3.



WHITE'S COVE

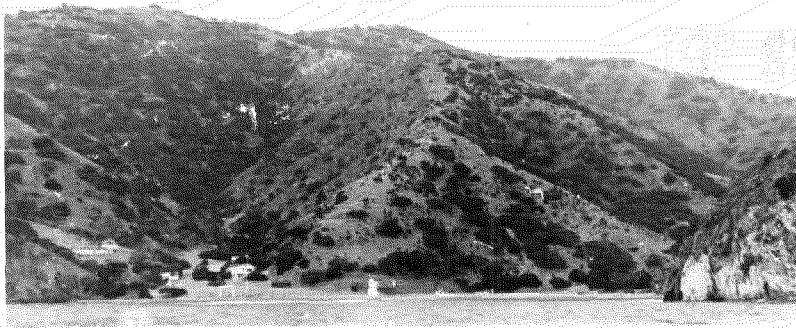


VIEW FROM THE OCEAN

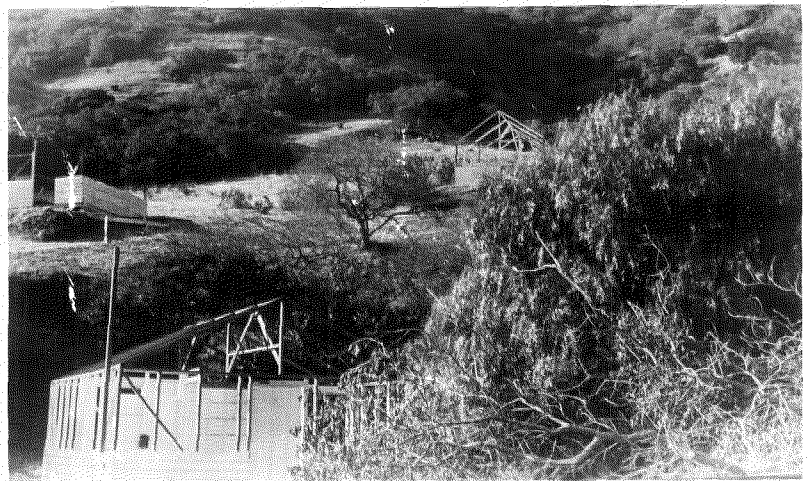
EMPIRE LANDING



RECOMMENDED CAMP SITE



VIEW FROM THE OCEAN



TENT FRAMES AND FOUNDATIONS



BLDG. RECOMMENDED FOR KITCHEN
MESS HALL AND CLASS ROOM

Ex. 17-A

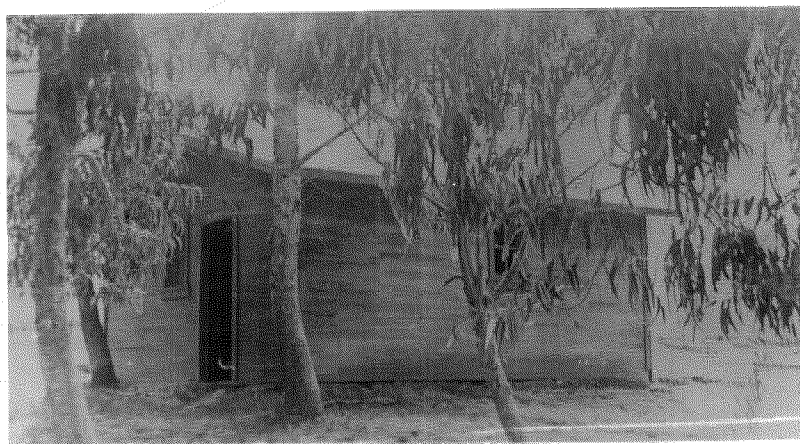


JOHNSON'S LANDING

VIEW FROM THE OCEAN



HOUSE RECOMMENDED FOR KITCHEN
AND MESS HALL

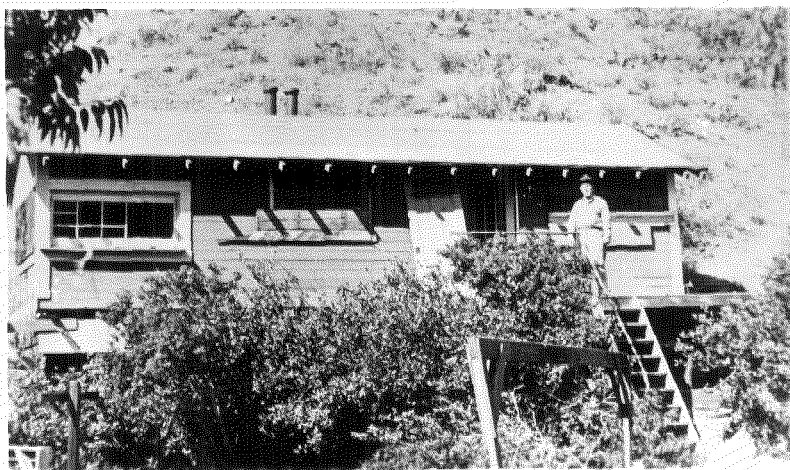


HOUSE RECOMMENDED FOR BEDROOM

Ex. 17-A

EXHIBIT NO. 5.

ISTHMUS PROPERTY



RECOMMENDED BEDROOM



VIEW FROM ISTHMUS COVE

EXHIBIT NO. 5.

Ex. 17-A

SANTA



CATALINA

SANTA CATALINA ISLAND COMPANY

**GENERAL OFFICES
AVALON, CALIFORNIA**

October 17, 1944

Lt. Pedro J. Aguirre,
United States Army.

Dear Sir:

As per your request, we are attaching hereto, statement of value and proposed rental for coves to the United States Government.

You will note where we have itemized each cove separately, giving the approximate number of acres involved, approximated values, proposed rental area acres, value allocated, taking a 15% of the value allocated and showing proposed annual rental and proposed monthly rental on each piece of property.

On the statement of value and proposed rental for property to be used at the Isthmus, we have only taken into consideration, the buildings to be used and the land value of the land the buildings are sitting on.

You will note where we have put in a charge for docking facilities and this charge is only for the use of the pier for landing men and supplies; the pier to be used for no other purpose without written permission from the Santa Catalina Island Company.

Submitting of proposed rental on the above coves does not in any way constitute a lease or permission to use coves before a lease is drawn up and executed between the United States of America and the Santa Catalina Island Company.

The submitting of these proposed rentals is only being made upon the request of Lt. Aguirre, to be submitted to his superiors for their consideration.

Very truly yours,

SANTA CATALINA ISLAND COMPANY

EX'D" EXHIBIT NO. 6.

SANTA CATALINA ISLAND COMPANY
COMPUTATION OF AREA FOR PROPOSED RENTAL TO
U. S. GOVERNMENT

Johnson's Landing and Emerald Bay:

1000' x 2376' = 2,376,000 sq. ft. + 43,560 = 54.54 Acres

Allocated - 27 Acres @ 1,000.00

27 " @ 100.00

.54 " @ 50.00

54.54 Acres

Total

\$ 27,000.00

2,700.00

27.00

\$ 29,727.00

Howlands Landing:

1056' x 1000' = 1,056,000 sq. ft. + 43,560 = 24.24 Acres

Allocated - 13 Acres @ 1,000.00

11.24 Acres @ 300.00

24.24 Acres

Total

\$ 13,000.00

3,372.00

\$ 16,372.00

Empire Landing:

1320' x 1000' = 1,320,000 sq. ft. + 43,560 = 30.30 Acres

Allocated - 26 Acres @ 200.00

4.3 Acres @ 25.00

30.3 Acres

Total

\$ 5,200.00

107.50

\$ 5,307.50

4th of July Harbor:

1056' x 1000' = 1,056,000 sq. ft. + 43,560 = 24. Acres

Allocated - 3 Acres @ 1,000.00

3 Acres @ 300.00

5 Acres @ 300.00

13 Acres @ 100.00

24 Acres

Total

\$ 3,000.00

900.00

1,500.00

1,300.00

\$ 6,700.00

Buttenshell Beach:

1056' x 1000' = 1,056,000 sq. ft. + 43,560 = 24.24 Acres

Allocated 9 Acres @ 500.00

15.24 Acres @ 25.00

24.24 Acres

Total

\$ 4,500.00

381.00

\$ 4,881.00

Goat Harbor:

1320' x 1000' = 1,320,000 sq. ft. + 43,560 = 30.30 Acres

Allocated - .50 Acres @ 1,000.00

29.80 Acres @ 25.00

30.30

Total

\$ 500.00

745.00

\$ 1,245.00

Heldemaier Quarry:

1056' x 1000' = 1,056,000 sq. ft. + 43,560 = 24.24 Acres

Allocated .50 Acres @ 1000.00

23.74 Acres @ 10.00

24.24

Total

\$ 500.00

237.40

\$ 737.40

Ironbound Bay:

2112' x 1000' = 2,112,000 sq. ft. + 43,560 = 48.48 Acres

ARCEL
NO.

	DRAINAGE AREA ACRES	SUBDIVISION AREA ACRES	USABLE WATER FRONTAGE FEET	TOTAL APPRAISED VALUE BLANKENHORN APPRAISED 1932	PROPOSED RENTAL AREA ACRES	VALUE ALLOCATED	PROPOSED ANNUAL RENTAL RATE	PROPOSED ANNUAL RENTAL AMOUNT	PROPOSED MONTHLY RENTAL AMOUNT
1. Johnson's Landing and Emerald Bay	675	95	1,500						
A. 27 Acres @ \$ 1,000.00				\$ 27,000.00					
B. 27 " @ 100.00				2,700.00					
C. 25 " @ 50.00				1,250.00					
D. 16 " @ 300.00 (Flatlands)				4,800.00					
95 Acres Total				\$ 35,750.00	54.54	29,727.00	15%	4,459.05	371.59
2. Howland's Landing (Sullivan's Beach)	1,120	92	500						
A. 13 Acres @ \$ 1,000.00				13,000.00					
B. 29 " @ 300.00				8,700.00					
C. 30 " @ 200.00				6,000.00					
D. 20 " @ 100.00				2,000.00					
92 Total				29,700.00	24.24	16,372.00	15%	2,455.80	204.65
3. Empire Landing	583	182	500						
A. 26 Acres @ \$ 200.00				5,200.00					
B. 156 Acres @ 25.00				3,900.00					
182 Acres Total				9,100.00	30.30	5,307.50	15%	796.13	66.34
4. 4th of July Harbor	150	11	200						
A. 3 Acres @ \$ 1,000.00 (900'x150')				3,000.00					
B. 3 Acres @ 300.00				900.00					
C. 5 Acres @ 300.00				1,500.00					
D. 13 Acres @ 100.00				1,300.00					
24 Acres Total				6,700.00	24.00	6,700.00	15%	1,005.00	83.75
5. Buttonshell Beach	166	27	800						
A. 9 Acres @ \$ 500.00 (400' x 800')				4,500.00					
B. 18 Acres @ 25.00				450.00					
27 Acres Total				4,950.00	24.24	4,881.00	15%	732.15	61.01
6. Goat Harbor (Chimney Beach)	(est.) 50.5	.50	800						
A. .50 Acres At \$1,000.00				500.00					
B. 50. Acres @ 25.00 Estimated				1,250.00					
50.50 Acres Total				1,750.00	30.30	1,245.00	15%	186.75	15.56
7. Heldenmaier Quarry	(est) 20	$\frac{1}{2}$ (est)	500						
A. .50 Acres @ \$ 1,000.00				500.00					
B. 23.74 Acres @ 10.00				237.40					
24.24 Acres Total				737.40	24.24	737.40	15%	110.61	9.22
8. Ironbound Bay (West Side of Island)	(est) 48.48	(est) 48.48	(est) 2,500						
A. 48.48 Acres @ \$ 50.00 (2112'x1000')				2,424.00	48.48	2,424.00	15%	363.60	30.30
Totals				91,111.40	260.34	67,393.90		10,109.09	842.42

SANTA CATALINA ISLAND COMPANY
STATEMENT OF VALUE AND PROPOSED RENTAL
FOR REAL ESTATE AND PERSONAL PROPERTY AT ISTHMUS
TO U. S. GOVERNMENT
OCTOBER 16, 1944

BUILDING NUMBER	APPRAISED VALUE 6-30-41		DEPRECIATION 6-30-41 TO 12-31-44		ADJUSTED APPRAISED VALUE 12-31-44		TOTAL VALUE	RATE	PROPOSED RENTAL	
	BUILDING	CONTENTS	BUILDING RATE 4%	CONTENTS RATE 6-1/3%	BUILDINGS	CONTENTS			ANNUAL AMOUNT	MONTHLY AMOUNT
21)										
22) 3 Bungalettes	\$ 751.84	\$ 414.48	\$ 105.26	\$ 91.87	\$ 646.58	\$ 322.61	\$ 969.19	15%	\$ 145.38	\$ 12.12
23)										
24) 1 Bungalow - "Chef's House"	288.88 (est.)	150.00	40.44	33.25	248.44	116.75	365.19	15%	54.78	4.55
25) 1 Bungalow	250.52	138.16	35.07	30.62	215.45	107.54	322.99	15%	48.45	4.04
26) 1 Bungalow - "Brown Jug"	256.14	405.66	35.86	89.91	220.28	315.75	536.03	15%	80.40	6.70
27)										
28) 3 Bungalows	853.68	407.74	119.52	90.38	734.16	317.36	1,051.52	15%	157.73	13.15
29)										
350-B 1 Double Bungalow	337.04	180.68	47.19	40.05	289.85	140.63	430.48	15%	64.57	5.38
350-D 1 Double Bungalow	98.16	73.70	13.74	16.34	84.42	57.36	141.78	15%	21.26	1.77
Totals	\$ 2,836.26	\$ 1,770.42	\$ 397.08	\$ 392.42	\$ 2,439.18	\$ 1,378.00	\$ 3,817.18		\$ 572.57	47.71
Land Included Above							4,000.00	15%	600.00	50.00
Docking Facilities etc.										27.00
Total										\$ 124.71

TRAINING

TOP SECRET

The training program instituted at Catalina Island will be maintained and continual courses of instructions will be given individual groups at the ten camp sites previously described. The groups who will be given instructions at these camps will be units of agents recruited in the United States, the Hawaiian Islands and from Korean Prisoners of War Camps. Other courses of training will be established by personnel of the Field Experimental Unit at the main forward operating base which will be for the express purpose of training small groups brought out of Korea by recruitment of our agents from within. These units and those trained on Catalina Island will be given complete OSS training in espionage and subversive activities, and thoroughly trained in radio communications.

Following is a master outline for this training:

INTRODUCTION AND WELCOME	CONTROL OF POPULATION
(Material)	DEFENSE MEASURES
WEAPONS	RAILWAYS
UNARMED COMBAT	SELECTION OF TARGETS
MAP READING	NIGHT FIRING
DEMOLITIONS	(See Weapons)
RADIO APTITUDE TEST	PHOTOGRAPHY
COVER	JAPANESE
SECURITY	COVER AND CONCEALMENT
INFORMANT SERVICE	JAPANESE COUNTER MEASURES
COMPASS	LANDING MATERIALS BY PARACHUTE
ARRIVAL	PASSIVE RESISTANCE
FIRST AID	JAPANESE CHARACTERISTICS
RECRUITING	INTERROGATIONS
ESTABLISHMENT OF HEADQUARTERS	PLANNING THE ATTACK
SKETCHING	RAIDS
JUNGLE CRAFT	AIRCRAFT IDENTIFICATION
HANDLING	NIGHT PROBLEMS
ORGANIZATION	RADIO PROCEDURE
CONDITIONING HIKE	OBSERVATIONS
CRYPTOGRAPHY	SEARCHES
AMBUSHES	TACTICAL TRAINING
INFLUENCING PEOPLE	JAPANESE IDENTIFICATION
INTELLIGENCE	SECRET INKS
INTELLIGENCE REPORTS	DESCRIPTIVE NOTES
GRENADES	JAPANESE OCCUPATION
PANELS	PROPAGANDA
COMMUNICATIONS	DESCRIPTIONS
POLICE METHODS	PROBLEMS
PHYSICAL TRAINING	OPERATIONAL DISCUSSIONS
LANDING MEN AND MATERIALS BY	
SURFACE AND UNDERSEAS CRAFT	

F. EQUIPMENT AND SUPPLIES

EQUIPMENT AND SUPPLIES

A supply depot will be established by this Unit at the main forward base. Details of necessary equipment and supplies have not been completed, but will be forwarded in a subsequent report.

TOP SECRET

G. COMMUNICATIONS

The organization of communications for this project is based for the present on getting two groups of agents into Korea with as much portable radio equipment as possible. These agents will contact bases located at Fushihi, China and Aparri on the north end of the Island of Luzon, Philippine Islands, where listening stations will be established. The distances involved can be adequately handled by our Field Set SSTR-1 for the agents and appropriate higher powered transmitters and receivers and antennas at the base stations.

The agents' equipment for a 3-man team, will consist of:

- 1--SSTR-1 complete with AC/DC Power Supply
- 1--SSTR-1 Transmitter unit with hand generator
- 1--SSR-5-A Battery Receiver with 2 battery packs
- 1--SSP-8, 100 Watt Gasoline Engine for 110 volt AC operation

With the necessary spares and waterproof packing, this equipment will weigh 100 lbs. and can be made into three or four packages.

The SSTR-1 is our standard Field Set and will operate with 15 watts of power output from 3 megacycles to 15 megacycles. With the appropriate choice of crystals and antennas and under favorable conditions, the set will operate over distances up to 1400 miles. The above list of equipment will give versatile operation because the gas engine or the hand generator can be used to operate the SSTR-1 transmitter and receiver to its full output. Also, the hand generator can be used for transmission and the battery receiver can be used for reception. The batteries will give from 150 to 200 hours of intermittent operation. The gasoline generator contains a 1-qt. gas tank which will give operation for 4 hours. The set can also be operated from a 6 volt storage battery if such are available in the field.

An alternate combination of equipment would include two complete SSTR-1 units and two SSP-8 gasoline generators. This equipment including spare parts and water proof packing would weigh 115 lbs. and would be put in five containers.

If possible to include the SST-103, 50 watt amplifier, this would increase the weight by 50 lbs, and even for a 4-man team this might prove a little heavy.

All of the above radio equipment is in stock at the present time and an improved type of waterproof container will be available in two months.

The listening stations will be set up for two complete circuits to and from the field with enough manpower for twenty-four hour service. The radio equipment for each base station will include 2 type ET-4332, 400 watt transmitters, 4- SX-28 receivers, 3- Rhombic antennas complete with poles, 3- PE-75 - 2500 watt gasoline generators, plus the necessary tools, test meters and spare parts. This equipment will weigh 11,000 lbs. and will have a dimension of 250 cu. ft.

For complete housing facilities for the equipment and the men Communications has figured an additional weight of 30,000 lbs. and 3,000 cu. ft. This will include 1- 20' x 36' prefabricated hut for the personnel, 2- 16' x 20' prefabricated huts for the radio equipment, food supply for 6 months, plus bedding and messing facilities.

The necessary communications personnel to maintain a 24-hour watch will be two officers and fourteen enlisted men. The enlisted men will include radio operator, technicians and message center operators. It is estimated that three or four enlisted men as service personnel may be required. The installation of a complete base including all radio equipment, housing and messing facilities will require from four to five weeks. The radio equipment can be installed in two weeks and in an emergency at least one circuit could be made operative in four days.

Most of the base station radio equipment is available in stock at the present time, and all of it can be ready for shipment in two months. It is planned to supply the base station in China from the communications warehouse in Calcutta. The radio equipment as listed above will operate two complete circuits twenty-four hours a day or eight to ten circuits on a part time basis.

H. IMPORTANCE

IMPORTANCE

There are two methods which we may follow in attacking Japan; (1) a direct attack on the mainland of Japan; (2) landing on the coast of China, establishing bases, and launching our attack from China. The first would allow the Japanese full use of its supplies on the mainland of China and such supplies as can be transported across China from Malaya, French Indo-China, and Thailand. The second would deprive the Japanese of raw materials from the South but would allow her to move supplies from Manchuria to Japan through Korea.

Either of these two plans would be augmented by Russia entering the war against Japan; however, it is believed this possibility was seen by the Japanese military and naval planners years ago and steps were taken to correct it. The attached map shows that Vladivostok is the geographical center of what will become Japan's inner circle of defense. It can be assumed that when the Japanese military and naval planners first studied the map of Asia preparatory to perfecting their long-range plans to create the Greater East Asia Co-Prosperity Sphere, this threat to any plans she might embark upon was noted and taken into consideration.

There were two plans open to her at that time to close her back door: (1) War with Russia. (2) Gaining a strategic position from which she could neutralize the threat at will. In 1931, Japan began her plans of neutralizing this Russian threat. Creating the Manchurian incident, she gained control of the strategic country from which to launch an attack and gain for herself, if necessary, the Russian terrain now in the heart of her inner defense circle. Not wishing to resort to arms unless necessary, she attempted to neutralize this threat by diplomatic action. However, realizing that a war in this section of the world was one of transportation and supplies as well as manpower, she built up her rail system and road system in Northern Manchuria with a view to resorting to military action if necessary. She has maintained an army of veteran fighters on the Manchurian border and it is believed that Japan will attack Russia without warning the moment she has convinced herself that her diplomatic campaign has failed.

It is believed that Japan will attack with a three-pronged thrust, the first attack being north from Manchuria cutting the main Siberian rail line; the second in a northeast direction from Manchuria to the Sea of Okhotsk, thus neutralizing the area north of Vladivostok, and a third thrust at Vladivostok from Japan proper can be expected.

There are five rail lines leading to the Manchurian-Siberian border on which the Japanese must depend to transport supplies. These point in the direction of Mongolia, Chita,

Blagovoshchensk, Khabarovsk, and Vladivostok. It is estimated that each of them can carry to railheads approximately 15,000 tons of military freight per day. The five together could handle a total of 60,000 tons of military freight per day simultaneously. In addition, each of the railheads can be reached by good motor roads over which truck traffic could supplement rail traffic. In addition, supplies can be brought to one or two of the railheads by water.

The capacity of these rail lines is about double that of the Trans-Siberian from the west, not counting road and water movements.

It would not be possible with existing rolling-stock, to utilize this rail capacity fully. In fact, though this capacity might supply four million troops, it would be difficult to secure adequate rolling-stock without interfering seriously with industrial production in Manchuria.

Present estimates of Japanese production of ground equipment make it seem quite unlikely that shipments could be made from current production in sufficient volume to support two million men actively engaged in military operations.

Thus, the Japanese have expanded basic transportation facilities to such an extent that they exceed by very extensive margins not only the rolling stock available to run over them, but the military production available on the current basis to troops operating out from the railheads.

The estimated present maximum capacity of the Trans-Siberian Railroad in either direction is 36 trains per day, totaling 24,000 net short tons. Although such capacity does not prevail throughout, it would be possible to run this number of trains into Southeastern Siberia from the west to a point somewhere between Ulan-Ude and Chita, or to operate the same number of trains north and west from Vladivostok to some point west of Khabarovsk, probably as far as Tygda. The intervening limiting sector is believed to have throughout the year a maximum practical capacity of 26 trains daily in each direction.

On the basis of an estimated normal local traffic of 16 pairs of trains per day (including 10 for normal civilian traffic and 6 for present military and railway maintenance), the estimated through capacity (Baykal-Vladivostok, or vice versa) is 10 pairs of trains, or 6,600 net short tons, per day. It is believed that the ten trains for civilian traffic could be pared to five trains per day, thus making possible a maximum military movement above present requirements of twenty-five trains per day (36-5 -6), and a maximum

through movement of 15 trains per day (26 -5 -6). However, winter conditions necessitate a reduction in both the number and weight of trains, the weight reduction alone amounting to 20 percent.

The maximum daily capacity of the Karymskaya-Manchuli line is estimated at 26 pairs of trains per day (17,000 net short tons) and the through capacity (over and above all local traffic) ten trains or 6,600 net short tons per day. Through capacity of all other strategic lines is estimated at five trains totalling 3,300 short tons per day, the maximum being 15 pairs of trains (10,000 tons) daily. The latter estimates may be regarded as conservative inasmuch as they are based on the assumption that all normal traffic is continued. Furthermore, they are based on an average military train of 660 net short tons, which is materially lighter than the average Soviet non-military freight train, and they probably allow more trains than are required by normal local traffic.

All of the foregoing estimates are made on the basis of average movements over a sustained period of time. While the number of trains which could be put over a given line for several days or a week under a system of absolute priority and specialized methods of operation (such as single-direction fleet movements) might greatly exceed the figure given above, it is not believed that yard, terminal, and other facilities are adequate to permit such intensified operation for any length of time, even assuring an abundance of rolling stock and motive power.

Accordingly, the Japanese must be crushed by defeating them not only in Japan, but also on the Asiatic mainland and Korean peninsula, where they have set up their war plants and are strongly entrenched. The possibility of organization in Korea is almost boundless. Investigation among Koreans recently returned from Korea, particularly prisoners of war, definitely shows that the Korean people are willing and anxious to do everything they can in whatever way is open to them to assist the Allies in the defeat of Japan. A recent "Domei" broadcast from Tokyo recorded by Associated Press, announced a project for more than double production of iron ore and other minerals in Korea during the coming year. The Japanese war industry is expected to draw twenty-seven percent of its iron ore from Korea. In order to step up output of this and other minerals, the sum of ¥170,250,000 (about \$39,157,000) has been set aside in the Korean 1944-1945 budget. The mineral deposits in Korea include gold, silver, copper, molybdenum, magnesite, iron, coal, lead, zinc, tungsten, alum shale, graphite, mica, fluorspar, antimony, and many other valuable metallic and non-metallic substances. These mines are controlled by large Japanese companies

and are heavily subsidized by Japan. Iron heads the list of these essential minerals. Korea produces about six million tons of coal, of which about one-eighth is anthracite, located in the Pyeng Yang area. Korea, in addition, has a superabundance of electric power, generated by hydro-electric plants along the Yalu River. Japan has instituted a program for the production of synthetic petroleum products throughout the home islands, Korea and Manchuria, and although details of this program are not publicized by the Japanese, it is believed to have included the construction of five plants in Korea. Two of these plants are located at Yung An and Agochi, which are believed to have been operating prior to Pearl Harbor.

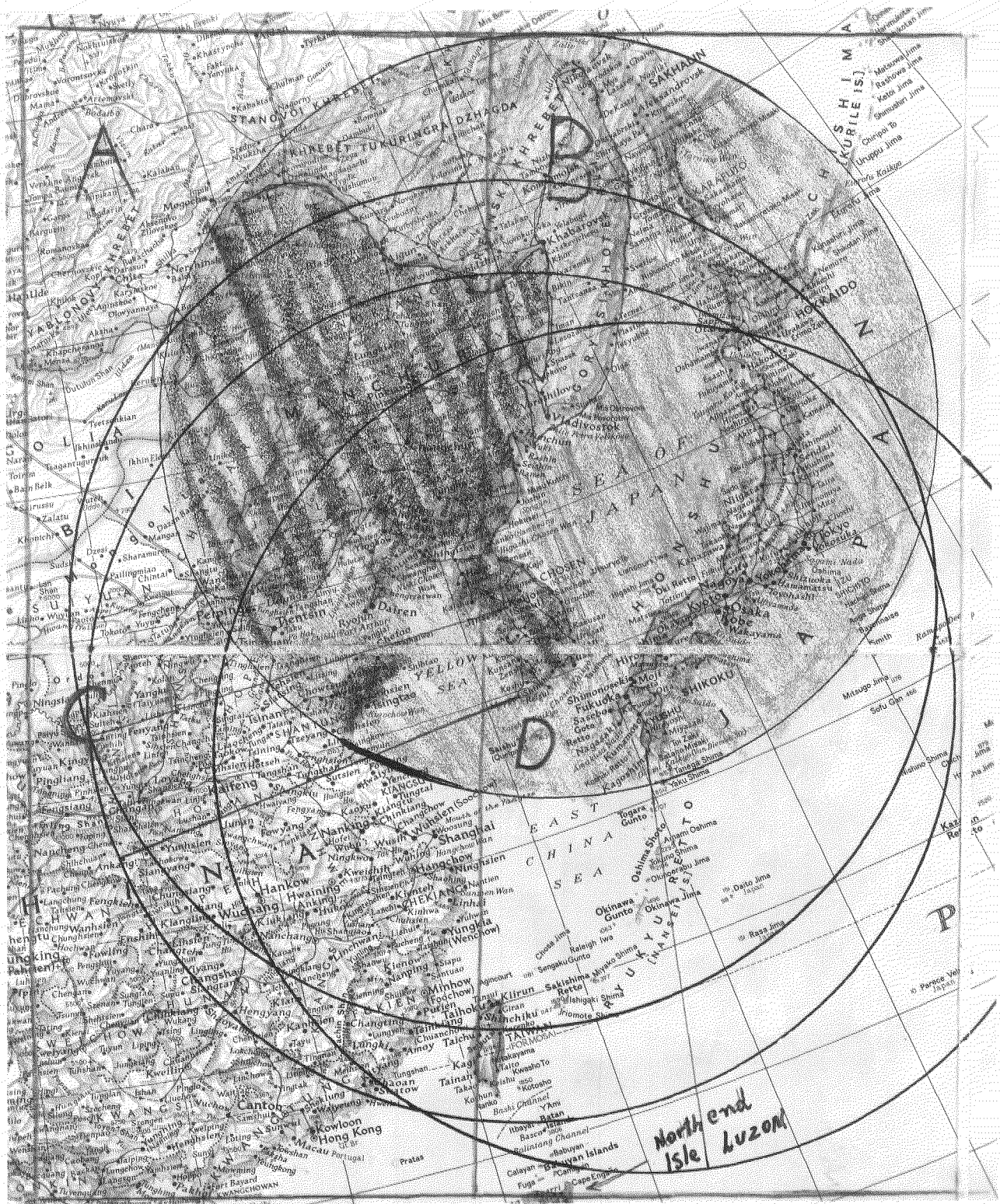
In addition to this, there are, of course, great railroad centers, communication lines, ammunition depots, docks, storage tanks, airfields, manufacturing centers, troop and ship movements of strategic, economic and military importance which operations as set forth in this plan will make accessible to our armed forces.

In addition to the strategic importance of Korea itself, Koreans are the only medium through which this information can be obtained. The investigation of this unit among the Koreans recently returned to the United States and those who have been captured as prisoners of war, definitely shows that the long years of Japanese domination have not taken initiative from the Koreans; that inspite of subjugation the Korean people have shown that they are almost nationally eager to furnish every assistance to the Allies in the defeat of Japan, and that they are a vast, dormant people awaiting guidance and inspiration to further this end.

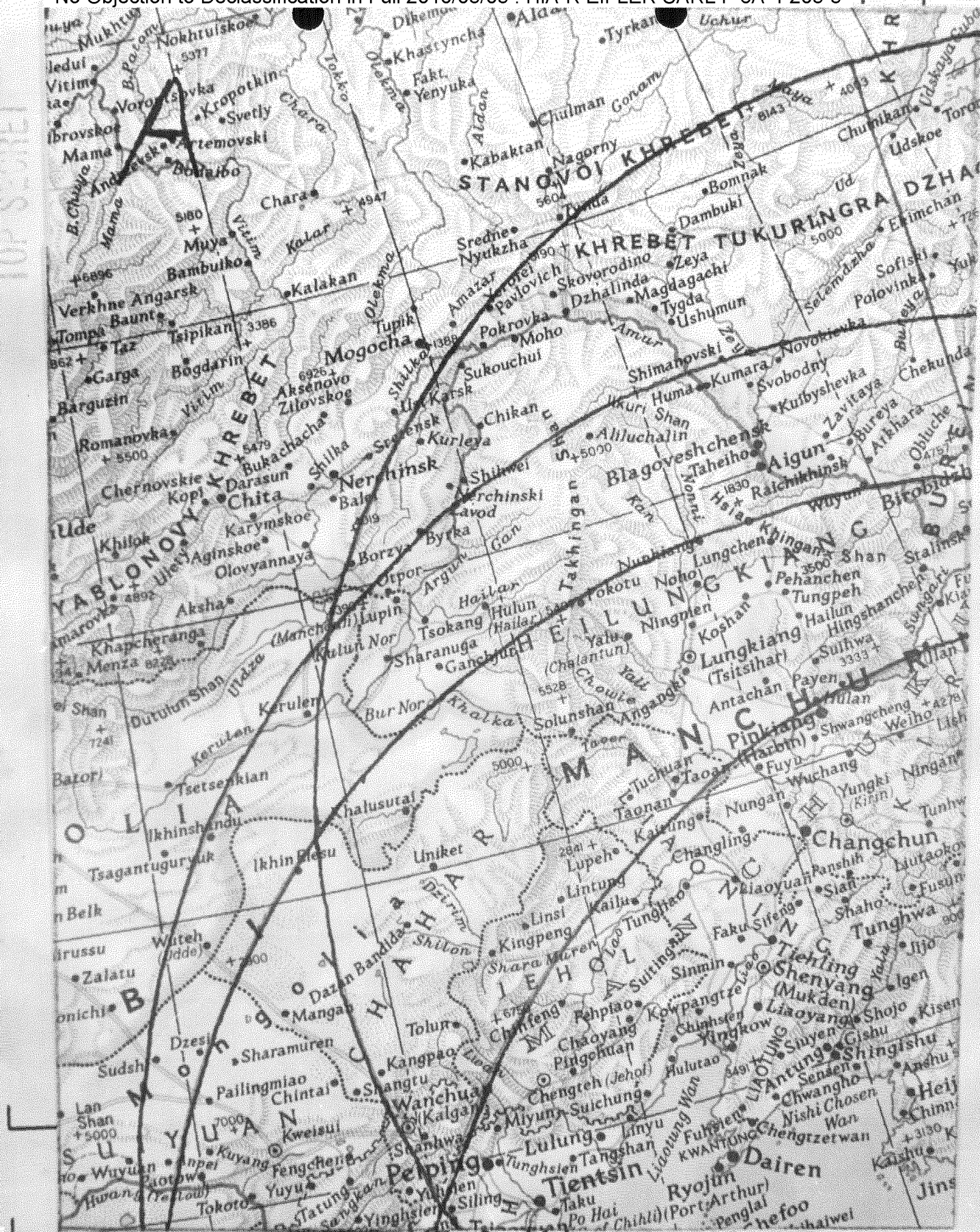
Admiral Chester W. Nimitz is quoted in a recent issue of the China Monthly:

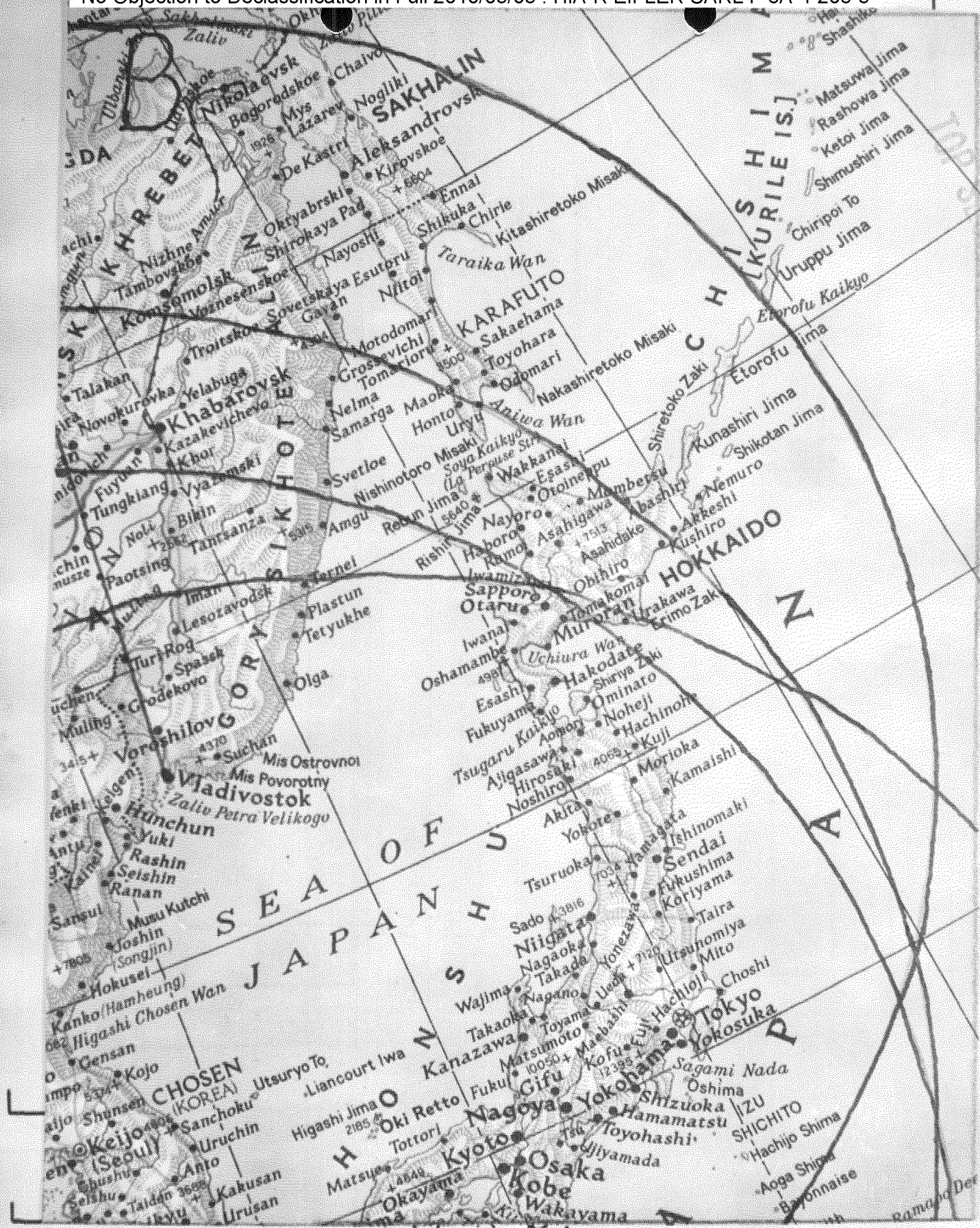
"Even if we destroy the Japanese fleet, we still could not defeat them from the sea alone. We have to have bases in China to cut off their lines to Manchuria. I still feel that Japan will eventually be defeated from bases in China. Those bases will separate her from communications with her bases on the mainland, and if you separate her she will never get started again."

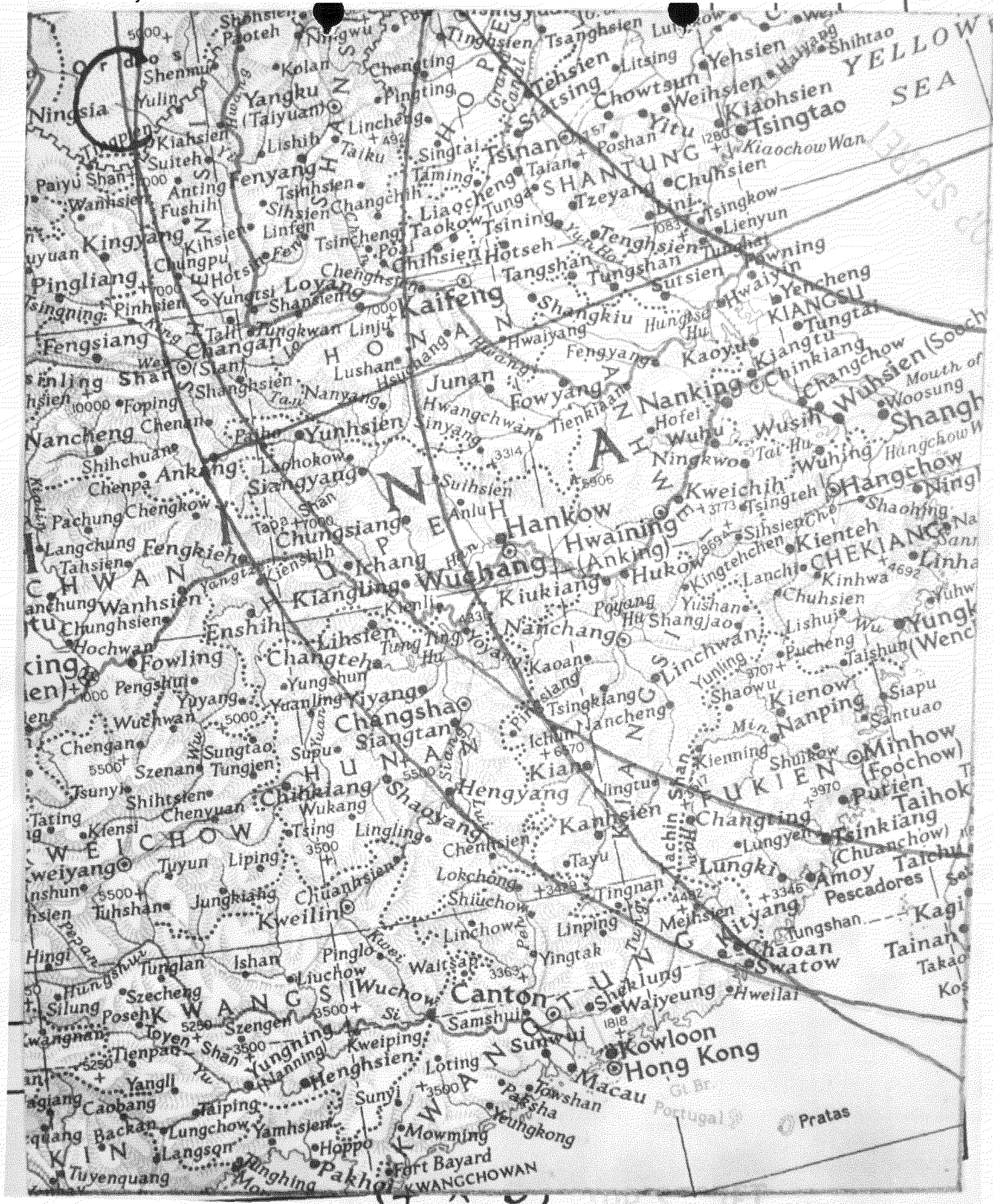
It is believed that for the separation of Japan from the mainland of Asia, Korea is the geographical separation point and it is certainly a most advantageous position for a major OSS operation at this time.

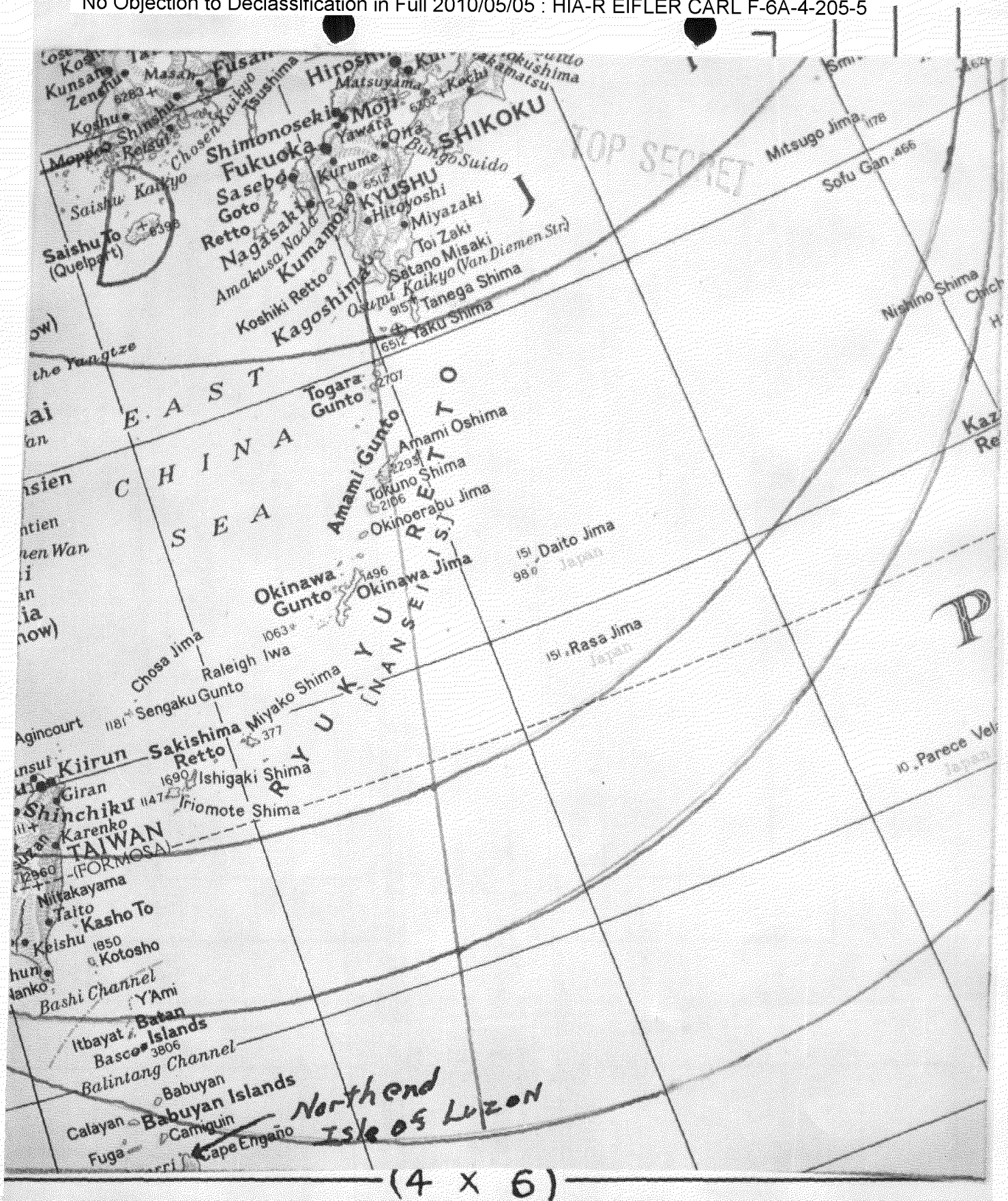


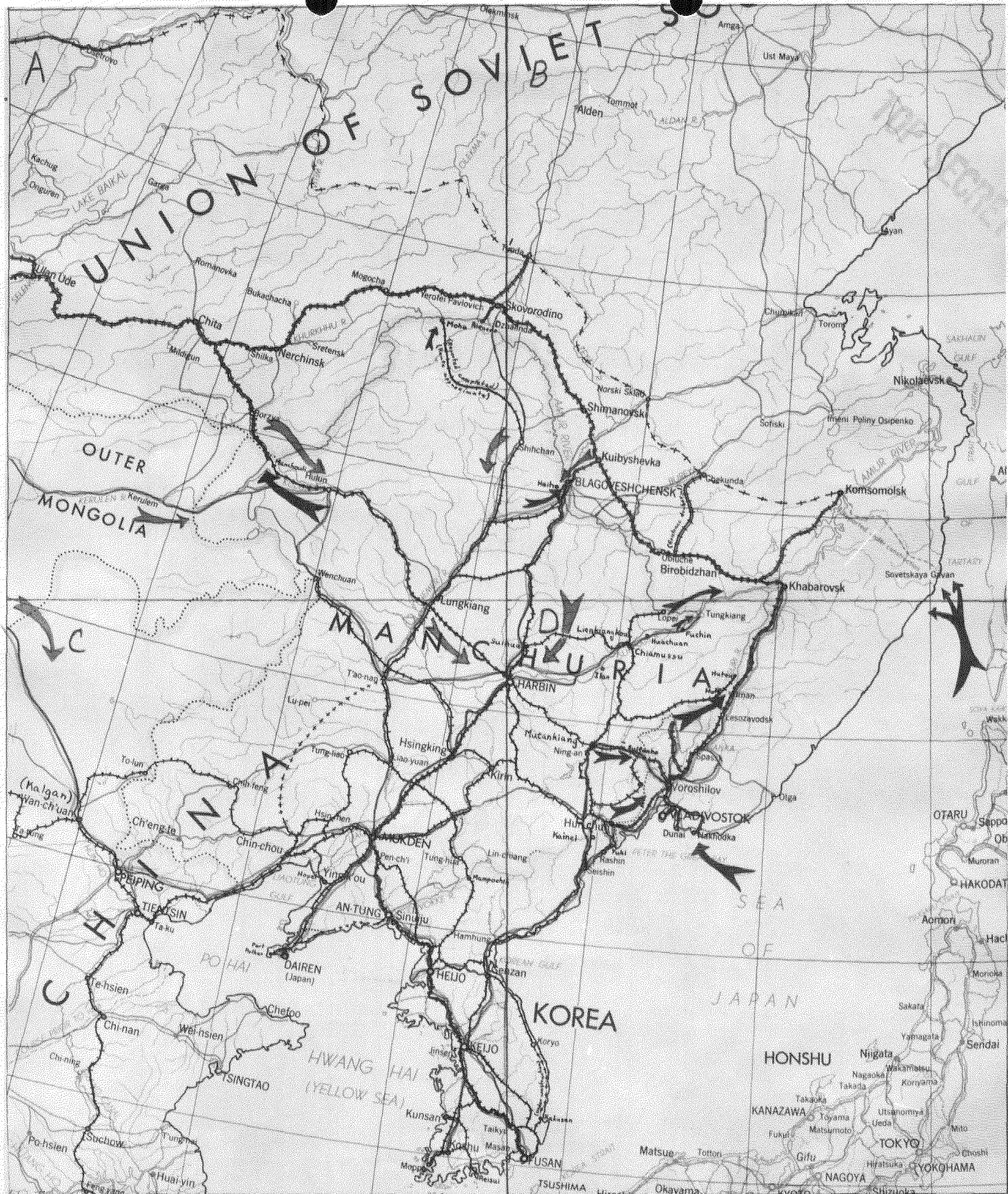
RED AND GREEN: Japanese controlled area within 1000 mi. of Vladivostok.
 BLUE: Russian controlled area within 100 mi. of Vladivostok.

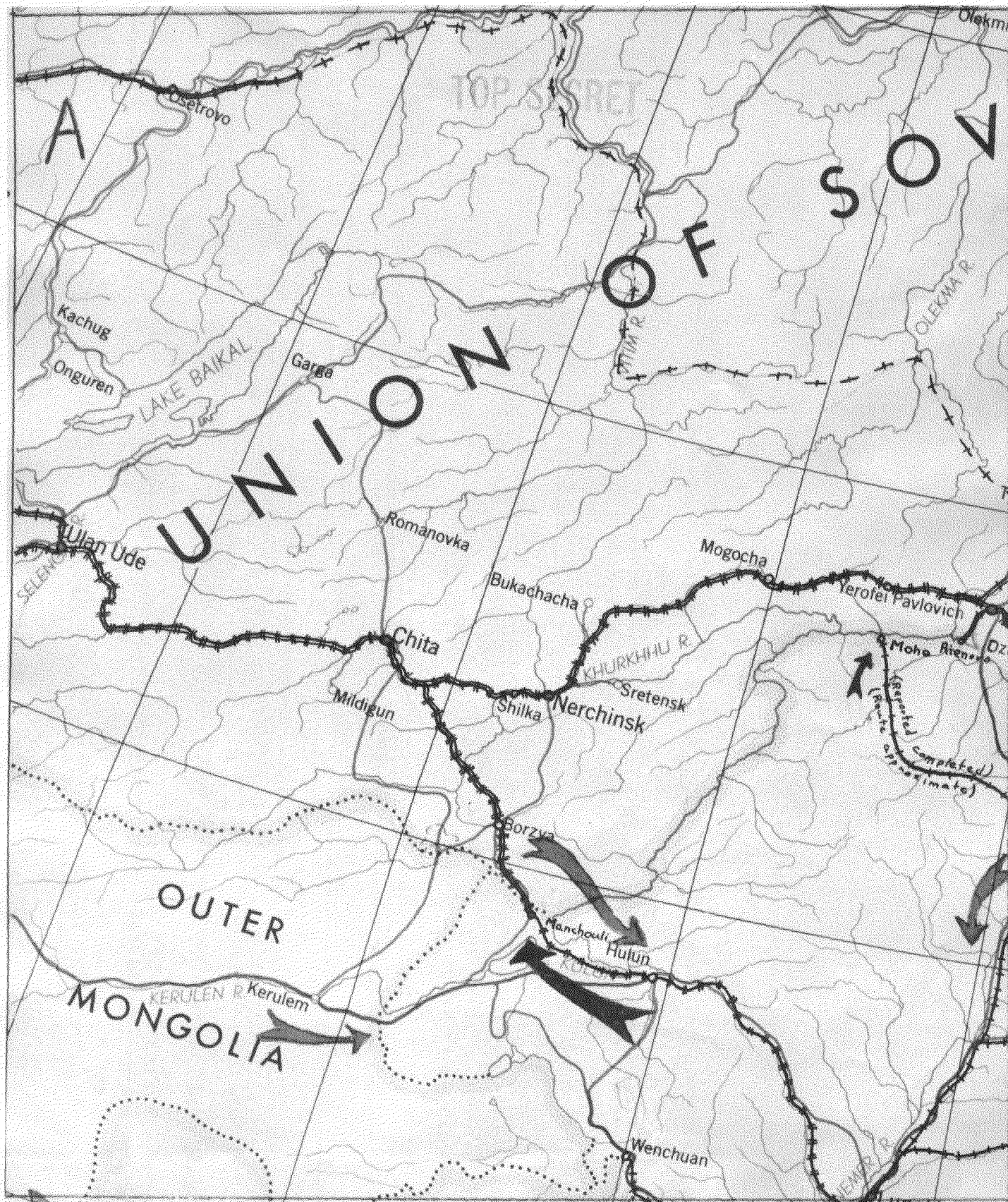


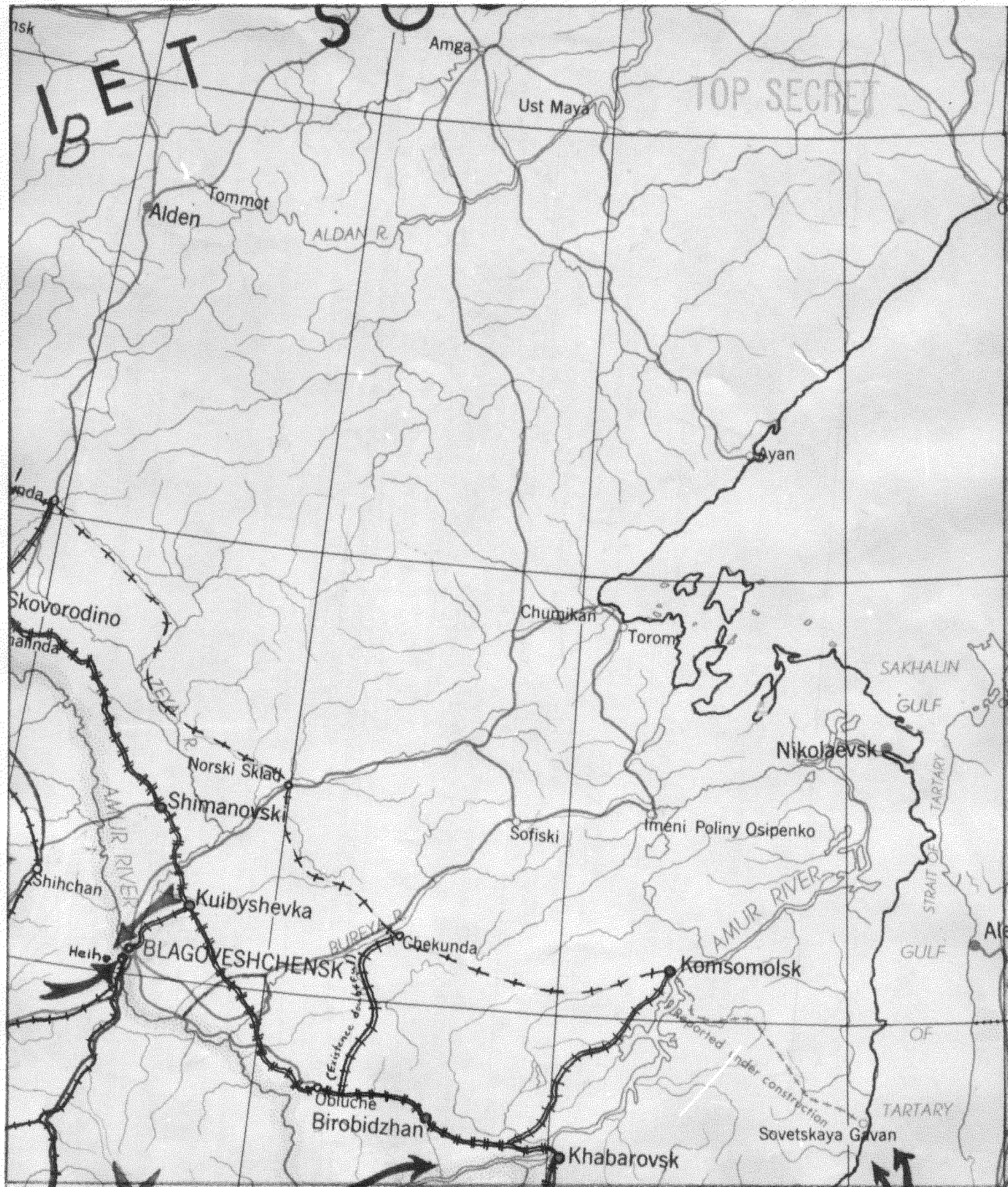


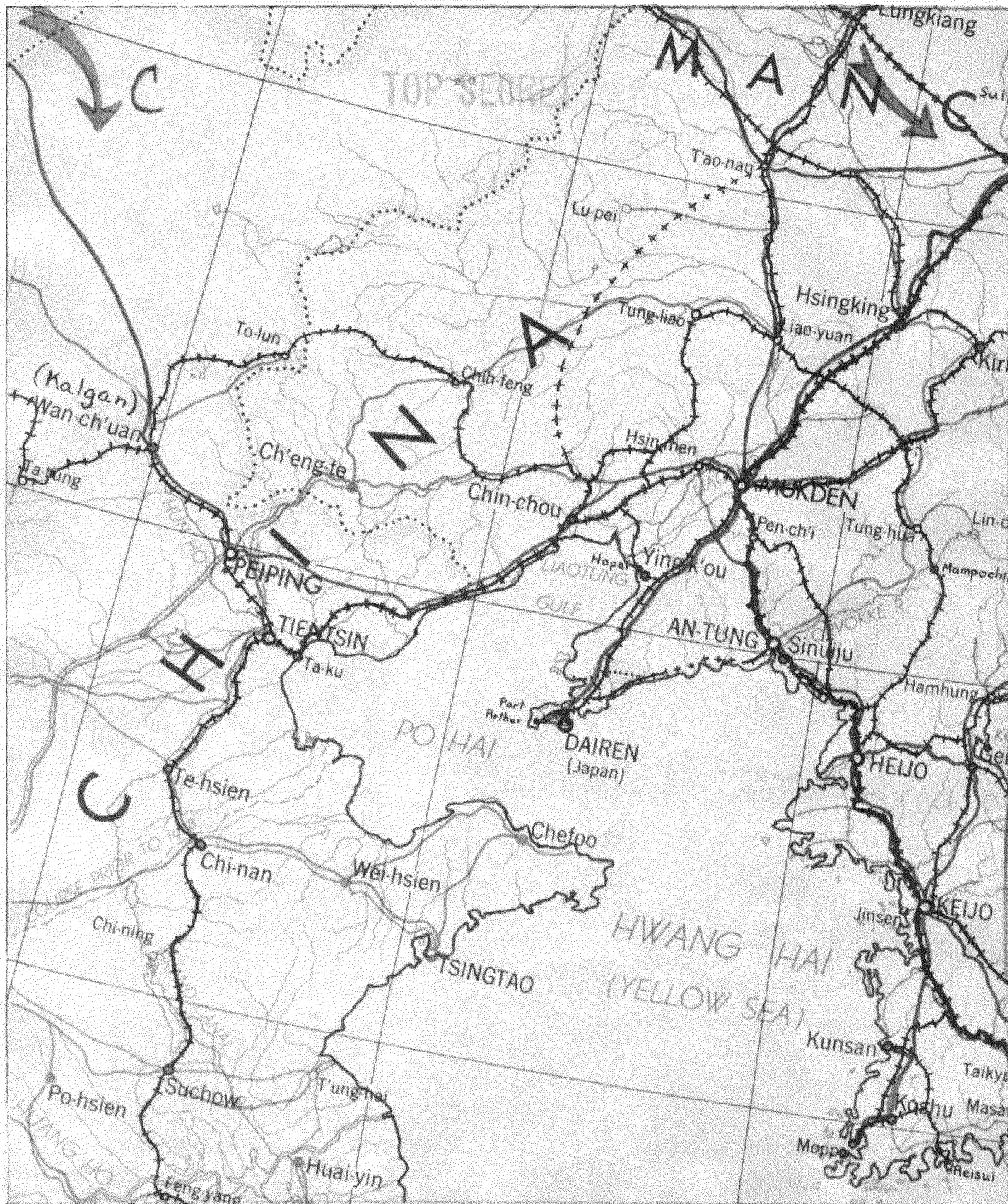


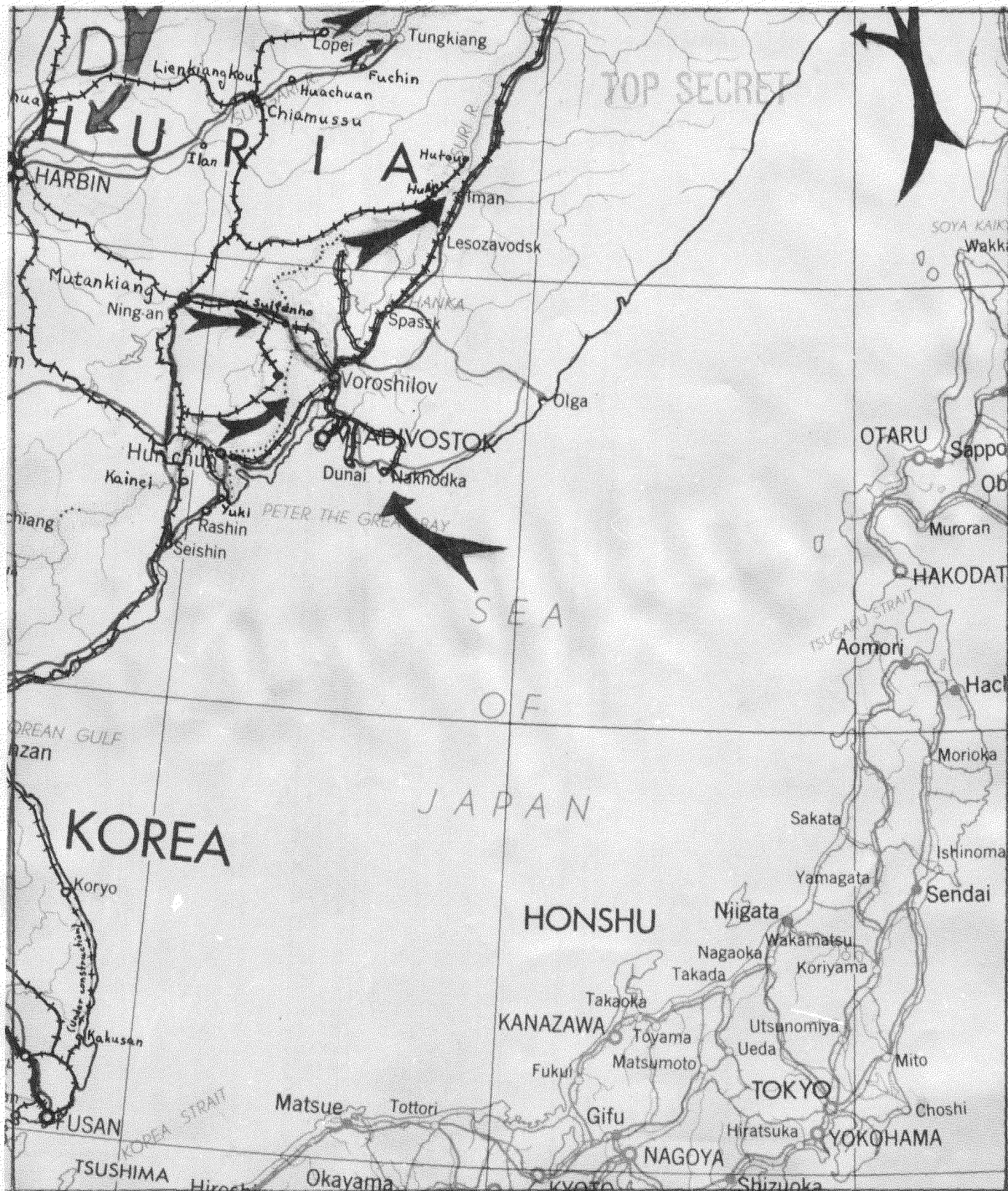












I. ADDITIONAL INFORMATION ON EINEC AND CHARO PLANS

NINEC PLAN

The personnel for this plan is described below, and designated as "A", "B", "C", "D", and "E". "A", "B", "C" and "D" have already been recruited and grouped together and are presently being given special training for their mission. "E" has been selected from the Korean prisoners of war at Camp McCoy, Wisconsin, and will join this group when he can be released to us through official channels.

"A" is a Korean, 50 years of age, 5'7" in height and weighs 155 pounds. He is married and his wife and two children now reside in the State of Colorado. "A" was born in Seoul, Korea, of a prominent Korean family. His father and mother are now deceased, but he has numerous relatives still living in Korea who are rather prominent people. "A" was sent out of Korea to the United States when a mere boy, and finished grammar and high school in the State of Nebraska. He attended the University of Michigan, where he obtained his M.A. degree in 1924. In 1927 he returned to Korea and subsequent to that year, established a business there from which he became quite wealthy. He made many trips between the United States and Korea in connection with his business from 1927 until just previous to the outbreak of the war between the United States and Japan in 1941. "A" is one of the most prominent of all Koreans now residing in the United States, due no doubt partly to his family background and successful business career. Like the majority of Koreans living in the United States, "A" is a fervent patriot, and has for many years devoted much of his time and money to the Korean cause. As stated above, subsequent to 1927, "A" established his business in an important town in Korea. Later, and a short time previous to the outbreak of hostilities between the United States and Japan, he established branch offices of this business in several strategically located towns in that country, Manchuria and Japan. As managers, assistant managers, foremen and in other important positions, "A" selected relatives and trusted friends who were all devoted Korean patriots. The selection of these men for these positions was done with the thought in mind that in the event an occasion should arise, this personnel could be used as a nucleus for an underground communications system throughout Korea, Manchuria and Japan. Therefore, there now exists in several strategically located towns and cities in these countries a well organized chain of contacts. Furthermore, "A" is willing that the services of his business personnel be thus utilized, even though it entails grave danger to such personnel. When contacted by agents of the Field Experimental Unit, "A" expressed a desire to select a group of Koreans in whom he could place enough trust to furnish them confidential information regarding his organization in Korea. The men selected would be grouped together and specially trained, and would then penetrate that country at a point selected and agreed upon by the group. The people described below are the men who will comprise this group. Because of the fact that "A" so well knows the organization as it now exists in these countries, he will not enter with the original group but will remain here as an assistant and advisor to the director of this plan. However, later, if deemed advisable, he will enter actual operations in Korea. On

January 6, 1945, "A" enlisted in the U.S. Army and was assigned to the Field Experimental Unit of OSS, and on February 2, 1945, entered OSS training camp in California, where he is at present.

"B" is 49 years of age, 5' 9" in height, and weighs 135 pounds. He is an ordinary appearing Korean, slender build, and has no scars, marks, or other outstanding peculiarities. His present home is in Los Angeles, California. He was born on a farm near Pyeng Yang, Korea, where his father was a farmer and landowner, belonging to the middle class of Koreans. He attended grammar school and high school at the American Mission School of Pyeng Yang until the summer of 1913, when he left Korea and went to Nanking, China. In 1914, he returned to Korea and remained in Pyeng Yang until the spring of 1915, when he again returned to Nanking, China, where he studied for about three months at the Nanking University, preparing for the Chinese Military School of Nanking. In the fall of 1915, he decided to come to the United States, and on October 6, 1915, arrived in San Francisco, California, as a student. From the time of his arrival in the United States until the summer of 1921, "B" worked as a farm laborer on the west coast of California from Los Angeles to San Francisco, learning the American language, customs, etc. He attended aviation school near Redwood City, California, for about six months during 1919, where he learned to fly. He stated that he was interested in aviation for the reason that should the occasion arise he could perhaps be of more than ordinary use in helping in the defeat of Japan. From 1922 to 1923, he attended the YMCA College in Chicago, Illinois, where he took Physical Education. On December 6, 1942, he became a member of OSS and was given three months training. This project was abandoned and he was released on February 16, 1943. After his release from OSS, he went to Los Angeles, California, and obtained employment in a produce market. On August 8, 1944, "B" was contacted by our investigators and at that time, he still was anxious to have a part in any movement involving the defeat of Japan. On January 6, 1945, he enlisted in the U. S. Army and was assigned to the Field Experimental Unit of OSS. On February 2, 1945, with other members of his group, he was transported to an OSS training area where he is at present being given highly specialized training. Besides speaking Korean, "B" speaks passable Chinese and English, and has a good knowledge of the Japanese language. "B" states that the Koreans and the Japanese authorities have no photographs or descriptions of him, and therefore, would not be able to check back on him. He is an only child, and his father died when he was ten years old. However, his mother is still living in Pyeng Yang, Korea. Although it has been many years since "B" left Korea, he has maintained constant communication with friends and relatives there. "B" is quiet spoken, unassuming, yet has a keen alert mind, and is extremely observant. He is very much respected by all Koreans in the United States with whom he is acquainted. He is most sincere and has a burning hatred of the Japanese and a keen desire to have a physical part in the defeat of the Japanese empire. Despite these factors, he is cool and collected, and would probably be the most steadying influence of any group of which he was a member.

"C" is 44 years of age, 5'7" in height, weighs about 142 pounds, and has no scars, marks, or other outstanding peculiarities. He was born in Pyeng Yang, Korea, and is an ordinary appearing Korean, wearing glasses. "C"'s father was a farmer, landowner, and grain dealer near the city of Pyeng Yang, Korea, until his death in 1911. He had two brothers, both of whom were killed while attending school in Tokyo, Japan, in 1923, during the great earthquake. "C" and his family believe that his brothers were actually murdered by the Japanese. He has one sister, who married a banker, now residing in Seoul, Korea. His sister, brother-in-law, and mother still reside in Seoul, Korea. "C" attended public school in Pyeng Yang, and high school in Seoul, graduating from high school in 1918. He attended Keio University in Tokyo, Japan, from 1918 until the latter part of 1919, when he left Japan and went to Nanking, China, where he attended Nanking University from 1920 to 1922. During this time, he became a Chinese citizen. "C" left China in 1922 and landed in the United States at San Francisco, California, on April 18, 1922. "C" obtained a scholarship to Northwestern University, Evanston, Illinois, and attended that college from 1922 to 1924, where he obtained his B.S. degree. After leaving college he owned several businesses which were moderately successful and on August 5, 1943, he enlisted in the U.S. Army at Fort Crook, Nebraska. Immediately upon his enlistment, he was sent to MIS School at Camp Savage, Minnesota. He graduated from that school on March 24, 1944, and was promoted to S/Sgt. "C" was assigned to McDill Field, Tampa, Florida, as leader of a four-man team in A-2. In June, 1944, he was transferred to the 8th AAF Squadron, Camp Pinedale, Fresno, California, and in September of that year, was recruited by our investigators and sent to Washington, D.C. "C" is well educated, speaks, reads and writes the Japanese language very fluently, and has a knowledge of the Chinese language. He also speaks English well and has some knowledge of German. "C" at present is able to receive and transmit in code at the rate of 18 words per minute, and has an excellent knowledge of small arms, being quite proficient in the use of rifle, carbine, and pistol. "C" and "B" are friends of long standing. He is intensely patriotic and it should be stated here that he was unable to enlist in the U.S. Army when he first applied due to the fact that he was married and has one child. In order to join the Army, "C" divorced his wife in 1943, with a mutual understanding that they re-marry as soon as the war is over. "C" is quite prominent among Koreans and holds the respect of his countrymen in the United States. "B" and "C" make an excellent team.

"D" is 39 years of age, 5'7" in height, and weighs 142 pounds. He is of medium build, in excellent health, and has no scars, marks or other outstanding peculiarities. He is married and his wife lives in Chicago, Illinois, with their daughter. He was born on a farm near Kwjoo, Korea, February 22, 1905, where his father, a member of the middle-class Koreans, was a farmer and landowner. In 1910, he left Korea and went to Shanghai, China, where he remained until 1920, at which time he moved to Nanking, China, and attended the Nanking University High School until 1925. In May, 1925, he entered the South-

western Military School in Nanking, where he remained until September of that year. In January, 1926, he returned to Korea on a visit to his family, and then returned to Shanghai, where he took passage for the United States, arriving at the Port of Seattle, Washington, on May 26, 1926. He entered the Huron College in Huron, South Dakota, in October, 1926, and remained there until 1931. From October, 1931, until 1933, he attended the University of Minnesota, and while there was a member of the ROTC. In the summer of 1933, he traveled to New York City, where he lived until December, 1944. He enlisted in the U.S. Army on January 12, 1945, and on February 2, 1945, he entered an OSS training camp in California, where he now is being given highly specialized training along with "A", "B", and "C".

"E" is a Korean prisoner of war at Camp McCoy, Wisconsin; he is 40 years of age, and is vice-spokesman for the entire group of prisoners of war at that place. He came from Chang Do, County of Wanghai, Korea. He is 5'5" tall and weighs approximately 140 pounds. Physically he is very strong, aggressive and bold, and a most anti-Japanese type. He was captured by American Marines on Saipan in June, 1944, less than a month after he left Korea. He came from Saipan to San Francisco in October, 1944, where he remained for two weeks, during which time he was interrogated. "E" is able to read and write Korean, and speaks Japanese. He knows both Pyeng Yang and Seoul well, and worked for more than a year for the Nippon Seitetsu Kaishaia (Japanese Steel Company) in Keumipo, Whanghai Province. For a year he was sales agent of Song Do Dies Company, and traveled extensively on the east coast of Kangwan Province. With his very current knowledge of Korean conditions, his familiarity with the Section into which this group of secret agents are to be placed, and his burning fervor at being able to aid in any way in the overthrow of Japan, "E" will make a very valuable member of this group.

CHARO PLAN

TOP SECRET

This is a plan for the entry into Korea of a small group of secret agents who will land in the vicinity of Chinampo on the west coast with operations being directed in the Pyang Yang area.

The personnel to undertake this plan will be designated as "A", "B" and "C". This group is already selected and are presently being given operational training for their mission.

"A" is 35 years of age. He arrived in the United States on June 8, 1937, from Japan. Subsequent to arrival in the United States, he studied at George Peabody College, Vanderbilt University, Boston University, and Harvard University. In March, 1942, he was employed by the G-2 Branch of the Army in New York, N. Y. as language translator. He was also, during this period employed by the New York Public Library doing research work. In August, 1942, he went to work for the Office of War Information in New York City, and transferred in March, 1943, to the San Francisco office of that organization. This man has had a very wide and extensive education, not only in the United States, but also in Korea and Japan. He graduated from high school and Waseda University in Japan, and spent a total of thirteen years in Japanese schools. He has the most extensive knowledge of the Japanese language of any Korean in the United States. For the past two years his work has consisted of writing the script and making the broadcasts for the Office of War Information to Korea and Japan. During his course of studies in Japanese schools, he was required to undergo the Japanese equivalent of the American R.O.T.C. training. This training included drills, marksmanship, tactics and maneuvers, and gave him an extensive knowledge of the Japanese military system. From 1928 to 1930, he attended the Toba Navigation School at Toba, Japan, and graduated from this school as navigator. He is of the better element of Korea, and he descends from the old Korean royal family. They possess estates and wealth in Korea, and "A" has property in that country. Subject's older brother is a successful merchant and deals principally in imports from and exports to Japan, and their distribution. This brother employs about fifty agents and distributors, who dispose of the imports all over the country. The business connections of "A"'s brother will be exceedingly useful in operations, as a logical means of contact throughout the country. Subject is familiar with the localities of Seoul and Pyeng Yang, and the surrounding neighborhoods, and can live and perform the duties required in connection with this project in these localities. He is in good health and physical condition, and has the utmost confidence in the success of this mission. He is of exceptional

intelligence and is exceedingly mentally alert. He grasps details very readily and has no difficulty in assimilating the knowledge necessary to the success of this project. He is interested in radio from the technical aspect, and has had training in navigation, which will prove useful.

"B" is a somewhat different type, but one who works in close harmony with "A", and constitutes the second member of a very valuable team. "B" was born October 5, 1902, in Northern Pung An, Korea. He came to the United States as a student in 1927. Contrary to the usual procedure with Korean students, he interested himself in heavy industry, as he saw in that field the future of Korea. From 1928 to 1938, he studied at the University of Southern California in Los Angeles, California, and attained his B.B. and M.S. degrees. "B" has been interested in the chemical and mining professions, and until recently was employed as a metallurgical chemist at a large aircraft corporation on the west coast. He has a high technical knowledge, and in that capacity will be an exceedingly valuable man in the operation of the project. In addition to his knowledge of mechanics, electricity, radio, etc., he has considerable ability as a linguist, having an excellent knowledge of Japanese, Mandarin, Chinese, Korean, and a fair knowledge of French and German, in addition to being able to use very good English. He is interested in geology, and made that one of his main studies while attending the School of Mines in Colorado. He has prospected quite extensively and is in all ways fitted for a rugged, outdoor life. He is interested in mechanics, and has studied surveying and mapping, which will be useful in future operations. He has a pronounced depth of character, and a burning patriotic resentment against the Japanese. He is in excellent physical condition, and does not drink or smoke. He is anxious to take part in this project, and has no doubt about his own ability to succeed in it.

"C" was born January 1, 1902, at Wonsan, Korea. He came to the United States as a student in 1917. He studied at various high schools and colleges in the United States until 1927. His family was in humble circumstances in Korea, and he was, therefore, forced to seek employment in order to help support them as well as provide his own living. Since 1927, he has been employed in various capacities throughout the United States. For the past several years he has been successfully conducting his own produce business in Los Angeles, California. He is a sturdy, strong character, in good physical condition, and has kept in close contact with underground activities in his homeland. He has been instigator of several anti-Japanese movements here in the United States, including the boycotting of Japanese shipping and the Japanese Consulate in 1937, in Los Angeles. He is a more mature type than either "A" or "B", and while he does not have

the brilliant background nor apparently the same high degree of mental sharpness which they possess, he still possesses very sound common sense. "C" has a fluency in Korean, Japanese, a fair knowledge of the Chinese language, and speaks good English.

The mainstays of this group are "A" and "B". "C" is a strong, willing, deliberate character, in whom "A" and "B" have complete confidence, and who will be an excellent counterbalance for the group. "A" and "B" are so constituted, according to background and abilities, that they would seem to provide perfect counterparts for each other. The aggregate of their experiences and knowledge, particularly in the fields of Japanese military education, navigation, and topographical and chemical experience, is noteworthy. The sum of their knowledge provides them with a greater grasp of specialized technical qualifications than is ordinarily found in a group of this nature. With their background they will prove exceptionally valuable in the performance of their mission.

J. SPECIAL OPERATIONAL INFORMATION

TOP SECRET
OFFICE OF STRATEGIC SERVICES

Research and Analysis Branch

R & A No. 2310

SPECIAL OPERATIONAL INFORMATION

KOREA - JAPAN

A study of the potentialities
of OSS operations in Korea and
through Koreans in Japan.

5 July 1944

Copy No. _____

TOP SECRET

Summary

TOP SECRET

The potential importance of OSS operations in Korea and through Koreans is very great.

In Korea itself intelligence is of first priority particularly that which might be obtained by tapping Japanese military telegraph lines between Japan and Manchuria or by coast watching for naval and merchant ship movements. Maritime sabotage is second priority and industrial sabotage third. Transportation sabotage and political subversion should be prepared for but postponed.

Movement of agents from Korea to Japan is possible via the regular ferry routes, freight ships, or fishing vessels although dangerous because of Japanese surveillance.

In Japan, Koreans are numerous and widely distributed. First priority is intelligence on naval and merchant ship movements, second on airfields, third on industrial installations, and fourth, sabotage of transportation.

TOP SECRET

TOP SECRET

Korea: Priority Rating of Ground Objectives

Intelligence

At the present stage of the war intelligence is of more importance than any other single objective in Korea. It appears probable that for security against radio interception many important communications for continental operations of the Japanese Army are transmitted via cable to Korea and telegraph from Korea to Manchuria. Tapping of these communications is the most important single intelligence objective. (See accompanying map of cable and telegraph connections).

As Japan's fleet retires to home waters intelligence on ship movements, particularly through the various straits separating Japanese islands will be crucial. Korea offers opportunities for establishing contacts to report such movements in the Straights of Tsushima. Information on merchant ship movements and on activities at the minor naval base of Chinkai would also be significant, the former particularly for our submarine operations. (See accompanying map).

Koreans should also be in a position to provide specific information on the location of Korean air bases and the movement of planes through Korea.

Intelligence on Korean industrial installations would be of material assistance to our knowledge of Japan's capabilities and to the B-29 bombing program. Information on aircraft production and on the great new industrial complex in northeastern Korea is particularly important.

At a somewhat later date continuous intelligence on rail shipments through Korea might be of very great importance to operations in China.

TOP SECRET

TOP SECRET

TOP SECRET

Maritime Sabotage

Korean labor at the ports of Fusan and Seishin, Koreans travelling to and from Japan, and personnel of the Korean fishing fleet should provide opportunities for very important marine sabotage directed against the ferries between Korea and Japan, freighters or naval vessels.

Industrial Sabotage

Korea is of major importance in Japan's production of chemicals and explosives. She is of relatively small importance in the production of synthetic oil, in oil storage, and in aircraft engine production. However, Japan's severe shortage of fuel oil and aircraft will make even small losses significant. Korea is also important for coal, steel, aluminum, and electric power but these installations are believed relatively invulnerable to attack. The following industrial targets are suggested in order of priority: (See Accompanying map).

1. Konan. Chosen Chisso Hiryo K. K. : sulphuric acid, ammonia, calcium carbide, alumina, aluminum, magnesium; 5-10 percent of all Japanese capacity in each of these lines. Chosen Chisso Kayaku KK and Nissan Powder Co.: explosives.
2. Aguchi. Chosen Chisso Hiryo KK: synthetic oil, by hydrogenation of coal and coal tar.
3. Chinkai. A minor naval base; repairs to destroyers or smaller vessels; a mine depot.
4. Jinsen. Chosen Jukogyo KK: graving dock under construction in 1938, planned for ships up to 8000 tons. Chosen Yushi KK (10 miles southeast of Jinsen): explosives and detonators.

TOP SECRET

TOP SECRET

TOP SECRET

TOP SECRET

Hitachi Seisakusho: small aircraft engine plant.

5. Kaishu: Chosen Kayaku Seizo (7 miles southwest of Kaishu): explosives, detonators, fuses.
6. Shariin: Chosen Chiase Kayaku: explosives, detonators, fuses.
7. Fusan. Graving dock and floating dock, capable of taking ships up to 1500 and 6000 tons respectively.
8. Gensan. Oil storage. Chosen Sekiyu KK: petroleum refinery with annual crude capacity 1,660,000 barrels; present operation uncertain.
9. Heijo. Army air arsenal branch for repair and modification of aircraft. Showa Aircraft Co.: small aircraft assembly plant, engines.
10. Henjiho. Nippon Seitetsu: large iron and steel works. Reported manufacture of aluminum shapes and aircraft parts. Army air arsenal branch, probably a repair depot.
11. Eian. Chosen Sekitan KK: small synthetic oil plant, by hydro-generation of tar from low temperature carbonization of coal.

Transportation sabotage

Sabotage of transportation may be of great importance in Korea at some later date. It is likely, however, to lead to drastic Japanese retaliation against Koreans resident in the neighborhood of the right of way. It is preferable probably to build up an organization for intelligence now and reserve its use in sabotage until such operations have tactical importance.

Subversion

TOP SECRET

TOP SECRET

TOP SECRET

Subversion

OSS operations of all the above types might well lead to an organization for MO or revolution at a later date. This possibility should be constantly in mind. However, the political pitfalls in Korea are many. It will be desirable to concentrate on intelligence and sabotage against the Japanese until the organization is firmly established.

Facilities for Personnel Movement between Korea and Japan

There is a very considerable movement of Japanese and Koreans in both directions via the regular ferry routes between Fusan and Shinonoseki (once or more daily) and between Seishin and Tsuruga (once or more weekly). The bulk of the passenger traffic is via Fusan. (See maps)

In addition there is extensive freighter traffic between Japan and all the major Korean ports but particularly those in northeastern Korea. Use of the fishing fleet is less promising as it is probable that Korean fishing boats rarely put in at Japanese ports and vice versa. (see accompanying map of fishing grounds).

The system of personal identification controls at both Korean and Japanese ports, and police surveillance in Japanese communities will put serious obstacles in the way of movement of persons not previously well established in Korea.

Distribution of Korean Labor in Japan

It is estimated that the Korean population in Japan has risen from 600,000 in 1936 to well over 1,000,000 in 1944. At least 100,000 Koreans may be expected to enter Japan in 1944.

TOP SECRET**TOP SECRET**

Most of the Korean immigrants are farmers coming from Zenra, Keisho, and Chusei provinces in agricultural southern Korea. In Japan the majority live in the urban centers in Osaka, Hyogo, Fukuoka, Tokyo, and Kyoto prefectures. There is, however, almost a nation-wide distribution. There is little doubt that Koreans could be found in the neighborhood of almost any industrial target or military base or near any stretch of coast where ship movements could be watched.

Prior to 1937 Koreans were employed mainly as common laborers, but since then they have been employed in increasing numbers in industry and particularly in mining. Their presence in coal mining areas might make possible sabotage of synthetic oil works, eg. in Karafuto. Their widespread employment in the bucket and cart removal of night soil in all cities of Japan and its delivery to farms beyond the city limits might provide the medium for a very convenient communications system.

Koreans have frequently been badly treated in Japan but now several government ministries are making strenuous efforts to improve conditions for them in order to encourage greater migration in the interest of Japanese labor supply. The interest of the Japanese in recruiting Korean labor should facilitate passage to Japan. Most recruitment of laborers is, however, on a contract basis which limits freedom of movement in Japan.

TOP SECRET**TOP SECRET**

TOP SECRET**TOP SECRET**

Priority Ratings of Japanese Ground Objectives Probably Accessible
to Koreans

Intelligence

Intelligence is the highest priority activity for any Korean agents we can place in Japan. In this work first priority should be given to reporting ship movements, particularly movements through the straits of Tsushima, Shimonseki, Bungo, Tsugaru, and Soya and the Kii channel. These will be crucial for naval action. Ship movements at any of the main ports will be important for both submarine operations and knowledge of Japanese capabilities.

Second priority should go to industrial intelligence. For an effective strategic bombing program air cover must be supplemented by ground intelligence. Such intelligence is regrettably scarce. Particular attention should be given to aircraft production, shipbuilding, arsenals, naval yards, and coke, iron, and steel plants.

Intelligence on military installations should take priority over industrial intelligence if Koreans prove able to supply it promptly and in volume. This will prove more difficult, however, except in the cases in which Korean labor battalions have been used.

Industrial Sabotage

Early sabotage operations in Japan will make more difficult the development of an effective intelligence organization because of the drastic measures against Koreans which they will provoke. On the other hand such measures alone will interfere substantially with Japan's labor supply which is believed tight. Probably sabotage should be as-

TOP SECRET**TOP SECRET**

TOP SECRET

TOP SECRET

layed until a multiple-called organization is well established.

Sabotage of synthetic oil production and oil storage is first priority. Japan's crude oil position is already tight and will become tighter as tanker shipments from the Netherlands Indies are further curtailed by our advance in the Central Pacific.

Second priority in sabotage should go to bridges and tunnels because the extra strain thus put on the Japanese transportation system will augment the effect of Japan's heavy ship losses. The Kammon tunnel at Koji and the Tanna tunnel on the Tokaido line are particularly important. In operation the former eliminates the necessity of transshipment between Kyushu and Honshu while the latter obviates a long slow haul over the Hakone Pass on the main line between the Tokyo and Osaka industrial areas.

Morale Operations

Once established in Japan a Korean organization could be tremendously effective in rumor warfare. However, the Koreans in Japan are vulnerable to Japanese attack. Their effectiveness in intelligence and sabotage should not be jeopardized at an early date by political activity.

TOP SECRET

TOP SECRET

SECRET

~~TOP SECRET~~
OFFICE OF STRATEGIC SERVICES

Research and Analysis Branch

R & A No. 2879

NOTES ON CHINNAMPO BAY, CHEMULPO PORT
(JINSEN), AND WONSAN (GENZAN)--KOREA

Description

Information on the nearby coasts and land areas,
transportation, trade, industries, and political
conditions.

5 February 1945

This document contains information affecting the national defense
of the United States within the meaning of the Espionage Act, 50
USC 31 and 32, as amended. Its transmission or the revelation of
its content in any manner to an unauthorized person is prohibited
by law.

Copy No. _____

SECRET

~~TOP SECRET~~

TABLE OF CONTENTS

PART I (Parts II and III similar)

- I. Weather, Tides, and Adjacent Coast Line
- II. Access
 - A. Water
 - 1. Shipping
 - 2. Port facilities
 - B. Railroads
 - C. Roads
- III. The City
 - A. General Description
 - B. Industries
 - C. Communications
- IV. Administration and Political Conditions

Note: The following maps accompany this report:

AMS City Plans, Chinnamp'c, Inch'on,
Wonsan; 1:10,000.
AMS L651, Sheets 16, 15, 12, 21, 22,
23, 14, 18; 1:250,000.
HO Charts 3236, 5599, 5668, 3248,
3249, 1383, 3237 (these under separate
cover)

TOP SECRET

SECRET

R & A No. 2879

NOTES ON CHINNAMPO BAY, CHEMULPO PORT
(JINSEN), AND WONGSAN (GENZAN)--KOREA

PART I: CHINNAMPO BAY

SECRET

TOP SECRET

I. Weather, Tides, and Adjacent Coast Line.

A. Climate and Weather in Chinnampo area.

Meteorological data for a period from 1910 to 1914 give a yearly average temperature of 50°F., with a low monthly average of 21°F. in January and a high monthly average of 76°F. in August.

The yearly average rainfall is 29.3 inches with the most rainfall in July and August and the least from December to February.

The yearly average of rainy days is 77.

Direction of winds are variable, N and NE during January to March, SE to S and to SW during the months from April to August.

Heijo, some 30 miles farther inland, has about the same temperature range but a little higher rainfall (yearly average of 35.1 inches).

TOP SECRET

B. Navigating Channel to Chinnampo Port.

The Daido Ko empties into the Yellow Sea through numerous sand bars. Several offshore islands lie to the south of the ship channel which winds through the sand bars to reach the river mouth. The banks of the river, as far up as Chinnampo, consist of projecting points with intervening mud filled indentations. Landings can probably be made on most of the projecting points as deep water is indicated.

C. Tidal Currents

At the entrance to Daido Ko the ebb current attains a velocity of $4 \frac{3}{4}$ knots and the flood current $3 \frac{1}{2}$ knots. In the center of the river off Chinnampo, the ebb current runs for $7 \frac{1}{2}$ to 8 hours, the turn of the tide occurring at high water and at $1 \frac{1}{2}$ to 2 hours after low water. Flood currents attain a rate of $3 \frac{1}{4}$ knots and the ebb runs $4 \frac{1}{4}$ knots. Spring tide rise 18 feet; Neap tide rise $12 \frac{1}{2}$ feet.

D. Port Facilities.

Cargo is usually handled by lighters, though ships can berth along the 400 foot wall which has a depth of 12 feet alongside. 3 five ton cargo cranes are on the wall. Tugs and lighters are available.

E. Coast Northward of Daido Ko.

The Bay off this coast is filled with shoals and drying mud

TOP SECRET

banks. Great stretches of drying mud banks guard the shore line. The shore line is indented with numerous small inlets and rather hilly, but the expanse of mud flats fronting the shore line will prohibit any landings except at one or two isolated places with very small boats. Such landings possibly could be made by following certain water channels indicated on H.O. Chart 3236.

F. Coast Southwards from Daido Ko.

This coast as far south as Choppeki Point, some 43 miles; is protected by shoals and sand banks paralleling the coast at an offshore distance of some 7 miles.

Choppeki Point is rough with hills rising to from 980 to 1250 feet a short distance inland.

North of Choppeki Point, for a distance of some 14 miles, the coast is low, swampy in some places, and with several inlets. Landings could possibly be made in this section with shallow draft vessels.

Gorinchi Ki (Phelan Point) is a rough promontory about midway between Choppeki Point and Daido Ko River. Rough hills crowded the coast line, rising to 1300 feet in places.

North of Gorinchi Ki for a distance of about 10 miles the coast again is low and can be approached in light draft vessels.

SECRET

TOP SECRET

The promontory on the southern side of the entrance to Daido Ko River is rough with hills rising to 600 feet a short distance inland.

North of this promontory and on the south side of the entrance to Daido Ko the coast is deeply indented and the indentations are filled with drying mud flats. Landings can be made only on the points of the hilly promontories. About 6 miles offshore and south of the entrance channel to Daido Ko, the large island of Cho Da is hilly with irregular shore line. Elevations rise to over 1100 feet.

TOP SECRET

SECRET

TOP SECRET

II. Access

A. Water

1. Shipping

Chinnamp'o is the chief commercial outlet for north-western Korea. It accommodates 3,000-ton ships at the quay, and larger vessels are loaded and unloaded by means of lighters. The Daido River at Chinnamp'o is 2 miles wide, has depths up to 42 feet, and is cut off from the sea by ice for as much as 3 weeks during winter. Chief cargo handled is coal, high grade anthracite being exported and lower grade being imported from Japan and southern Manchuria.

The Daido River is navigable by 3,000-ton ships to Chinnamp'o, and boats drawing 10 or 12 feet ply to Hosan (H.O. Chart No. 5599). Small freight and passenger boats go to Jido, and very small ones reach Seisen. Barges have been extensively used to ship anthracite from Jido to Chinnamp'o. Above the latter port, the river is frozen from about late December to the middle of March. Tides extend inland to "eiJo, and the water-level is greatly affected by floods in July and August, rising 10 or more feet during that period.

TOP SECRET

2. Port facilities.

TOP SECRET

The anchorage at Chinnampo is a 3-mile stretch of the estuary, one mile wide; it has depths of 7 to 15 fathoms and a mud sand bottom. Most of the northern frontage of the anchorage has been straightened but the chief developed facilities are the large open basin and the coaling docks 1/2 mile east.

The basin, open to the south, has been dredged to a depth of 20 feet and is bordered by quays 840 feet long on the east side and 1,000 feet long on the west side. These quays contain railroad spurs and large warehouses.

The coal pier has a 25 foot depth alongside and is equipped with two mechanical loaders, 190 feet apart, capable of loading 400 tons an hour. Immediately behind it are the Chinnampo Coal Depot and the naval fuel storage area; west of it are coal yards of the P'yongyang (Heijo) Mining Company.

There are other piers and wharves for smaller craft. Large vessels anchor in the estuary and are serviced by tugs and lighters.

In addition to the storage areas mentioned above there are several oil storage warehouses, of which the two largest are Standard-Vacuum Company warehouses, 1/4 mile north and 1 mile southwest of the basin. The warehouses along the waterfront are in large part devoted to rice. Additional storage space is probably available in the industrial plants.

TOP SECRET

SECRET

B. Railroads

1. Chinnamp'o

Chinnamp'o is described as having "extensive terminal facilities". The main yards, size unknown, are located on the southeast side of the station and main line, the station being on the west side of the town. From the yards spur lines branch west, south, and east to docks, piers, and warehouses (see city map). There is no information on whether there are repair shops, roundhouses or engine sheds.

From Chinnamp'o a standard-gauge, single-track, private line operated by Chosen Heian Ry. Co., goes northwest 21.6 miles to Ryuko Hot Springs. Exact alignment is not known.

Chinnamp'o is connected with Pyongyang (Heijo) by the Pyongyang Government Line, 34.3 miles. It is standard gauge (4' 8 1/2"), and single track. In 1941-42 there were about eight trains a day each way, usually 20 cars and not more than 30 cars per train. It is not clear whether these eight trains include passenger trains. Passenger traffic would be largely commuters. Freight is principally coal and iron ore.

SECRET

SECRET

2. Chinnamp'o Hinterland

TOP SECRET

a. Branch lines

Branching from Kiyang, 17 miles from Chinnamp'o, halfway to Pyongyang, is a narrow gauge (2' 6") line north to the vicinity of Oiri, an iron mine. The alignment is not known, but it probably passes through Kangso (Kosei) where a briquet factory is reported. On the Taedong River just south of Kiyang is Hosan Harbor, and from this harbor a 2' 6" gauge line runs north to the Pyongnam line, also connecting probably at Kiyang.

b. Pyongyang Area

Pyongyang, as well as being a center of population, has been developing as an industrial center. The surrounding area is rich in coal and iron ore. The city is on the main doubletracked Kyongsong-Antung railroad line (Kyongyi Line), and from just north of Pyongyang branch an alternate line to Manchuria (via Manp'ojin) and the Pyongwon cross-peninsular line. From the southern suburb of the city a line goes east and north to the coal mine areas at Shodori, and Bessori, connecting with the Pyongwon line at Kichang (Kiso). Several short industrial lines are also in the area, not connected to the main line.

SECRET

SECRET

(1) Yards

~~TOP SECRET~~

At Pyongyang Station on the southeast side of the city are freight yards which were the largest marshalling yards in Korea before the building of the new yards at both Pyongyang and Kyongsong. They are located on the west side of the station, and are reported as being extended north-west.

As the Pyongwon Line was opened and general traffic on the main line became heavier, the Pyongyang yards were inadequate. In the last five years a large yard has been built about five miles to the north of Pyongyang Station, just south of Sop'o (Saiho) on the Kyongyi Line. It is reported that a large roundhouse is located here also. The yards, when completed, were to cover an area $3/4$ mile wide and two to three miles long, along the west side of the railroad line. From Sop'o a branch line has been built southwest to Chojon-ni on the Pyongyang-Chinnamp'o line, allowing freight to and from Chinnamp'o to avoid passing through the Pyongyang yards.

(2) Shops

The Government Railroad workshops at Pyongyang Station, formerly handling only repairs, are now reported to be building freight cars. The repair facilities include a roundhouse with 12-engine capacity.

SECRET

C. Roads

TOP SECRET

A good all-weather highway links Chinnamp'o with P'yongyang (Heijo). Here it joins the main north-south highway of Korea which extends from the Manchurian border at Sinuiju (Shingiahu) through P'yongyang and Kyongsong (Keijo) to Pusan (Fusan). At P'yongyang, the Chinnamp'o highway also forms a connection with an all-weather road which crosses the peninsula to Wonsan (Genzan).

Both the main north-south highway and the Chinnamp'o-P'yongyang highway are major traffic routes and their construction is typical of the main highways of the country. Both roads are three to four lanes wide, constructed on a stone base, topped with sand and smaller stones. Roads of this type are well-maintained, new gravel being added during the rainy season so that the roads remain passable during all seasons. When such roads are well-traveled, the surface becomes hard-packed and, though bumpy, they are frequently able to bear as much traffic as a paved road.

The Chinnamp'o-P'yongyang highway passes through a well-developed industrial area, linking the port town with its hinterland. In pre-war times there was heavy truck and bus traffic between the two cities. It is believed that

SECRET

TOP SECRET

SECRET

~~TOP SECRET~~
traffic now is chiefly military. Trucks and buses were reportedly taken over by the Japanese army several years ago.

A secondary road leads northward from Chinnamp'o, following the coast. This road serves to link the coastal towns with Chinnamp'o. It joins the main north-south highway at Yongyu (Eiju).

~~TOP SECRET~~
SECRET

SECRET

III. The City

A. General Description.

Chinnampo occupies a roughly semicircular area radiating $3/4$ mile from the dredged basin on the waterfront. Projections beyond these general limits are in the direction of large industrial plants upstream and downstream and along a road toward the northwest. Hills 150-300 feet high skirt the city and several of 100 feet or more rise within the built-up area. The northeastern section contains swamps and small ponds; a stream, the Hup'o-ch'on, flows southeastward across the city to enter the Taedong-gang east of the basin.

An industrial school, several other schools, and public buildings afford limited billeting facilities. The city has two small hospitals and a 50-bed provincial hospital with an operating room. Public buildings include the city hall, chamber of commerce, Bank of Chosen, Foreign Government Building, Chinese Consulate, and weather bureau, all in the center of the city, and two post offices and several customs offices and police stations. A prison is on the northwestern outskirts.

The municipal water system furnished an average daily supply of 470,448 gallons in 1937; a reservoir is located $1/4$ mile west of the city hall. The system was supplied in 1927 by two dammed reservoirs, both 6 miles from the city (direction unknown); the larger of these had a capacity of 95,125,000 gallons. Water mains 85,890 feet long serve the city. Sewage is discharged into the river by a mixture process.

SECRET

TOP SECRET

The city is served by transmission lines connecting with large hydroelectric plants in northern Korea; an electric company office is located $\frac{1}{2}$ mile southwest of the city hall.

B. Industries

TOP SECRET

Chinnampo, with a population of 68,676 in 1940, is Korea's principal west coast port and the shipping point for the industrial area of "eijo. It is also the most important rice storage and rice shipping center in Korea. The largest coal depot in Korea is located on the waterfront at Chinnampo where mechanical loading equipment can handle 400 tons of coal an hour. Prior to the war, exports from this port consisted chiefly of rice and coal. Since 1941, however, shipments of iron ore, pig iron, and metals have greatly increased. Exports from Chinnampo in 1942 were valued at 66,000,000 yen and imports at 74,000,000 yen. This port was out-ranked by only one other in Korea with respect to exports and 3 others with respect to imports.

In addition to important harbor facilities, the second largest light metals plant in Korea* is located at Chinnampo, as well as an important copper, lead, and zinc smelter, chemical plants, a machinery plant, and an army arsenal. These producers are listed below:

<u>Company</u>	<u>Product</u>	<u>Remarks</u>
*Chosen Riken Metals Plant	aluminum and magnesium	magnesium manufactured from electrolysis of brine, salt being supplied by salt fields at Koryo Bay
Japan Mining Company	copper, lead, low-grade zinc	located at n.e. end of city
Chosen Nissan Chemical Co.	ammonium sulphate and superphosphates	
Chosen Commerce & Industry co.	machinery	plant greatly expanded in 1938 and 1939

TOP SECRET

SECRET

TOP SECRET

C. Communications

Chinnamp'o has only one reported radio installation. Two towers are located on a hill (Myonghyop-san), in the southwestern part of the city. Prior to 1942 radiotelegraph services were provided for public and ship-to-shore communications. Broadcasting station JBBK in P'yongyang (Heijo) furnished programs in both Korean and Japanese. Chinnamp'o is connected by telegraph and telephone lines to P'yongyang, which is on the main Korean land line networks. The Tokyo-Mukden underground telephone cable passes through P'yongyang, where there is a repeater station.

SECRET

TOP SECRET

~~TOP SECRET~~
SECRETIV. ADMINISTRATION AND POLITICAL CONDITIONS IN
CHEMULPO, WONSAN, AND CHINNAMP'O

Note: Since the greater part of the political and administrative information will be identical for each of the three cities, a general picture has been given of the government, population, police organizations, attitudes of the Koreans, and attitudes of the Japanese toward them. Items of information applicable to the individual cities have been noted.

- A. Governmental Administration. All three cities are classified as fu (a category including most of the largest cities in Korea). Each has a mayor (Fu-in), municipal bureaus, police department, and Municipal Council (Fu-kai) to which is attached the Korean and Japanese educational committees.

The Mayor is appointed by the Governor-General who maintains the essential authority over the government administration of the fu. Immediate supervision is exercised through the Provincial Governor, who reports in turn to the Governor General. The mayor supervises the municipal bureau chiefs and the police department and has veto power over the actions of the Municipal Council. The municipal bureaus are also supervised by the corresponding bureau in the Government General. The Municipal Council nominally represents the people, but in practice the tax requirements for voting exclude most Koreans and allow Japanese the largest vote although they are in all three places in the minority.

According to an official Japanese source in 1943 the heads of the municipalities were as follows:

Chemulpo	(Jinsen)	IKEDA Seigi (5th grade civil service)
Wonsan	(Genzan)	NISHIO Umiharu (6th grade civil service)
Chinnamp'o	(Chinnampo)	MATSUZAWA Shintaro (5th grade civil service)

No more recent information is available on these officials.

B. Population

1. Numbers

1. The governmental terminology used by the Japanese in Korea is quite different from that used in Japan. The Korean fu is thus to be distinguished from a Japanese fu or urban prefecture.

~~TOP SECRET~~

SECRET

TOP SECRET

According to the 1940 census figures the populations of these three cities were as follows:

	Total (1940)	Including (1939) Japanese
Chemulpo	171,165	<u>14,593</u>
Wonsan	79,320	10,205
Chinnamp'o	68,686	6,523

A census was to be taken in May 1944, but there is no available information on the result.

- C. **Police.** The chief contact the average Korean has with government is through the police who supervise such activities as education, health, business, thought control, fire prevention, and censorship. In the absence of a law of habeas corpus, it is possible to suffer imprisonment for many months without knowledge of the exact charge. Police methods are summary and characterized by physical violence.

Police in Chemulpo, Wonsan, and Chinnamp'o are divided into civil and military. The civil police are under the Police Department located in each of the three cities. This is supervised by the Police Bureau of the Government General, whose authority is in part exercised through the Provincial Governor and the Mayor of the city.

It is believed that at present about half of the civil police forces in Korea as a whole are made up of Koreans. In certain cases the Koreans in the police force are disliked by their fellow Koreans because of the excessive severity they display to gain favor with their Japanese masters. Some Koreans in the police force may be pro-Japanese for reasons of self interest, but this group are probably not in the majority. On the other hand, many of the Koreans in the police force have accepted the job only because of the difficulty of gaining a livelihood in other ways, and many of them are really anti-Japanese.

Ordinarily the high police officers are shifted about every two years, but this may not be true in wartime. An official Japanese source of 1943 gives the following Provincial Police Superintendents (do Keishi) who are also Chiefs (shocho) of the PU police stations:

SECRET

SECRET

Chemulpo

Wonsan

Chinnamp'o

(Genzan)

TERASAKA Masao

(6th grade civil service)

ANZAI Kenji

(7th grade civil service)

KATAYAMA Ishiro

(7th grade civil service)

No more recent information is available on official personnel.

D. Attitude of the Koreans

Most Koreans remain intensely anti-Japanese although they may appear to be collaborationists on the surface. This is true even of those Koreans working for the Japanese in relatively responsible positions. There are, however, a certain number of younger Koreans who have been influenced by Japanese indoctrination in the schools. Koreans who have had contact with missionaries tend to respect them highly, and because of this contact, Americans in general enjoy a preference over other nationals. Most of the leaders who had close connections with missionaries, however, probably have been arrested and may still be in prison.

Chinnamp'o and Wonsan are in Northern Korea which in the past has been more actively anti-Japanese than the southern part. Overt anti-Japanese activity, however, is almost impossible because of severe police control. Although there is believed to be some kind of underground organization, little is known about its organization or activities in the places in question.

E. Attitude of the Japanese toward the Koreans.

The Japanese, realizing the Korean hatred toward them, suspect and fear their actions in any time of crisis. Most Japanese habitually treat the Koreans as inferiors, but now, in the need for their cooperation and friendship, the Japanese government is recommending "equal treatment" for them. There is some indication, however, that Japanese methods in Korea dissatisfy even some Japanese.

SECRET

TOP SECRET

SECRET

R & A No. 2879

NOTES ON CHINNAMPO BAY, CHEMULPO PORT
(JINSEN), AND WONSEAN (GENZAN)--KOREA

PART II: CHEMULPO PORT
(JINSEN, INCH'ON)

I. Weather, Tides, and Adjacent Coast Line.

~~TOP SECRET~~

A. Climate and weather conditions in the Chemulpo area.

Meteorological data for the period 1905-1917 indicate average temperature varies from 27°F in January to 76°F in August with lowest monthly average of 21°F and highest monthly average of 83°F.

Average barometric pressure with a high in January of 30.27 and a low of 29.73 in July.

Average humidity with a low of 64% in December and a high of 85% in July.

The average yearly rainfall for this period was 37 $\frac{1}{2}$ inches with the rainiest months in July and August and the driest in December, January and February. The greatest rainfall for a single day was 9 inches during August.

Yearly average of fair days 81

Cloudy days 103

Rainy days 104

Foggy days 39

Fair weather was most prevalent from October to March, averaging from 9 to 10 days per month.

Cloudy days most prevalent from March to September, averaging from 9 to 16 days per month.

~~SECRET~~

~~TOP SECRET~~

TOP SECRET

Similarly, rainy days most prevalent from April to September, averaging from 9 to 14 days per month. Foggy weather most prevalent in July with a monthly average of 10 days. April to June indicate an average of from 4 to 8 foggy days per month. Prevailing winds from November to April were north to NW. Prevailing winds from May to July were SW. From August to October prevailing winds were NE. Average force of winds on the Beaufort Scale was 4 during winter month and 3 during summer. Average of stormy days during year was 172, with the highest frequency from November to March.

Average 1st frost Nov 8

Earliest frost Oct. 26, 1916

Average last frost April 6

Latest frost, April 17, 1908 and 1917

Average 1st snow Nov. 17

Earliest snow Nov. 6, 1905

Average last snow March 24

Latest snow April 19, 1911

B. General Coastal Description

The western coast of Korea is very broken with many off shore islands, rocks, shoals and mud banks. Approach

SECRET

SECRET

~~TOP SECRET~~

to the coastline in the vicinity of Chemulpo (Jinsen) is difficult, due to these hazards and in many places, coastal mud banks would prevent any approach to the main shore except through certain channels.

- C. Chemulpo (Jinsen) Port. (Lat. 37deg28' N-Long. 126deg37' E). Chemulpo is the 2nd ranking port of Korea and is connected by railroad to Keijo (Seoul).

It is situated on a peninsula on the western side of the Yen Ga River about 5 miles upstream from the river's mouth. The Yen Ga River is the southern distributary of the Han Ko (Seoul) River, connecting with the latter at a point about 20 miles above Chemulpo. The Yen Ga is navigable for small boats but the channel winds between islets, rocks and sand banks and the tidal current in the narrow passages attain a velocity of 8 knots at spring tides.

There is a tidal basin in the port which can accommodate three 4,500 ton vessels. Vessels with a draft of 27 feet, length of 260 feet and beam of 60 feet can enter basin. Loading cranes, railroad tracks and water pipes are available. A breakwater has been built southwest from the tidal basin about 1 3/4 miles to the main channel. On the north

SECRET

SECRET

TOP SECRET

a breakwater connects the main land with Getsubi-to, an island in front of the port. Another breakwater is built southwards from Getsubi-To to the small island Sho Getsubi. A dredged channel inside the breakwaters, leading to the tidal basin was projected with a 14 foot depth but it was not known in 1932 whether this depth existed.

A number of islands to the west of the Yen Ga River, opposite Chemulpo, are surrounded by extensive mud flats. Large ships coming into the mouth of the Yen Ga find anchorage with good holding ground south of the breakwater entrance. Farther upstream the bottom is rocky in many places.

The mean high water interval at the port is 4 hours 32 minutes; spring tide range is 26.5 feet; mean range is 19.1 feet. Tidal currents from the mouth of the Yen Ga to abreast of Chemulpo attain a velocity of 3 to $3\frac{1}{2}$ knots at spring tides and about $2\frac{3}{4}$ knots at neap tides. Currents turn from about $\frac{1}{4}$ to $1\frac{1}{2}$ hours after high and low water.

D. Navigating Channels south of Jinsen.

There are two ship channels to the mouth of the Yen Ga River, the Higashi-suido (East Channel) and the Nishi-suido (Flying Fish Channel). Deep draft vessels can use either

SECRET

SECRET

~~TOP SECRET~~
channel but prefer the Higashi-suido as the tidal currents (about 4 knots) are weaker and the channel is lighted for night navigation. However many islands and shoals bound both channels and care is required because of these hazards and the strong currents. See H.O. Charts 3237 and 1383. Many of these islands are wooded and have elevations of 500 feet or more.

The Nishi-suido channel, with tidal currents often attaining a velocity of 5 knots, is unlighted for night navigation.

The channel to Gazan Anchorage leaves the Higashi-suido channel east of the Fu-to light and leads southeast a distance of 18 miles to the anchorage.

E. Delta of the Kan Ko (Seoul River)

Besides the Yen Ga, there are three other distributary channels from the Kan Ko (Seoul River). From South to North, these are the Choho-suido which leads south westwards from the Yen Ga through a series of mud banks, shoals and islands, and in places has a tidal current which attains a velocity of 6 knots.

Farther north, the Meioumu Channel winds through many shoals, mud banks and islands. It is 800 yards wide at its narrowest part with tidal currents varying from 3 to more than 6 knots.

SECRET

TOP SECRET

The Kyodo-suido channel winds past islands and through extensive mud flats to join the Meicumu channel near the mouths of the Yesan Kan and Kan Ko rivers.

Vessels drawing less than 6 feet can reach Keijo during most of the year. Vessels drawing 12 feet can reach Hanshi-to, about 5 miles downstream from Keija.

Navigation follows the Yen Ga north from Wansan and thence up the Kan Ko river.

Navigation through the other delta channels of the Kan Ko is limited to light draft vessels having local knowledge.

F. General:--

Landings can be made on many of the off shore islands and at a few points on the mainland, mostly on the ends of peninsulas. As stated before, extensive mud flats, as indicated on the H.O. charts, prevent easy access to the main shore, except through certain channels or on the ends of a few peninsulas.

SECRET

TOP SECRET

SECRET

II. Access

TOP SECRET

A. Water

1. Shipping

Inch'on, port for the capital city of Keijo, is one of Korea's leading ports. It has a well-protected, ice-free harbor, but loading and unloading is handicapped by the large tidal range (over 30 feet at spring tide). To facilitate shipping, a tidal lock gate was built in 1923 and in 1935 construction was started on a double-lock gate. The lock basin can accommodate 5 ships of 5,000 to 8,000-ton size. Prior to the war, Inch'on had regular steamship service to Honshu, Dairen, Tsingtao, and Shanghai. During 1937 Inch'on handled an aggregate of 1,950,000 tons of shipping. Exports to Japan had a value of 99,060,208 yen, and imports from that country amounted to 185,715,479 yen. Principal exports included marine products, hides, iron, soya beans, and rice bran. Imports included rice, millet, flour, salt, machinery, petroleum, and cement.

SECRET

TOP SECRET

SECRET

~~TOP SECRET~~
2. Port facilities.

The tidal basin at Inch'on measures 1800 by 800 feet, a total of 33 acres; the locks are 60 feet wide. Along the north side are berths for three 4,500-ton vessels and on the south side for four 2,000-ton vessels. There are two floating 30-ton cranes and several fixed cranes.

A new and larger locking dock and tidal basin is reported under construction in the area south of the present one. Other facilities include six small piers between the tidal basin and the breakwater to Wolmi do (Get-sub-i-te) and an open lumber basin north of this breakwater.

Warehouses served by rail sidings line the tidal basin and the western part of the waterfront. Other closed storage is available in the various industrial plants. Coal and oil are stored on Wolmi-do and at the eastern end of the breakwater leading to that island.

Two shipbuilding plants, the Chosen Shipbuilding and Iron Manufacturing Co. and the Chosen United Transportation Co., were planned in 1940.

SECRET

B. Railroads

TOP SECRET

1. Inch'on (Jinsen)

(a) Yards.

There are extensive terminal facilities at Inch'on. The principal yards are adjacent to the Inch'on Railroad Station on the north side of the town. They extend about 1/3 mile north of the station. From these yards a spur line runs south along the docks and to the tidal basin where tracks encircle the basin, affording ship-to-rail transfer.

On the northwest side of the city is Sang-Inch'on (Upper Inch'on) railroad station with a few freight sidings, on the Kyongin line to Kyongsong (Keijo).

(b) Shops.

Available sources give no indication of repair facilities in Inch'on. Two private companies, however, have rolling stock manufacturing plants at Inch'on. A plant of the Kyuzan Construction (Mfg.) Co., located between Inch'on Station and the tidal basin, approximately 1/3 mile south of the station, manufactures railroad equipment, steel bearings, steel girders for bridges and other steel products.

The Japan Vehicle Co. (Nippon Car works) plant is believed to be on the promontory about 1/2 to 3/4 of a mile northeast of Sang-Inch'on Station. This plant is reported

SECRET

~~TOP SECRET~~

to produce rolling stock, presumably freight and/or passenger cars, as well as general railroad equipment. No production figures are available for either of these two plants.

2. Inch'on Hinterland

(a) Rail lines.

Two railroad lines run out of Jinsen. A narrow gauge (2' 6") private line, Chosen Keito Ry. Co., runs south-east 32.3 miles to Suigen on the main Kyongbu line (Kyongsong to Busan) and 45.6 miles further east to Reishu. It is believed that this line leaves Sang-Inch'on Station but exact information is as yet not forthcoming.

The Government Ry. line, Kyongin, runs east 24.2 miles to Kyongsong. It is standard gauge (4' 8 $\frac{1}{2}$ ") and double track. Although reported, it is doubtful that this line has been electrified or even that conversion work has been started. Freight traffic over this line is heavy.

This line joins the main Kyongbu line at Yongdungp'o (Eitoho), suburb of Kyongsong, 19.2 miles from Inch'on. Yongdungp'o is the passenger change for Inch'on from the northbound trains on the Kyongbu line.

(b) Kyongsong area.

Kyongsong is the transportation and communications center of Korea. It is at the center junction of the "Y"

SECRET

~~TOP SECRET~~

SECRET

TOP SECRET

formed by the Korean railroad system. All lines running south to Pusan to through Kyongsong. To handle the dense traffic this occasions, two new yards have been built, and repair facilities expanded.

(1) Yards.

Kyongsong supports three classification and marshalling yards of major importance. Suishako (Japanese names) on the west serves the main double-tracked Kyongyi line (Kyongsong to Antung, Manchuria). Seiryori (Japanese name) on the east serves the Kyongwon (Kyongsong-Wonsan) and Kyongkwong (Kyongsong-Andong-Pusan alternate) single-tracked lines. Ryuzan on the south serves all three above lines and the Kyongbu main line.

Suishako is about 3 miles west of Kyongsong. The yards are of hump-gravity type. Capacity is unknown, but believed to be of good size. At Suishako the Kyongyi line divides, one alternate running east through Kyongsong Station and then south to Ryuzan, the other directly south-east to Ryuzan. Freight traffic can thus be routed to Ryuzan avoiding the passenger congestion of Kyongsong Station. Both routes are double-tracked.

Ryuzan Station is on the southern outskirts of Kyongsong, just north of the Taedong River bridge. The Ryuzan yards are to the south and west of the station and tracks. here are not only yards, but the principal Government

TOP SECRET

SECRET

~~TOP SECRET~~
railroad workshops, repair shops, roundhouse, and concomitant facilities.

The location of Seiryori yards are not as yet precisely determined. Some reports have it the next station east of Ryuzan (southeast of Kyongsong), "an extension of the Ryuzan yards", and others have it "3 miles east of the center of the city." All sources agree, however, that it is at the junction of the Kyongwon line going northeast and Kyongkwong line going southeast. These yards are reported "quite large" and built as a relief for the overcrowded Ryuzan yards. There may be some repair facilities here also.

(2) Shops.

The Government railroad shops at Ryuzan are the largest in Korea. They are located at the south end of the yards. 1939 production was 4 locomotives, 150 passenger cars, and 1,800 freight cars. A 1943 estimate, since expansion, could be between 20 and 25 locomotives at the expense of fewer passenger and freight cars. The repair shops are capable of handling all major repairs.

In the northwest section of Ryuzan suburb is another plant of the Ryuzan Construction Co. which produces railway equipment.

Also in Kyongsong, location unknown, is a plant of Hironaha Shoko, manufacturing rolling stock as well

SECRET

TOP SECRET

as mining equipment and other machinery.

At Yongdungp'o, across the Taedong River from Kyongseong, is the largest plant of the Ryusan Construction Co., which turns out freight and passenger cars. It has been reported that it also builds light locomotives for use on private railways, possibly motor cars.

SECRET

TOP SECRET

C. Roads

Inch'on, the port for the capital city of Kyongsong (Keijo, Seoul), is located at the tip of a long peninsula and is linked with Kyongsong and its hinterland by a single well-constructed stone-based highway. The sand and stone topping was reported to have had an oil binder which made the surface quite hard. The highway closely parallels the railway and, as the only other means of access by land, carried heavy truck traffic to and from Inch'on.

At Yongdungp'o (Eitoho) the Inch'on road joins the main north-south highway and proceeds east with it across the Han river bridge into Kyongeong. There it connects with the highway which extends northeast across the peninsula to Wonsan (Genzan).

SECRET

TOP SECRET

SECRET

III. The City

TOP SECRET

A. General Description

Inch'on occupies the northwestern tip of a peninsula and is surrounded by water on the north, west, and south. The built-up area is roughly rectangular and measures a little over a mile on each side. The site is gently rolling to nearly level for the most part, but contains several hills 150 to 200 feet high. The street pattern is notably irregular except along the southern waterfront, where a rectangular grid is developed. Industrial and commercial districts border the southern, western, and northwestern waterfronts.

Schools suitable for billeting are scattered through the city. The chief hospital is a provincial hospital with an operating room and 75 beds; three others are indicated on the map. Public buildings are concentrated in a belt along the southern slope of a hill overlooking the southern waterfront; these include British and Chinese consulates, city hall, library, banks, county office, and court house.

As of 1927 Jinsen's water supply came by aqueduct from the Keijo system, using water from the Han-gang. A large reservoir and a filtration plant are located northeast of the city. In 1937 the average daily supply was 1,223,000 gallons; 35% of the population was served.

Power is supplied by transmission lines; most of it comes from hydroelectric plants in northern and central Korea. An electric company office is located along the western waterfront, and a transformer is on the eastern outskirts.

~~TOP SECRET~~

SECRET

A gas plant is located on the south side of Wolmi-do
in the harbor.

SECRET

B. Industries

Jinsen, with a population of 171,165, is the fifth largest city in Korea and the second most important commercial port. Its imports, valued at 293,000,000 yen in 1942, supply the new industrial area between Jinsen and Keijo. There probably are numerous small machine shops and other small plants contributing to the production of larger plants engaged in war industries. The larger plants are listed below:

<u>Company</u>	<u>Product</u>	<u>Remarks</u>
Nippen Car Works	locomotives and freight cars	
Ryusan Construction Co.	rolling stock and equipment	
Chosen Machine Manufacturing Co.	ordnance, heavy machinery, cast and special steel products	
Commerce and Industry Iron Works	mining machinery	
Chosen Chemical Industry Co.	welding machinery	
Riken Steel Co.	mining machinery	
Chosen Central Electric Co.	electric motors and other electric machinery	Under construction in 1940; completion not confirmed.
Tokyo Shibaura Electric Co.	electric motors and transformers	
Hidachi Construction Co.	aircraft motors, bearings	
Chosen Riken Metals	pig iron, alloy steel, aluminum, magnesium	This plant was reported sold to another group, but new name of company is not known.
Chosen Kayaku Chuho KK	gunpowder	

SECRET

TOP SECRET

SECRET

<u>Company</u>	<u>Product</u>	<u>Remarks</u>
Chosen Kosaku	glycerine	
Army Arsenal	munitions	
Toyo Spinning Co	cotton textiles	(150,000 spindles)
Toikoku Hemp Co.	hemp textiles	

SECRET

TOP SECRET

SECRET

C. Communications

Inch'on (Jinsen) has only one radio installation which has been reported. It is located in the south-central section of Wolmi-do (Getsubi-to), an island in the harbor. In 1942 radiotelegraph service was provided for public and ship-to-shore communications. Broadcasting station JODK in Kyongsong (Keijo) has at least one 10,000 watt and one 50,000 watt transmitter. It originates programs in both Korean and Japanese, and has transcription equipment for rebroadcasting programs originating in Japan. Inch'on has telegraph and telephone connections with Kyongsong, which is the center of Korean land line networks. The Tokyo-Mukden underground telephone cable is aldi through Kyongsong, where there is a repeater station.

SECRET

IV. ADMINISTRATION AND POLITICAL CONDITIONS IN CHEMULPO, WONSAN, AND CHINNAMP'O

SECRET

Note: Since the greater part of the political and administrative information will be identical for each of the three cities, a general picture has been given of the government, population, police organizations, attitudes of the Koreans, and attitudes of the Japanese toward them. Items of information applicable to the individual cities have been noted.

- A. Governmental Administration. All three cities are classified as fu (a category including most of the largest cities in Korea).¹ Each has a mayor (Fu-in), municipal bureaus, police department, and Municipal Council (Fu-kai) to which is attached the Korean and Japanese educational committees.

The mayor is appointed by the Governor-General who maintains the essential authority over the government administration of the fu. Immediate supervision is exercised through the Provincial Governor, who reports in turn to the Governor General. The mayor supervises the municipal bureau chiefs and the police department and has veto power over the actions of the Municipal Council. The municipal bureaus are also supervised by the corresponding bureau in the Government General. The Municipal Council nominally represents the people, but in practice the tax requirements for voting exclude most Koreans and allow Japanese the largest vote although they are in all three places in the minority.

According to an official Japanese source in 1943 the heads of the municipalities were as follows:

Chemulpo (Jinsen)	IKEDA Seigi (5th grade civil service)
Wonsan (Genzan)	NISHIO Umiharu (6th grade civil service)
Chinnamp'o (Chinnampo)	MATSUZAWA Shintaro (5th grade civil service)

No more recent information is available on these officials.

B. Population

1. Numbers

1. The governmental terminology used by the Japanese in Korea is quite different from that used in Japan. The Korean fu is thus to be distinguished from a Japanese fu or urban prefecture.

SECRET

SECRET

According to the 1940 census figures the populations of these three cities were as follows:

	Total (1940)	Including (1939) Japanese
Chemulpo	171,165	14,593
Wonsan	79,320	10,205
Chinnamp'o	68,686	6,523

A census was to be taken in May 1944, but there is no available information on the result.

- C. Police. The chief contact the average Korean has with government is through the police who supervise such activities as education, health, business, thought control, fire prevention, and censorship. In the absence of a law of habeas corpus, it is possible to suffer imprisonment for many months without knowledge of the exact charge. Police methods are summary and characterized by physical violence.

Police in Chemulpo, Wonsan, and Chinnamp'o are divided into civil and military. The civil police are under the Police Department located in each of the three cities. This is supervised by the Police Bureau of the Government General, whose authority is in part exercised through the Provincial Governor and the Mayor of the city.

It is believed that at present about half of the civil police forces in Korea as a whole are made up of Koreans. In certain cases the Koreans in the police force are disliked by their fellow Koreans because of the excessive severity they display to gain favor with their Japanese masters. Some Koreans in the police force may be pro-Japanese for reasons of self interest, but this group are probably not in the majority. On the other hand, many of the Koreans in the police force have accepted the job only because of the difficulty of gaining a livelihood in other ways, and many of them are really anti-Japanese.

Ordinarily the high police officers are shifted about every two years, but this may not be true in wartime. An official Japanese source of 1943 gives the following Provincial Police Superintendents (do keishi) who are also Chiefs (shocho) of the FU police stations:

SECRET

SECRET

Chemulpo

~~TOP SECRET~~

TERASAKA Masao

(6th grade civil service)

Wonsan

(Genzan)

ANZAI Kenji

(7th grade civil service)

Chinnamp'o

KATAYAMA Ishiro

(7th grade civil service)

No more recent information is available on official personnel.

D. Attitude of the Koreans

Most Koreans remain intensely anti-Japanese although they may appear to be collaborationists on the surface. This is true even of those Koreans working for the Japanese in relatively responsible positions. There are, however, a certain number of younger Koreans who have been influenced by Japanese indoctrination in the schools. Koreans who have had contact with missionaries tend to respect them highly, and because of this contact, Americans in general enjoy a preference over other nationals. Most of the leaders who had close connections with missionaries, however, probably have been arrested and may still be in prison.

Chinnamp'o and Wonsan are in Northern Korea which in the past has been more actively anti-Japanese than the southern part. Overt anti-Japanese activity, however, is almost impossible because of severe police control. Although there is believed to be some kind of underground organization, little is known about its organization or activities in the places in question.

E. Attitude of the Japanese toward the Koreans

The Japanese, realizing the Korean hatred toward them, suspect and fear their actions in any time of crisis. Most Japanese habitually treat the Koreans as inferiors, but now, in the need for their cooperation and friendship, the Japanese government is recommending "equal treatment" for them. There is some indication, however, that Japanese methods in Korea dissatisfy even some Japanese.

SECRET

SECRET

R & A No. 2879

NOTES ON CHINNAMPO BAY, CHEMULPO PORT
(JINSEE), AND WONSAN (GENZAN)-- KOREA

PART III: WONSAN (GENZAN)

TOP SECRET

SECRET

I. Weather, Tides, and Adjacent Coast Line.

1. General Weather conditions affecting Korean east
coasts and tides

a) Temperature: In the Wonsan area and northward, the
range in temperature is great, due principally to
cold winters. Summer heat is somewhat moderated by
prevailing southeast winds and cloudy weather.

b) Meteorological data at Joshin (Sónjin) some
140 miles north of Wonsan for a period from 1906
to 1917 show a temperature range (average) from
21°F in January to 71°F in August.

Average Barometric pressure shows a high of
30.18 in January with a low of 29.72 in June.

Average humidity with a high of 87 in July and
a low of 62 in December.

Average yearly rainfall 27.2", heaviest during Summer

Yearly average, clear days 85

cloudy " 116

rainy " 110

Considerable snow during winter with severe storms.

Fogs are rare during N.W. winds and of short duration.

Fogs are persistent with winds from NE or SE.

SECRET

Frequent fogs during summer with highest average of 16 foggy days in July.

Weather at Wonsan probably is very similar to the above.

- c) In immediate Wonsan area prevailing winds are Southwest to West although there is an increase in frequency of NE winds in summer months.

In general east coast area of Korea prevailing winds are NW to N from November to February with frequent gales. March has variable winds, mainly from NE to NW or from SE to SW. After April, Southerly winds prevail and their frequency increases until June or July. In September variable winds are experienced which shift to the winter Northerly winds in October.

2. Sea Currents

A branch of the Kuro Shiwo current sets Northward along east coast of Korea (average rate of $1\frac{1}{2}$ knots) during the summer months. During winter this current gradually decreases and sometimes is displaced by a southerly current. Except for this tidal currents, minor currents are governed by direction and force of winds.

SECRET

10/ SECRET

SECRET

3. Ice

Thin ice can be expected in the bays and ports of this area during winter months. The bay in the vicinity of Bayo-to (Mayan-to), 70 miles North of Wonsan has ice up to 2' in thickness during the 4 winter months.

4. General physical features of east coast

The east coast of Korea is mountainous with narrow broken strips of coastal cultivated plains. There are few good harbors.

Standard time zone is the 135 Meridian east of Greenwich or 9 hours faster than Greenwich S.T.

Sailing distances: Wonsan to Vladivostok - 324 Nautical Miles

"	to Hokodate	- 747	"	"
"	to Fusan	- 190	"	"
"	to Yokohama	- 921	"	"
"	to Honolulu	- 3933	"	"
"	to San Francisco	- 4866	"	"

5. Wonsan (Gensan), (Lat. 39°10' N., 127°26' E.; H.O. Chart 3249), is situated on the southwestern shore Gensan-Bay, which is the southern extension of Eiko-wan (Yung Hing Bay).

SECRET

TOP SECRET

TOP SECRET

SECRET

Gensan Bay is about 3 miles wide across its entrance west of the Katsuma Peninsula which gives good shelter to the bay from easterly winds. A breakwater sheltering the inner harbor connects Chotoku-to to the mainland west of Wonsan. Depths of water are shown on H.O. Chart 2580.

6. Eiko-wan (Yung Hing Bay) is about $8\frac{1}{2}$ miles wide at its entrance between Nankaku (Defosses Point) on the north and Ilari Point on the south. The northern extension of the Bay, west of the Nakhimova Peninsula, is known as Shoden-wan (Port Lazaref). The southern extension of the Bay is the previously described Gensan Bay. There is mud bottom and good holding ground for anchorage over most of the Bay area. Water depths in fathoms are shown on H.O. Chart 3249. Considerable protection from northeasterly to southeasterly winds is afforded by the Nakhimova Peninsula and the islands and rocks scattered across the entrance to the bay. Some of these islands are well wooded, and rise to an elevation of 269 feet.

7. Shoden-wan (Port Lazaref), the northern extension of Eiko-wan (Yung Hing Bay) is some 5 miles long, north and south, by $2\frac{1}{2}$ miles wide. It is protected from the east by the Nakhimova Peninsula. This peninsula is a long neck of land, low and sandy in its northern section and

TOP SECRET

SECRET

SECRET

rough and mountainous in its southern end, with an elevation of 1253 feet at Samusan Bon (Mountain). The northern end of Shoden-wan is shallow. The Yohun Kan (river) empties into the northwestern part of the bay, forming numerous sand bars.

The western shore is rugged and deeply indented. The Shoden-wan has little commercial importance, as there are few villages on its shore and the surrounding country is characterized by poor vegetation and a scarcity of trees. The middle and southern sections of the bay afford well sheltered anchorage over mud bottom with good holding ground. For two months during winter this bay may be covered with thin ice but the ice is readily broken up by strong winds; northerly winds will drive the ice south into the Gensan Bay area.

8. The western section of Eiko-wan (Yung Hing Bay) has a regular shore line with several small scattered settlements. The petroleum loading depot at Bumpyo, about 6 miles northwest of Wonsan, has an 8-inch floating pipe line which extends 500 feet out from a small jetty.

Tides. The highwater interval at full and change of tide is 3 hours 17 minutes.

Spring tides rise $1\frac{1}{2}$ feet; Neap tides rise 1 foot.

TOP SECRET

SECRET

TOP SECRET

Keitai Gan (Hyonjei Somu) are two conspicuous 50-foot-high white rocks surrounded by shoals area located well off shore in the center of the entrance to the Bay.

The Kinshin San, a fresh water stream accessible by boat. discharges into the southern end of the Bay. A small settlement is located at this point.

The northern section of Kanko-wan is known as Seikoshin-ko (Soho Bay) which is protected on the east by a peninsula whose southern extremity is Panyansomu Kutchi (Gaiyoto-Ten). See H.O. Chart 2580.

The eastern shore of the bay is irregular with several islands and shoal water. Several small towns are located along the shore line,

The main port Konan, located at the northern end of the bay, has a large phosphate plant. A wharf and 1200 yard breakwater has been constructed with a 32' deep dredged channel running southeast to outer Bay area.

Anchorage outside of wharf and breakwater area is exposed to southerly and southeasterly winds. Wharf equipment includes cargo cranes and railroad connected to interior, also lighters and small tugs. Fresh water is laid on wharf.

TOP SECRET

SECRET

9. Coast North from Eiko-wan (Yung Hing Bay)

The rough highlands at the southern end of the Nakhimova Peninsula are some 5 miles long, south to north. The remainder of the peninsula, some 5 miles long, is a low sandy isthmus with several low tree covered hills near its northern end. The small village of Senagujin, at the north end of the Nakhimova Peninsula, is further identified by a black rock which is conspicuous against the sandy beach.

North of Senagujin the coast is regular, low and sandy for a distance of about 6 miles. An inlet at Senagujin leads northwards into a narrow Lagoon paralleling the coast for a considerable distance.

Further north, for a distance of some 8 miles the coast is rough with high well-wooded hills rising to some 1300 feet in a distance of $1\frac{1}{2}$ to 2 miles.

The salient point in this area is Pyakkuan Kutchi, with a 13 foot high isolated rock some 600 yards off shore from the point.

Further north, the Kamko-wan (Ham heung Bay), extends for a distance of some 14 miles. This open bay, with a low sandy shore line, is divided into two bights by the shoals and small island of Hwa-to (Hoa Somu) extending about $1\frac{3}{4}$ miles out from the western shore.

SECRET

SECRET

TOP SECRET

Two rivers, the Sonshon Gan and the Koan Po (Ko-ho) discharge through several mouths into the western bay area.

10. Coast South from Eiko-wan (Yung-Hing Bay)

The shore along the eastern side of the Katsuma Peninsula is low and sandy for a considerable distance to Saglio Point.

From here to Ilari Point the shore is rough and precipitous. See H.O. Chart 3249.

Kunto Somu (Verte Island) with a height of 161 feet is located $1\frac{1}{2}$ miles northwest of Saglio Point and about the same distance from the sandy shore line. From Ilari Point, the coast runs southeast and east a distance of about 7 miles to Amuyon Kutchi, a low point of an isolated group of hills with a large inland lagoon to the south (Shodon Chon). The coast between Ilari Point and Amuyon Kutchi forms a bay, open to the north, with high shores along its western part and low sandy shores in the east central part. The island Koku-to with a height of 135 feet is located about 1 mile north west of Amuyon Kutchi Point.

South eastward from Amuyan Kutchi Point the narrow sandy shore runs for a distance of about 8 miles. There are several inland lagoons along the coast with hills inland to the west.

SECRET

TOP SECRET

SECRET

Kotei-Ho (Kuze Po), a small bay about $11\frac{1}{2}$ miles southeast of Amuyon Kutchi Point, affords anchorage protected from all but easterly winds. The small village of Koteiri is located on this bay.

Southeast of Kotei-Ho, the shore is low and sandy for a distance of about $4\frac{1}{2}$ miles, ending in Kyushin Tan (Yantsinliang Point) a protruding abrupt headland. Aru Somu, a 353 foot high island, is about 8 miles off shore from Ky shin Tan.

Southeast of Kyushin Tan for a distance of about 6 miles, the coast forms a shelving bay ending in Saotsu kau (Zelanago Point). The northwestern section of the shore is low and sandy. Further south, hills crowd the shore.

From here to the southeast, the coast line is irregular with hilly country close to the sea.

A railroad follows the coast from Ilari Point southeastwards.

The coast is open to winds from north to east.

TOP SECRET

SECRET

II. Access

A. Water

1. Shipping

Wonsan, a large Japanese naval and submarine base having naval warehouses and oil tanks, is one of the most important ports on the east coast. Its natural harbor is spacious, and a series of breakwaters give shelter against north winds. Within the breakwaters are depths of 3 1/3 to 4 fathoms; outside, anchorage can be obtained in depths of 4 to 7 fathoms. In winter ice accumulates in the southern part of the bay, but the port is never ice-bound. Wonsan was a regular port of call on a prewar steamship line connecting Vladivostok and Fusan, and was a terminal of a line to Japan. Her trade with Japan in 1938 amounted to 44,503,469 yen, exports totalling 17,838,141 yen and imports 26,667,328 yen. Principal exports include rice, soya beans, cattle, lumber, charcoal, and fish products.

TOP SECRET

SECRET

2. Port facilities

Wonsan, a port with a daily capacity of 3,200 long tons in 1937, has a well-protected harbor of 2,500 acres at the head of a small bay. Depth at the entrance and in the harbor are entirely adequate for any vessel that can moor alongside. Anchorage in 5 to 6 fathoms is found in the southeast part of the bay.

The port itself is on the west side of the bay. It is protected from northerly winds by two detached breakwaters with a total length of 3,280 feet. Facilities for handling general cargo include two piers 550 feet long and 2,400 feet of wharves. Alongside depths range from 6 to 23 feet. Cranes include a 30-ton electric, a 42-ton steam, and a 3-ton hand crane. Warehouses with a capacity of 500,000 tons are on or adjacent to the wharves. Railroad tracks serve the wharves and the south pier (coaling pier).

The normal coal supply in 1937 was 2,000 tons and the fuel oil supply in 1941 was 200,000 barrels. The Chosen Oil Refinery east of the city and the Rising Sun Petroleum Company 8 miles northwest have floating pipelines and other special facilities for handling oil. Water is available at quayside or from water boats. Lighters and tugs are available for servicing large vessels.

There is a small shipyard and dry dock at the north end of the port area.

SECRET

SECRET

B. Railroads

1. Wonsan

In the city of Wonsan, multiple spur tracks serve the piers (See city map). Terminal facilities are good. Just northwest of Wonsan Station are repair shops with roundhouse. As best as can be determined, these are the only repair shops serving eastern central Korea, and in these circumstances can be assumed to be capable of major repairs. Adjacent to and northeast of the station are numerous sidings, exact size unknown.

2. Wonsan Hinterland

Wonsan is the terminus of the Kyongwon line (south to Kyongsong) and of the Hamkyong line (north to Susong [Yujŏ]). At Ambyon (Ampen) 7 miles south of Wonsan, the uncompleted Donghai line branches east to run along the east coast. At Kowan (Kogen), 30 miles north of Wonsan on the Hamkyong line, the Pyongwon line branches west to Sŏp'o and Pyongyang (Heijo). All these lines are single track and standard gauge (4' 8½").

From Wonsan north the Hamkyong line is generally easy grade and no extreme curvature. The Pyongwon line west and the Kyongwon line south, however, are laid across the rugged mountainous terrain stretching the length of the peninsula. Steep grades and frequent curves are characteristic. In spite of these deterrents, traffic has been reported as heavy on these cross-peninsular lines. On the Pyongwon line trains consisted usually of 15-20 freight cars with 1-2 passenger cars attached. They were pulled by Baldwin

TOP SECRET

SECRET

type steam locomotives, single locomotive per train, freight cars averaging 30-ton capacity. There appear to be no exclusively passenger trains in operation. On the Kyongwon line are separate passenger and freight trains. Passenger trains are mostly third class. Baldwin type steam locomotives are the rule, and a second locomotive is reportedly used in the mountainous area between Ambyon and Sep'ori (Semperi).

TOP SECRET

SECRET

SECRET

C. Roads

Wonsan (Genzan) is located on the main motor road connecting Kyongsong (Keijo) with the ports of northeastern Korea. Between Kyongsong and Wonsan the road crosses the peninsula's mountain backbone and, though all-weather, is not of uniform width, is winding and has some rather steep grades. From Wonsan northward to Chongjin (Seishin), Najin (Rashin), and Unggi (Yuki) the main highway follows the coast. It is a two or three lane stone-based road with well-constructed concrete bridges.

To the north of Wonsan a less-travelled route branches from the coastal highway, crosses the peninsula and connects Wonsan with P'yongyang (Heijo).

A coastal road extends south from Wonsan but it is not a main traffic route.

TOP SECRET

SECRET

SECRET

III. The City

A. General Description.

Wonsan extends for two miles along a narrow coastal plain bordering the southwest side of Wonsan Bay; hills 250-400 feet high rise abruptly behind the city. It is composed of two units connected by a mile-long populated strip. The northern unit occupies a triangular site between the bay, the hills to the back, and a small stream, the Kujokhon-ch'on; the southern unit is roughly crescent-shaped. The chief commercial section and a Japanese residential area make up the greater part of the northern unit, which has straight, wide streets. The southern unit is mostly a Korean residential section of narrow, winding streets; east of it is the Chosen Oil Refinery.

Billeting is available at two large and 15 smaller schools and probably also at the naval air station and submarine base on Kalma peninsula. A provincial hospital with 100 beds and an operating room is the largest in the city; a private and a mission hospital have 40 and 60 beds respectively. Most of the public buildings, including the Russian and Chinese consulates, city hall, chamber of commerce, and a bank, are in the northern end of the city.

The water supply system, using water from the Akata-gawa, 7.3 miles away, had two settling basins, four filterbeds, and a purewater reservoir. There were 89,100 feet of water mains in 1936, and the average daily supply was 717,500 gallons.

TOP SECRET

Power from North Korean hydroelectric plants is brought in by transmission lines. The electric company office is in the southwestern corner of the northern section.

TOP SECRET

SECRET

B. Industries

Genzan, with a population of 79,320, is an east coast port of less commercial significance than Chinnampo. In 1942 its exports were valued at 7,600,000 yen and its imports at 31,000,000 yen. Some anthracite coal is transported across the peninsula from mines around Heijo to Genzan, and shipped from there to Japan. Korea's sole petroleum refinery, belonging to the Chosen Oil Co. is at Genzan. This has a crude oil capacity of 5,000 barrels a day. Crude oil must be imported. The Nichinan Aluminium plant produces a comparatively small amount of aluminum and alumina. At Bumpyo, a suburb of Genzan, the Sumitomo Mining Company has a copper smelter, and the Rising Sun Petroleum Company has considerable oil storage facilities. A large part of the population in and around Genzan is engaged either in fishing or in fish processing, including drying and canning fish and the production of fish oil.

TOP SECRET

SECRET

Power from North Korean hydroelectric plants is brought in by transmission lines. The electric company office is in the southwestern corner of the northern section.

C. Communications

Wonsan (Gensan) is one of the most important communications centers on the east coast of Korea. In 1942, point-to-point radiotelegraph service with other land stations was available, as was also coastal service for ship-to-shore communications. There are no radio broadcasting stations in Wonsan, according to available information. Wonsan is on the main east coast telegraph and telephone lines. It also has telegraph and telephone connections with P'yongyang (Heijo), Kyongsong (Keijo), and other cities on the main Korean land line networks. A submarine telegraph cable from Wonsan, via Suwon Dan (Suigen Tan), lands at Ullung-do (Utsuryo-to). From Ullung-do another submarine cable lands at Chikumi, Shimane Prefecture, Japan.

SECRET

SECRET

IV. ADMINISTRATION AND POLITICAL CONDITIONS IN CHEMULPO, WONSAN, AND CHINNAMP'Ō

Note: Since the greater part of the political and administrative information will be identical for each of the three cities, a general picture has been given of the government, population, police organizations, attitudes of the Koreans, and attitudes of the Japanese toward them. Items of information applicable to the individual cities have been noted.

- A. Governmental Administration. All three cities are classified as fu (a category including most of the largest cities in Korea).¹ Each has a mayor (Fu-in), municipal bureaus, police department, and Municipal Council (Fu-kai) to which is attached the Korean and Japanese educational committees.

The mayor is appointed by the Governor-General who maintains the essential authority over the government administration of the fu. Immediate supervision is exercised through the Provincial Governor, who reports in turn to the Governor General. The mayor supervises the municipal bureau chiefs and the police department and has veto power over the actions of the Municipal Council. The municipal bureaus are also supervised by the corresponding bureau in the Government General. The Municipal Council nominally represents the people, but in practice the tax requirements for voting exclude most Koreans and allow Japanese the largest vote although they are in all three places in the minority.

According to an official Japanese source in 1943 the heads of the municipalities were as follows:

Chemulpo	(Jinsen)	IKEDA Seigi (5th grade civil service)
Wonsan	Wonsan (Gensan)	NISHIO Umiharu (5th grade civil service)
Chinnamp'ŏ	(Chinnampo)	MATSUZAWA Shintaro (5th grade civil service)

No more recent information is available on these officials.

B. Population

1. Numbers

- The governmental terminology used by the Japanese in Korea is quite different from that used in Japan. The Korean fu is thus to be distinguished from a Japanese fu or urban prefecture.

SECRET

According to the 1940 census figures the populations of these three cities were as follows:

	TOTAL (1940)	Including (1939)
		<u>Japanese</u>
Chemulpo	171,165	14,593
Wonsan	79,320	10,205
Chinnamp'o	68,686	6,523

A census was to be taken in May 1944, but there is no available information on the result.

- C. Police. The chief contact the average Korean has with government is through the police who supervise such activities as education, health, business, thought control, fire prevention, and censorship. In the absence of a law of habeas corpus, it is possible to suffer imprisonment for many months without knowledge of the exact charge. Police methods are summary and characterized by physical violence.

Police in Chemulpo, Wonsan, and Chinnamp'o are divided into civil and military. The civil police are under the Police Department located in each of the three cities. This is supervised by the Police Bureau of the Government General, whose authority is in part exercised through the Provincial Governor and the Mayor of the city.

It is believed that at present about half of the civil police forces in Korea as a whole are made up of Koreans. In certain cases the Koreans in the police force are disliked by their fellow Koreans because of the excessive severity they display to gain favor with their Japanese masters. Some Koreans in the police force may be pro-Japanese for reasons of self interest, but this group are probably not in the majority. On the other hand, many of the Koreans in the police force have accepted the job only because of the difficulty of gaining a livelihood in other ways, and many of them are really anti-Japanese.

Ordinarily the high police officers are shifted about every two years, but this may not be true in wartime. An official Japanese source of 1943 gives the following Provincial Police Superintendents (do keishi) who are also Chiefs (shocho) of the FU police stations:

TOP SECRET

SECRET

Chemulpo		TERASAKI Masao (6th grade civil service)
Wonsan	(Gonsan)	ANZAI Kenji (7th grade civil service)
Chinnamp'o		KATAYAMA Ishiro (7th grade civil service)

No more recent information is available on official personnel.

D. Attitude of the Koreans

Most Koreans remain intensely anti-Japanese although they may appear to be collaborationists on the surface. This is true even of those Koreans working for the Japanese in relatively responsible positions. There are, however, a certain number of younger Koreans who have been influenced by Japanese indoctrination in the schools. Koreans who have had contact with missionaries tend to respect them highly, and because of this contact, Americans in general enjoy a preference over other nationals. Most of the leaders who had close connections with missionaries, however, probably have been arrested and may still be in prison.

Chinnamp'o and Wonsan are in Northern Korea which in the past has been more actively anti-Japanese than the southern part. Overt anti-Japanese activity, however, is almost impossible because of severe police control. Although there is believed to be some kind of underground organization, little is known about its organization or activities in the places in question.

E. Attitude of the Japanese toward the Koreans

The Japanese, realizing the Korean hatred toward them, suspect and fear their actions in any time of crisis. Most Japanese habitually treat the Koreans as inferiors, but now, in the need for their cooperation and friendship, the Japanese government is recommending "equal treatment" for them. There is some indication, however, that Japanese methods in Korea dissatisfy even some Japanese.

TOP SECRET

JAPANESE MILITARY MANPOWER.

The recent sessions of the 88th Diet of Japan enacted a military conscription law which presumably lowered the age of military conscription to 17 years. MIS, however, believes that the actual conscription age is still 19, but that many more 17 and 18 year old boys are now volunteering for military training or service.

The number of boys reaching 19 each week will average about 15,000 in 1945. About 1,500 of the 15,000 are probably already in the armed forces, or in full-time military training. Of the remaining 13,500, about 5 per cent, or 700, are physically unfit for military service. Thus, about 12,800 youths of 19 become available for military service each week. In 1946, the total would be slightly larger.

It is estimated that in October 1944 over 11 million men aged 17 - 44 remained in civilian life. Over 9 million are considered fit for general or limited military services; 900,000 of these reserves are already fully trained and 2.3 million are partly trained.

TOP SECRET

ELEMENTS OF A RUSSIAN INVOLVEMENT IN THE FAR EASTERN WAR

TOP SECRET

Japan

The primary aim of Japan's present leaders in their relations with the USSR is to avoid Russian entry into the Pacific war. To prevent this development, Japan may make considerable further concessions to Russia, in the hope that a split will develop between the USSR and the Western Allies and that the latter will consent to a negotiated peace.

If, however, Japan's military leaders become convinced that the USSR is preparing to enter the war in the Far East, they probably would attack first, with the hope that at a minimum they could derange the expected Soviet attack, and that at a maximum they could force the Russians back to the west of Lake Baikal.

The first major objective of a Japanese attack would probably be the vital zone extending from the Korean border to and beyond Komsomolsk, and including the Vladivostok and Khabarovsk areas. This zone contains airfields which could be used for bomber operations against Japan; it is also the most vulnerable part of the Soviet Far East. Because of these facts the Japanese probably would concentrate the bulk of their forces in Manchuria, and such amphibian forces as were available in Japan proper, in an all-out attempt to overrun this area. At the same time smaller forces operating from railheads in northern Manchuria would attempt to cut (and possibly hold) sections of the Trans-Siberian west of Khabarovsk in order to prevent reinforcement of the Komsomolsk-Khabarovsk-Vladivostok zone from the west. The double-tracked Chinese Eastern Railway leading to Manchouli affords the best facilities for such a movement. On the other hand, the Russian frontier is especially strongly defended in this area.

The attack against the Siberian vital zone would probably proceed in two stages, 1) the Vladivostok stage, and 2) the Khabarovsk-Komsomolsk stage. In the first, the Japanese could be expected to develop a strong offensive from their railhead at Hulin on the Ussuri River, to cut the Trans-Siberian at or near Iman, thus isolating the Vladivostok fortress from Khabarovsk, while other forces move on Vladivostok in an arc extending from Lake Khanka to the Korean border. It is probable that attempts at landings would be made by amphibian forces on the coast northeast of Nakhodka, in order to eliminate Russian airfields in this region.

In the second stage, the following thrusts might be expected:

- a) North along the Vladivostok-Khabarovsk railway and highway from the Iman area;
- b) Down the Sungari and the Amur;
- c) Across the Amur and north to the Trans-Siberian from the Japanese railhead at Lopei;
- d) Landing in the vicinity of Sovetskaya Gavan and thence an offensive inland toward Komsomolsk along the route of the new railway.

TOP SECRET

If the Japanese were successful in achieving this first major objective, they would be able to shift the forces used in this operation westward over their Manchurian railways to commence the invasion of Trans-Baikalia or, more likely, to counter a Russian offensive from that area (see below).

Russia

It is highly unlikely that the USSR will attack Japan until after the defeat of Germany and until the Soviet forces in the Far East have been considerably augmented by divisions no longer required in Europe, unless in the meantime Japan has suffered such losses as to lead the Soviet leaders to conclude that the Russian forces already in the Far East would be sufficient to carry out successful offensive operations.

However, it is believed that the USSR will enter the war in the Far East in its final stages in order to insure achievement of strategic aims in that region. While Russia could stay out of the war, and at the same time achieve certain of its aims - notably the re-establishment of its former position in North Manchuria - by unilateral action, such action would almost certainly be strenuously opposed by the US and probably also by Great Britain. Since the USSR is believed to desire reasonably friendly relations with the US and Great Britain in the immediate postwar years, at least, the Russians are more likely to prefer to achieve their aims by participating with these allies in the defeat of Japan.

The timing of Russia's entrance into the Far Eastern war will depend on a balancing of the advantages of waiting until Japanese strength has been whittled down by the Americans, British, and Chinese to the point where the actual Russian military investment will be small, against the disadvantages of coming to the table after the pie has been cut. The Russian losses in manpower in the war against Germany have been (and presumably will continue to be) so heavy that the Russians, having due regard for the requirements of reconstruction and their military position in the postwar world, are unlikely to enter voluntarily into another war unless they can get out of it victoriously with comparatively small additional losses. On the other hand, they are sure to realize that if they wait too long, Japan may suddenly collapse, in which case they would be compelled to take immediate independent action to achieve their strategic aims, regardless of possible adverse effects on their relations with the Western Powers. Once Germany is defeated, the timing of the Russian attack on Japan would therefore seem to depend in part on a careful estimate of the Japanese strength and power of resistance, and of the strength of the non-Russian forces opposed to Japan. It will also depend on the time required to shift from Europe the forces which will be needed to assure a rapid victory.

It seems probable that the general Soviet strategy in a war with Japan will be about as follows:

TOP SECRET

TOP SECRET

The major Russian thrust will be from the Trans-Baikal-Eastern Outer Mongolia area toward Harbin, the objective being twofold: 1) To relieve Japanese pressure on the vital Vladivostok-Khabarovsk-Komsomolsk zone, and 2) to capture the main Japanese bases and communication centers in North Manchuria. A secondary thrust might be made (in conjunction with Outer Mongolian forces) southeastward from the Ulan Bator region toward the Peiping-Kalgan-Pactow railway with the object of linking up with the Chinese Communist armies and tying down the Japanese forces in North China and South Manchuria. The Russians no doubt realize that the primary Japanese objective will be the Vladivostok-Khabarovsk-Komsomolsk vital zone, and that this region may be isolated from the Trans-Baikal area by one or more cuttings of the Trans-Siberian railroad. Soviet forces in this vital zone will then have to rely on reserves accumulated there, and will probably stand on the defensive, or at most indulge in attacks with limited objectives. Only when the major thrust from Trans-Baikal appears to be threatening the Japanese position in North Manchuria, are the Russian forces in the Vladivostok-Khabarovsk area likely to go over to the offensive.

In all probability the Russians will attack without prior declaration of war. They may be expected to open hostilities with heavy and sustained air attacks on Japanese airfields and communications, particularly those near the Vladivostok-Khabarovsk zone.

TOP SECRET

JAPAN'S NEW POLICY TOWARD KOREA

The recent establishment by the Japanese Government of a committee to investigate means for the better treatment of Japan's Korean subjects, a new departure in Japanese policy, reveals the importance of Korean manpower and production to the Japanese war effort. The Japanese have always discriminated openly against Korean labor, government employees, and military personnel. At present there are almost two million Koreans in Japan proper, most of them unskilled laborers. Moreover, the raw materials and agricultural and manufactured products of Korea itself are vital to Japan's war economy. The institution of reforms may be Japan's reply to the Cairo Declaration in which the United Nations promised Korea her independence, and probably represents a belated Japanese attempt to persuade the Koreans that they are to have a greater degree of self-government and increased opportunities as equal members of the Japanese Empire.

(Extract "Political Intelligence Weekly" Jan. 12, 1945)

SECRET

JAPANESE ORDER OF BATTLE IN KOREA

24 February 1945

R. M. Murray, Capt. CAC
Chief, O. B. Section
Far East Div., SI

TOP SECRET

SECRETKOREA REPORT

Information as of February 14, 1945, indicates that the major Japanese Army Units in KOREA are the KOREA Army, the 19, 20, and 30 Depot Divisions, and probably the 101 Independent Mixed Regiment. The total of troops are reported as:

Army Ground	- 120,000
Army Air Ground	- 7,000
Grand Total	<u>127,000</u>

The 19 DIV reported at Ranan, Korea in December has been identified on LUZON, and the 49 DIV activated in Korea in January 1944 has now been reliably reported in Burma.

The following summary contains relevant information about the major units mentioned above as well as other units believed to be in KOREA.

Korea Army (ASA/CHO)	CG, Gen ITAGAKI, Seishiro C of S, Maj Gen YOSHINAKA, Wataro	Keijo
-------------------------	--	-------

19 DEPOT DIVISION

CG,
C of S,

73 Inf Regt Repl Unit
75 Inf Regt Repl Unit
76 Inf Regt Repl Unit
19 Ron Regt Repl Unit
25 Mtn Arty Regt Repl Unit
19 Engr Regt Repl Unit
19 Div Sig Unit Repl Unit
19 T Regt Repl Unit

20 DEPOT DIVISION

CG,
C of S,

78 Inf Regt Repl Unit
79 Inf Regt Repl Unit
80 Inf Regt Repl Unit
20 Ron Regt Repl Unit
26 FA Regt Repl Unit
20 Engr Regt Repl Unit
20 Div Sig Unit Repl Unit
20 T Regt Repl Unit

30 DEPOT DIVISION

CG,
C of S

41 Inf Regt Repl
Unit

CO, Col EGAMI, Morihiko

74 Inf Regt Repl
Unit

CO, Col MURAKAWA, Shoichi

77 Inf Regt Repl
Unit

CO, Col HIGASHI, Nagao

Heijo

SECRET

SECRET

-2-

(30 Depot Division -cont'd)

30 Ron Regt Repl Unit	CO, Lt. Col MORIWA, Masaji
30 FA Regt Repl Unit	CO, Lt Col KATO, Yoshio
30 Engr Regt Repl Unit	CO, Lt Col YANAGIDA, Sadazo
30 Div Sig Unit Repl Unit	CO, Capt SATO, Joichiro
30 Div T Unit Repl Unit	CO, Lt Col HORIUCHI, Morimasa

EIKO BAY (YUNCHSING) FORTRESS

Korea

CG, Col TADA, Ieno

Fortress Inf Unit
Eiko Bay Fortress
Hv Arty Regt
Fortress AA Defense Unit
Fortress Engr Unit
Eiko Bay Fortress
Sig Unit
Fortress Mil Hosp

CO, Lt Col ISHIGURO, Toyoji

FUZAN (CHINKAI BAY) FORTRESS

Korea

CG, Maj Gen ISHIKAWA, Takama

Fortress Inf Unit
Masan Fortress Hv
Arty Regt
Fusan Fortress Hv
Arty Regt
Fortress AA Defense Unit
Fortress Engr Unit
Fusan Fortress
Sig Unit
Fusan Fortress Mil
Hosp

CO, Col HASHIGUCHI, Matashichi

CO, 1st Lt NODA, Yaematsu

REISUI FORTRESS

CO, Col MIYANAGA, Tomayo

Korea

Fortress Inf Unit
Reisui Fortress Hv
Arty Regt
Reisui Fortress AA
Defense Unit
Fortress Engr Unit
Reisui Portress Sig
Unit
Reisui Portress Mil
Hosp

CO, Lt Col ISHIMARU, Yasuta

-3-

MIXED REGIMENTS
(KONSEI RENTAI)

101 CO, Col HARADA, Shinichi Korea?

FIELD AIR REPAIR DEPOTS
(YASEN KOKU SHURISHO)

7 Korea

GARRISON COMMANDS
(KEIBI SHIREIBU)

41 CO, Maj Gen FUSE, Yasumasa Korea?

42 CO, Maj Gen IWAI, Torajiro Korea?

NAMED ANTIAIRCRAFT DEFENSE INTELLIGENCE UNITS
(BOKU JOHOTAI)

Korea Army Korea

INDEPENDENT ANTIAIRCRAFT ARTILLERY BATTALIONS
(DOKURITSU KOSHAKO DAITAI)

41 CO, Maj FUKUNAGA, Torao Korea

INDEPENDENT ANTIAIRCRAFT ARTILLERY COMPANIES
(DOKURITSU KOSHAKU) CHUTAI)

41 Korea

44 Korea

ANTIAIRCRAFT DEFENSE REGIMENTS
(BOKU RENTAI)

41 CO, Lt Col NAGAKI, Junkichi Korea

42 CO, Lt Col SUGINO, Teiyoshi Korea

ANTIAIRCRAFT DEFENSE OBSERVATION UNITS
(BOKU KANSHITAI)

41 Korea

42 Korea

43 Korea

44 Korea

45 Korea

46 Korea

47 Korea

FIELD DUTY UNITS
(YASEN KIMMUTAI)

16 CO, Lt Col OIDE, Zengoro Korea?

SECRET

COPY

RECOGNITION OF KOREAN INDEPENDENCE AND ITS EFFECT ON THE WAR

Korea lies in the heart of the expanded Japanese Empire. The population of Korea proper is in excess of 21,000,000. There are now probably 1,000,000 Koreans in Japan proper and a further million in China, Manchuria, and Soviet Russia. The Korean population in Japan was estimated in 1939 at 800,000, about half of which was concentrated in the industrial Osaka-Kobe district. The shortage of manpower in Japan has resulted in the past few years in a large immigration, and the present number would probably be in excess of the one million here quoted. All together we have over 23,000,000 potential allies. For it matters not whether the Korean lives in his own land, in Japan proper, in Manchuria, or occupied China. He remains a race apart from his masters. Everywhere he is a potential and could be a useful ally.

KOREA'S ROLE IN THE JAPANESE WAR EFFORT

Korea plays an important part in Japan's war economy as a supplier of minerals and other materials. At present its most important role is in the supply of Japan's staff of life, rice. For years past, Japan has relied on importations of Korean rice to supplement her own insufficient production. A five year average production, prior to 1940, of 85,838,101 koku of rice, was insufficient for Japan's domestic requirements, necessitating a yearly fertilizer, work animals, insecticides, etc., production fell in 1940 to 60,815,638 koku; and in 1941 to 59,134,430. These decreases called for an importation of double the previous quantity of rice from Korea to maintain a minimum (just above starvation) diet for the Japanese nation. Formerly importations from Korea were paid for by shoddy manufactured goods; now the supply of those has almost ceased and Japan's purchases are paid for in currency which will buy little or nothing of value. The Korean may not like this, but has no choice in the matter of supplying the rice essential to Japan's economy. Particularly is this source of supply essential now when American submarine activities prevent Japan from drawing on surpluses available in the farther parts of her new Empire. Anything that would interfere with the flow of this essential food supply into Japan would be a body blow to her.

EMPLOYMENT OF KOREANS IN JAPAN

Prior to the disruption of trade relations with the United States, Korean labor was extensively employed in peace-time industries making cheap articles (slide fasteners, electric light bulbs, etc.) for export. Such industries have now largely been converted to war purposes. Thousands of other Korean laborers were, prior to the war, engaged on road construction, reclamation projects, flood prevention activities, etc. They are now used in increasing numbers on such projects. The calling of more and more Japanese nationals to the colors resulted in a serious drain on Japan's labor supply, which could be partly remedied by the importation of more and more Korean laborers. This influx of Korean workers to replace Japanese continued throughout 1941 and after Pearl Harbor. It is safe to say that the Japanese industrial structure would be in a precarious position today without Korean labor. For regardless of whether the labor is employed in a factory actually making munitions, or is engaged on road construction or similar works, it is essential to Japan's war economy. Any disorder or unrest among these workers would directly affect Japan's war effort.

CONSCRIPTION

Koreans have long been utilized as police and gendarmes in Korea itself, though in subordinate roles, all head or key positions being held by Japanese. Their use in such capacities resulted in an economy of Japanese manpower. Since the outbreak of the war, Koreans have been used as laborers on many of Japan's war fronts (press reports indicated that they were extensively used as transport workers and munition carriers in the New Guinea campaign) representing an important contribution to Japan's military strength. To a limited extent, prior to Pearl Harbor, Koreans had been used as combat soldiers. With the growing shortage of Japanese manpower, the Japanese Cabinet, on May 8, 1942, decided to institute conscription among the Chosenese. The conscription system, possibly in a limited manner, is now in effect. Thus, Korea today is making a contribution to the fighting forces of her natural enemy, Japan.

CO-OPERATION WITH THE JAPANESE

Does the above mean that the Koreans are wholeheartedly co-operating with Japan (1) in the production of vital foodstuffs, (2) the replacing of Japanese workers in essential war and other industries, and (3) service in the armed forces. The answer is an emphatic "NO". The one deterrent to a complete utilization of Korea and the Koreans in Japan's war effort is the fact that the Koreans heartily dislike the Japanese and the latter well know that there is a limit to the truth and trust that can be reposed in them. Anyone at all familiar with things Korean, knows that they hate their Japanese masters, even when for economic or selfish reasons they are serving them. So far as the individual Korean can see there is little alternative; he is a member of a subject race and will remain so regardless of how the war terminates. Rebellion being out of the question, there is little left but to make the best of a bad situation.

As matters stand today, the contribution of Korea and Korean manpower is of real importance to the Japanese war effort, and there is every indication that Japan intends to make even greater use of her subject race. A clear and emphatic pronouncement by the United States that an Allied victory means Korea will be given her complete independence would change the entire picture.

POSITION OF KOREA IN THE JAPANESE EMPIRE

Korean history is as old as that of Japan and her culture is older. Conscious of this fact, her people nourish a natural resentment at being ruled by outsiders. This resentment is heightened by the oppression and discrimination received at Japanese hands. Separate schools with limited facilities for education, lower wage levels for the same work (this applies even in Japan), debarment from profitable positions and professions, general ostracism, all contribute to the feeling of hatred and resentment held against their Japanese masters.

Lands of Koreans have been appropriated or stolen with no redress to the rightful owner. Equal justice in a Japanese court has never been obtained. All key positions in the Korean Government are filled by Japanese though administrative offices may nominally be held by natives. A Korean may head a Department or be Governor of a prefecture, but always with a Japanese advisor. Such a Korean official enjoys no real authority and is never allowed to forget his subordinate role. No Korean, except those in Japanese service, is allowed to possess firearms.

An ambitious Korean has no opportunity for higher education in his own land, but must go to Japan for such schooling; these returned students are almost invariably more rabid in their hatred of Japan than other sections of the population.

Korea has always been governed by Japan as a subject nation. Attempts at insurrection or protests against misrule have been cruelly and bloodily suppressed. Such economic development as has taken place has been along a pattern considered beneficial to Japan. The Koreans are well aware of all this. It is not believed that any section of the population, even the police and soldiers, could be depended upon the Japanese in an emergency.

POSITION OF KOREANS IN JAPAN PROPER

Their lot here is no better than in their home land. In Japan the Korean is continually reminded that he is a member of an inferior race -- to call anyone a Korean is an insult. Intermarriage is practically non-existent. The Korean is discriminated against in housing--one can always tell when he is approaching a Korean residential section or village by the squalor and poverty only too apparent. His children are denied the same educational facilities as his Japanese neighbors, and are treated with contempt by their fellow students. He receives a lower wage for the same work in the same factory than does his Japanese co-worker. He is under constant police surveillance, and cannot expect equal justice in a Japanese court of law. It can be stated without reservation that no matter how long a Korean has lived in Japan, he never becomes a part of that country, but remains aloof -- a sullen and resentful alien member of society.

ASPIRATION FOR INDEPENDENCE

If the Korean today is an unwilling but obedient subject of Japan, accepting his lot with Oriental fatalism, it is because he sees no prospect of betterment. Rebellion is out of the question, subversive activities will only bring suffering and hardship to himself and family without serving any useful purpose. The future being devoid of hope, the only thing left is to make the best of his lot under his Japanese masters.

A promise of independence would change all this. It would be the needed spark to set aflame the pent-up hatred of 25,000,000 people, a people situated in the heart of the Japanese Empire with potential possibilities for damage to Japan's industrial and wartime structure hard to estimate.

A vague hint of future autonomy or self-government will not suffice. It might do more harm than good as it would be seized upon by the Japanese as another evidence of Western "Insincerity". The promise of independence must be clearcut and without reservations. As to the form of government, that can be decided by the Koreans themselves once the hated oppressor is driven out. But it must be made crystal clear that an Allied victory means the end not only of Japanese political rule, but of Japanese exploitation and economic dominance of the peninsula. In plain words, the Japs are to be ousted bag and baggage.

IMMEDIATE EFFECTS OF SUCH A PRONOUNCEMENT

The immediate effect of a pledge of Korean independence would be the creation of unrest and disturbances among the Korean population, whether in Japan, Manchuria, or Korea proper. Thus indirect beneficial results would

TOP SECRET

be obtained by (1) a hesitancy of the Japanese to fully utilize this important reservoir of manpower and (2) the employment of additional troops, police, spies, etc., to watch over the activities of Koreans and prevent and suppress unrest and disorder. An immediate lessened efficiency of Korean workers would be followed by sabotage, intrigue and physical violence.

FUTURE RESULTS OF SUCH A PRONOUNCEMENT

These are difficult to evaluate. However, it must be remembered that the aspiration for independence among the Koreans has never died out, and that an underground movement still exists in Korea and probably in Japan, though information as to its extent or influence is difficult to secure. But the nucleus for resistance is there and a promise of independence would give new life to the movement. The results that could reasonably be expected would be organized sabotage and underground resistance to authority.

Armed uprisings on a limited scale would not be too much to hope for. It must be remembered that Koreans are even now engaged in partisan activities in Manchuria, and in the northern part of Korea unruly elements exist which would, given the opportunity, take up arms. Even now in this part of Korea acts of sabotage are of frequent occurrence. With the independence movement organized and encouraged, such disorders would unquestionably show a marked increase. The opportunities in this part of Korea are greater than in other parts of the Japanese Empire, because of the type of country, sparseness of population, and the exposed conditions of railways, dams, power plants (along the Yalu), etc. More or less open insurrection along the Korean border might be expected even in the present stage of the war, while if an Allied army even approached the Yalu rebellion on a wide scale could be counted on. Where would the weapons come from, when Koreans are not allowed to possess arms? From the mutinous Korean police and gendarmes as well as the partisans in Manchuria.

CONTACT WITH THE KOREANS

It might be argued that a proclamation of Korean Independence would have no effect because it would never be published or broadcast in the Japanese Empire. It probably would not be. But, anyone who thinks that it could be kept unknown to the Korean population does not know his Orient. Short wave radio sets are practically banned in Japan, except for officials and a few privileged individuals; restrictions are more rigid in Korea itself. However, every principal Government office has and uses short wave sets, and while the news so received is limited to head officials, it has proved impossible to prevent some of it from permeating through and reaching the general public. Some part of radio propaganda alone would filter through to the Korean population. Then there is the continuous smuggling of news across the border by travelers and others. Underground spreading of news prevails in every Oriental country to an extent not appreciated in the Occident. Even before Pearl Harbor, propaganda and forbidden news circulated among the Korean population to a surprising extent. It would be impossible for the Japanese to keep the news of an American promise of independence to the Koreans away from them for any length of time.

The above indirect methods would not have to be relied on. There already exists an organized Provisional Government of Korea with headquarters at Chungking. This insurgent government maintains contact with Korea through its agents. There is no difficulty in this as the Northern borders of Korea are sparsely settled and impossible to so effectively police as to preclude contact with the outside world.

TOP SECRET

POLITICAL EFFECTS OF THE INDEPENDENCE PROCLAMATION IN ASIA

TOP SECRET

The conflict in the Pacific today is a war of propaganda, as well as of ships, planes, and guns. Japan is today posing as the champion of the Asiatic races against the whites. True that was not the role she adopted in the first flush of her conquests when she felt sufficiently strong to conquer by armed might alone. True, also, it is a policy that will be discarded, once it has served its purpose, for a more realistic and selfish one. All that matters not--it is the impression such a policy makes on the Asiatic races today that we are concerned with. The granting of so-called independence to the Philippines, the promising of it to other Asiatic nations, as appeasement and conciliatory policy everywhere (hypocritical and dishonest though it be) is having its effect.

No more effective counter propaganda could be used than a proclamation of Korean Independence, thereby bringing to the light of day the hollowness of Japan's altruistic pretensions. It would bring in the open the inconsistency of her position--promising independence to peoples who have but recently come under her control and withholding it from a race she has dominated for thirty years. The only effective reply Japan could make would be a promise by herself of Korean independence--and that she dare not make.

KOREA AND THE UNITED STATES

Fortunately for us, the Koreans have a greater respect for and trust in the United States than in any other nation. They are suspicious of both Chinese Russians and have historical grounds for this distrust. On the other hand, our relations with Korea, when that country was independent, was always on a friendly and unselfish basis. Under Japanese rule, the feeling of respect for and confidence in the United States has increased, thanks largely to the unselfish work of American missions (of all denominations) in that country. So far as the sympathetic expressions or actions towards his country are concerned, the Korean has seen many of such missionaries persecuted and imprisoned. Such missions were the only foreign institutions that attempted to play a friendly and helpful role in the dark days of his enslavement. A promise of independence made by the United States would carry far more weight than a similar proclamation from any other country.

CONCLUSION

Those who have lived among them and understand them are positive in their assertions that the Korean is not devoid of courage and would not hesitate to risk his life if the occasion warranted. Every year under Japanese rule, individual Koreans have bravely and unflinchingly suffered torture and death for their country. But to expect them to arise en masse against their masters in a cause that is hopeless and with no assurance of ultimate success is asking too much of any people. The least we can do is to assure them that their individual sacrifices will not have been in vain.

We have absolutely nothing to lose by promising the Koreans full and complete independence. On the contrary, we have everything to gain in the shortening of the war and the saving of precious American lives.

TOP SECRET

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N 9189

December 13, 1944

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: American, 43, representative of the Socony Vacuum Oil Company of New York and the Standard Vacuum Oil Company in Japan between 1925-27, 1932-40, and in Korea 1927-32, and again from 1940 to 1941. Subject has general knowledge of Japan and Korea and has been interviewed by various agencies on this subject. He speaks Japanese, and is now with the Standard Vacuum Oil Company in New York, N.Y.

Subject was interviewed in connection with a request for information on railroads in Korea.

KEIJO-GENZAN RAILROAD

Subject traveled over this railroad in 1941 and said it was standard gauge, and double tracked part of the way. About halfway between its two terminal points lies the junction of Tetsugen, where an electric line branches off to the northeast. Tetsugen is itself only a small town but the station had about half a dozen sidings to accommodate traffic.

Rail joints were probably secured by fish plates, but Subject is not sure on this point. Subject believes that there was no change of locomotives between Keijo and Genzan, although he was told by other sources that a second locomotive is attached to the train in the mountainous area around Sambo.

Bridges

The railroad crosses one large bridge and many small steel girder type bridges.

Rolling Stock

Coaches in use on this line were similar to old American coaches. They were mostly 3rd class coaches containing straight-backed wooden benches, with an aisle running through the center. Locomotives appeared to be of medium size equipped with four drive-wheels.

CONFIDENTIAL

#N 9189

-2-

December 13, 1944

CONFIDENTIAL

Repair Shops

A railroad repair shop was located at Genzan Station, as well as a roundhouse and a number of sidings. The main repair shops were located at Ryusan near Keijo, where extensive facilities existed. Subject never saw evidence or heard of repair shops at Etcho.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

#N 9420

December 17, 1944

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: American, age 48. Subject was general agent for the Singer Sewing Machine Co. in Japan, 1926-31, in Korea and Manchuria 1931-41, returning to United States in 1941. He was interviewed by MIS and ONI on industries, railroads and bridges and other matters pertaining to his territory. He is now with the Oriental Dept. of the Singer Sewing Machine Company in New York, N.Y.

Subject was interviewed in connection with a request for information on communications and transportation in Korea.

CONTENTS: TELEGRAPH; TELEPHONE; POSTAL SERVICE;
KEIJO-KOKAI RAILROAD

TELEGRAPH

Lines

Telegraph wires usually ran parallel the railroad tracks or roads and were generally supported by wooden poles about 20-25 ft. high. Cable lines appeared to be strung on a lower level while open wires were strung higher. Wires in both the countryside and cities were always above ground, and were never buried.

Service

Telegrams were sent from post offices and service in Korea was prompt. Subject said that replies to wires sent from Keijo to cities in Korea were generally received within the same day.

There were no language or other restrictions in Korea until 1940. Use of codes was permitted in cables to U.S. until about 1937, and English continued in use in telegrams to U.S., Japan and Manchuria until Subject's departure from Korea.

CONFIDENTIAL

#N 9420

-2-

December 17, 1944

CONFIDENTIAL

Local messages via Fusan to Japan and the Bonin Islands were sent over undersea cables, but Subject is not familiar with the termini of these cables.

TELEPHONELines

Telephone wires were above ground and were generally strung on telegraph poles.

Service

Telephones were installed in offices, hotels, stores and private homes. Subject never used public stations and doubts their existence, as well as the use of coins in telephones. When traveling, calls were generally made from the hotel, some store or from private homes, and payment was made to the owner.

The telephone equipment was of modern design in cities and was generally comparable to equipment in use in this country, while its installation was governed by rules which applied in Japan. Call numbers included exchanges and numbers up to four digits.

Service on both local and long distance lines was rapid, but lines to Japan were busy after the outbreak of Sino-Japanese hostilities, and connections with Yokohama required about half an hour during business hours. Subject usually made his calls at night to get better service. He believes that telephone conversations were monitored, but has no evidence to support such a statement.

Apparently there were no language limitations and Subject made calls to Mukden in English as late as 1940. He never made any calls outside the Japanese Empire and is not familiar with regulations governing such conversations. However, the foreign element in Korea was a minor problem due to the limited number of foreigners residing there. The International Club at Keijo only had 28 members in the late 30's and Keijo was the center of foreigners in Korea.

POSTAL SERVICEEquipment

There were central post offices and sub-stations in cities and post offices in smaller communities. Red painted sawed-off trunk

CONFIDENTIAL

N 9420

-3-

December 17, 1944

CONFIDENTIAL

Type post boxes were placed before post offices and distributed at important population centers. The mail was collected by mail trucks in Keijo and larger cities.

The bulk of the mail from Korean branches of Subject's company took two days or less to reach Keijo, while some mail from East Central Korea and Kokai region in Northern Korea took three to four days. Postage was uniform throughout Korea and no special charges were made for out of town mail.

Mail was delivered from house to house in cities and towns, but Subject has no knowledge of a R.F.D. service in the country. Mail boxes could be rented at the post office and larger firms had their mail gathered in company mail bags which were called for at the post office by the office boy or some member of the firm.

Parcels were taken to the post office and could be mailed insured, C.O.D. or prepaid to any part of Korea but their contents had to be declared on the package. Shipping charges increased with the distance of destination from the railroad. Subject believes that the size of the packages was limited and his company sent machines and parts through shipping firms which were usually Japanese concerns.

The post office sold postage stamps, post cards, all kinds of envelopes and money orders.

Subject thinks that letters were censored, although there was no evidence of such a practice. However, he knows that magazines were censored as he received such publications with pages cut out of them.

HEIJO-KOKAI RAILROADConstruction

This single track standard gauge railway was constructed apparently for military reasons, as both passenger traffic and freight was limited and did not justify its operation.

Its solid stone roadbed was occasionally cut out of the mountain side, while in many other places short tunnels were cut through the rock. There were many steep gradients and curves on this route and the speed of the trains was not great.

Fish plates were used to fasten rails, which were kept in repair by track walkers and crews working on the roadbed. Sidings were constructed at all stations at some of which Subject counted three to four shunting tracks.

CONFIDENTIAL

9420

-4-

December 17, 1944

Bridges

Concrete and steel bridges spanned the rivers which ran almost dry during the dry season but became torrents during the rainy months of July and August. Even these steel and concrete bridges were then washed away at times, and landslides blocked the railroad.

Rolling Stock

Steam locomotives pulled short passenger trains over the line about twice daily in each direction. These trains were made up of three or four 2nd and 3rd class coaches, and sometimes 3rd class coaches only. These passenger cars were the same as those in use between Fusan and Antung. Freight trains in operation on this line were also short and were made up of small freight cars. Although considerable timber was felled in this region it was generally floated in rafts down the Yalu River.

Facilities

Subject believes that a roundhouse was located at Kokai, and provided simple repair facilities for the line. Kokai also provided emergency tourist facilities at a poor small Japanese hotel. This inn had about 15 rooms lacking cleanliness, and native unpalatable food was available. The city was lit by electricity, but charcoal was used for cooking purposes. City streets are wide and taxis were available for hire. Some garages were located in the town offering necessary repair facilities for automobiles used in this area.

Anthony Cornell, InterviewerCONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

December 19, 1944

#N-9090

COUNTRY: KOREA

SUBJECT: American missionary, with Board of Foreign
Missions of Presbyterian Church in Keijo,
Korea from 1908-41. Requested report re.
information on

KOREAN RAILWAYS

CONTENTS: PATTERN; RIGHT OF WAY; BRIDGES; LOCOMOTIVES
AND ROLLING STOCK; REPAIR AND MANUFACTURING
SHOPS.

PATTERN

In general, railways in Korea were standard 4' 8 $\frac{1}{2}$ " gauge.
Exceptions to this rule were:

1. The Sharlin-Saine-Shinsen line, which had a 2' 6" gauge.
2. A line, only partly shown on aeronautical chart #380, running from Chochin through Chushu to Ando (not shown on the chart, near Uruchin on the east coast) which is also 2' 6" gauge.

Subject stated that the Japanese had been working on the double tracking of the Fusan-Taikyu-Keijo-Shingishu line on a 24-hour basis. At the time of his departure from Korea in May 1941, this work had been completed from Fusan beyond Keijo nearly to Keijo, and Subject is of the opinion that by now the line should be double tracked all the way from Fusan to Shingishu.

CONFIDENTIAL

CONFIDENTIAL

N-9090

-2-

December 19, 1944

RIGHT OF WAY

Subject, who is not technically informed, stated that he thought rail joints were secured by fish plates as opposed to angle bars. The road beds were well maintained and it was only occasionally, after a very heavy rain, that a washout occurred.

BRIDGES

The long span bridges were of steel on stone piers while the shorter culvert types were of concrete. Subject did not know their load capacity but stated that they were designed to carry standard American-made equipment.

LOCOMOTIVES AND ROLLING STOCK

Originally American-made Baldwin locomotives were used but more recently-acquired engines were products of the South Manchurian railroad shops. All locomotives were steam-powered except on the narrow gauge roads where small diesel engines were in use.

REPAIR AND MANUFACTURING SHOPS

The main repair shops were in Ryusan, a suburb of Keijo. There were no shops in Eitcho. These shops were equipped not only to repair existing rolling stock but also to manufacture new cars. Lesser repair shops existed in Taikyu and in Shariin. There were also more important shops located right along the main line in Shingishu.

Alfred Merian, Interviewer.CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N 8624

December 20, 1944

COUNTRY: KOREA

SUBJECT: British, 46 years of age; resided in Korea from 1922 to 1941. Engaged in secretarial work for the import and export firm W. W. Taylor & Company, Seoul, Korea, 1922-24, and with the Standard Vacuum Oil Company in the same city from 1925 to 1941, coming to the United States April 23, 1941. She speaks some Korean and Japanese and traveled extensively in Korea during her vacations. She is now with Standard Vacuum Oil Company in New York, N. Y.

Subject was interviewed in connection with a request for information on

THE ATTITUDES OF THE KOREANS

CONTENTS: JAPANESE IN KOREA; KOREAN CIVIL SERVANTS; KOREAN PROVISIONAL GOVERNMENT; TEMPORARY ADMINISTRATION BY UNITED NATIONS; ADMINISTRATION; PRESERVATION OF PUBLIC ORDER.

JAPANESE IN KOREA

The Koreans were generally opposed to Japanese occupation of their country and would turn against them at the first opportunity. Anti-Japanese feeling is especially pronounced among the older generation who have not come under the influence of Japanese education and have preserved the ideals of national unity and independence. These Koreans would probably resort to violence and massacre Japanese officials and residents.

To insure the safety of Japanese communities in Korea it would be advisable to place them in protective custody in internment camps. Such protective measures would probably rouse ire of older Koreans but it would avoid excesses of mob rule and would soon give way to the saner alternative of evacuating the Japanese to their homeland.

CONFIDENTIAL

#N 8624

-2-

December 20, 1944

CONFIDENTIAL

The education of Korean youth in schools administered by Japanese stressed the advances of Korea under Japanese rule and produced a measure of tolerance and cooperation among the younger generation. Subject believes, however, that this group also prefers independence to Japanese administration because it would offer them greater opportunities and would eliminate political and racial discrimination practiced by the Japanese in Korea. Some elements of this younger group would probably welcome an opportunity for rebellion and looting of Japanese and wealthy Koreans alike.

KOREAN CIVIL SERVANTS

Reaction against Korean officials and employees of the Japanese administration would be individual, but not collective. Judgment would depend on the activities of individuals and their abuse of authority and power. Tolerance and lenience would probably be shown to all minor civil servants who sought government employ from economic necessity and who performed their duties without detriment to their fellow Koreans.

No such tolerance will be shown to employees of the various branches of the police department, and vengeance will be the lot of the hated Korean members of the secret police.

KOREAN PROVISIONAL GOVERNMENT

The people of Korea are informed about the activities of the Korean Provisional Government and harbor mixed emotions of gratitude and suspicion toward them. Subject said that jealousy and lack of coordination mark the relations between the Korean Provisional Government in Chungking and its counterpart in America. She believes that popular support could be extended such a government body provided it enjoyed the confidence of the United Nations.

TEMPORARY ADMINISTRATION BY UNITED NATIONS

Should the exigencies of warfare against Japan necessitate a temporary administration by one or several of the members of the United Nations, the following would probably be the order of preference:

1. Americans. Best liked and sure of a greater degree of support than others.

CONFIDENTIAL

#N 8624

-3-

December 20, 1944

CONFIDENTIAL

2. Chinese. Second only to Americans in the eyes of the Korean population.
3. British. Koreans would probably be lukewarm or indifferent to them.
4. Russians. They are distrusted by the people due to their past imperialistic designs upon the country. Their motives would be questioned and their administration would be least satisfactory.

Any temporary administration of Korea by a foreign power would only be effective if, prior to the assumption of such control, assurances of independence were made and stress laid on the temporary character of such an administration. Extensive consultation with Korean leaders should precede any political moves affecting the country and their agreement should be secured to disarm any possible opposition on the part of influential Koreans who mould public opinion and can assure the success or failure of such an undertaking.

Initial economic assistance by a politically disinterested power would disarm the suspicions of the moneyed classes and would go a long way to make a temporary administration palatable to the country. Subject suggested short term loans to help the country during the early stages of independence and believes that continued economic dependence on outside powers would be discouraged.

Foreign technical and administrative advisers would be desirable and here again American nationals would be given preference. Such preference for Americans is probably largely due to their long contact with disinterested organizations of this country, the relative preponderance of Americans in Korea, and the many Koreans resident here. Agricultural guidance as well as instruction in public health and sanitation would be beneficial, and medical missionaries would be welcome. Instructors of democratic ideals and institutions also would find interested audiences.

ADMINISTRATION

The Korean village administrative personnel had only limited experience but would be capable of carrying on its duties under some supervision. They are open to corruption and would require some supervision.

CONFIDENTIAL

N 8624

-4-

December 20, 1944

CONFIDENTIAL

Local councils would represent the interests of a cross-section of the population to some degree. Community leadership is usually in the hands of influential cultured families whose advice is generally followed by the people.

Koreans occupying minor administrative posts in the present government set-up are generally limited in their careers and some of them have qualities which would fit them for more important positions in the central government.

Subject believes that coordination of industry by a central administrative agency would be desirable. It would facilitate industrialization of the country, make for greater efficiency of operation and encourage financing of new enterprises. Nationalization or control of industries would be inimical to progress and international trade.

Agriculture, small shops, the textile industry and small business concerns are in Korean hands, while mining, metals and heavy industries are operated by the Japanese.

There are few technically trained Koreans outside of a limited number employed by Japanese firms operating in Korea. Technical training was provided by the Keijo Technical Institute. Some other small professional schools may have been located in other cities in Korea, but Subject does not know about them.

Missionary medical schools and some Japanese colleges in Korea were turning out physicians, surgeons and dentists. Chief among the missionary medical schools appears to be the Presbyterian Severance Union Medical College in Keijo. Wider opportunities were offered Koreans in this field and a considerable number of medical men and nurses were turned out annually.

Koreans in government positions were usually employed as clerks in post offices, railroads and departments with large personnel.

Koreans in more important administrative posts have been criticized to an extent and their patriotism has been questioned by their compatriots.

PRESERVATION OF PUBLIC ORDER

Removal of Japanese controls would probably result in disorder and looting unless immediate precautions were taken to secure public safety.

CONFIDENTIAL

N 8624

-5-

December 20, 1944

CONFIDENTIAL

Communist elements in the country would very likely seize this opportunity for a revolutionary uprising and loss of life and damage to property would result. There appear to be close connections between Chinese Communists and Koreans active under the Chinese Communist banner, and Korean radicals in their own country. Laboring classes would follow such a movement while the more conservative Korean farmers would be more difficult to win over although they also have their grievances.

Subject did not personally know any Korean policemen, but considers them unreliable and opportunists.

The secret police was made up mostly of Japanese, but some Koreans were included. They were very powerful and were active everywhere. Movements of foreigners were closely watched and personal effects were searched. Subject's home was searched three times while she was absent.

The Black Dragon Society was a very active in Korea on behalf of Japan. It controlled the private affairs of Koreans and was anti-foreign.

Subject does not know about any anti-Japanese organizations but has read about the Chungking-Korean underground movement.

There are only a limited number of cooperatives in Korea.

Subject is of the opinion that cleavages do exist between various groups active in Korea, but that they are lacking clear out programs and are unorganized.

Anthony Cornell, InterviewerCONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

#N-11837

December 20, 1944

COUNTRY: KOREA

SUBJECT: British, 67 years old; Salvation Army Commissioner. In Korea from 1936-41. Requested report on

ATTITUDES OF THE KOREANS

CONTENTS: ATTITUDE TOWARDS JAPANESE; KOREAN YOUTH; KOREAN OFFICIALS AND BUSINESSMEN; ATTITUDE TOWARD KOREAN PROVISIONAL GOVERNMENT; TEMPORARY ADMINISTRATION; LOCAL ADMINISTRATION; PRESERVATION OF PUBLIC ORDER; KOREAN POLITICAL FACTIONS.

ATTITUDE TOWARDS JAPANESE

The Korean population is generally hostile to the Japanese particularly the older Koreans who can personally remember their pre-1910 political independence. Subject stated that while all Koreans hope for independence, many were skeptical on this point and felt that, for practical purposes, the alternatives were Russian, Chinese or Japanese over-lordship, of which most of them would consider the latter to be the least onerous.

Should Korea be liberated by American or British forces the population would, no doubt, show its hostility to the Japanese; but whether this would take the form of a massacre of Japanese civilians, would depend on circumstances. Subject stated that most Koreans were rather easy-going and that they would not readily resort to violence unless inflamed into mass action by some galvanizing political leader.

The Koreans would not resent the protection of Japanese communities by foreign troops and would probably welcome the interment of scattered Japanese settlers into special centers since such action would make it unnecessary for the Koreans to take the initiative in trying to settle such such problems.

CONFIDENTIAL

CONFIDENTIAL

#H-11887

-2-

December 20, 1944

As concerns the eventual repatriation to Japan of Japanese settlers in Korea, Subject felt that a great deal of discrimination would have to be exercised as many of the older Japanese settlers had intermarried with and been assimilated by the Koreans.

KOREAN YOUTH

The attitude of the Korean youth toward the Japanese is very similar to that of its elders as few of its members have been successfully indoctrinated by the Japanese.

KOREAN OFFICIALS AND BUSINESSMEN

Subject felt that no Koreans would be actively pro-Japanese because of economic benefits resulting from the Japanese rule of the country. On the other hand, he did not think that any hostility would be shown to such Koreans as had worked for the Japanese as officials or collaborated with them as businessmen; this would be due to the above-mentioned easy-going characteristics of the Koreans and to their philosophical outlook; most of them realized that obedience to and some collaboration with their Japanese masters was inevitable.

ATTITUDE TOWARD KOREAN PROVISIONAL GOVERNMENT

Most Koreans sympathize with the aims of the Korean provisional government and with those Koreans who are in exile for political reasons. They would, however, welcome and cooperate with a home-coming provisional government only if the latter collaborated fully with patriots and local leaders of the resident underground; any imposition of the provisional government by the United Nations without such collaboration would be deeply resented. The Korean leaders within Korea are well posted on the Subject, the local underground is well-organized and has constant contacts with the Korean exiles.

TEMPORARY ADMINISTRATION

As previously reported by Subject, the Koreans would not welcome either a Chinese or a Russian administration, be it ever so temporary. They would tolerate and cooperate with an American or a British administration and possibly with a United Nations group, provided the latter

CONFIDENTIAL

#N-11887

-3-

December 20, 1944

were headed by Americans or Britishers. The most desirable steps for acquiring the full cooperation of the Koreans by such an administration would be for it to emphasize its temporary nature and to request the assistance of responsible Korean patriots, both returned exiles and former underground leaders.

LOCAL ADMINISTRATION

Koreans of the local village government should be able to function in a similar capacity after the country's occupation by United Nations forces, provided that no great innovations were imposed. As concerns Koreans capable of assuming more important government functions, Subject felt that while there were a considerable number of such individuals, many of them would lack self-confidence, owing to the Japanese having kept all truly executive positions for themselves. Most of such individuals would be men who had worked for the Japanese administration, and Subject emphasized that such employment was not considered unpatriotic in the eyes of other Koreans.

PRESERVATION OF PUBLIC ORDER

Since 75% of the police force of Korea is made up of Japanese nationals, Subject felt that the Koreans would need considerable assistance in maintaining order after the removal of Japanese controls until a new all-Korean police force could be organized and trained. Such Koreans as now serve on the Japanese police force occupy but the most subordinate ranks, and that usually only in local or rural districts.

KOREAN POLITICAL FACTIONS

There are many Korean political cliques with leaders with ambitions incommensurate with their importance, and Subject feels that, at least until a new government has been firmly established, this situation might easily lead to problems of rival leadership and to lack of cooperation among Korean politicians.

Alfred Merian, Interviewer.

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N 9728

December 21, 1944

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: American, 48 years old. Subject is a Catholic priest with the Maryknoll Foreign Mission Society, active in Korea 1923-42. He is especially familiar with Northwest Korea, particularly labor conditions and transportation facilities of this region, and was interviewed by FBI and ONI on general conditions in Korea, August 1942. Subject speaks French, Italian and Korean, in addition to English, and is now at the Maryknoll Catholic Mission, Maryknoll, New York.

Subject was interviewed in connection with a request for information on the attitude of Koreans.

CONTENTS: JAPANESE IN KOREA; KOREAN CIVIL SERVANTS; KOREAN PROVISIONAL GOVERNMENT; TEMPORARY ADMINISTRATION BY UNITED NATIONS; PERSONALITIES; KOREAN GOVERNMENT PROGRAM AND PERSONNEL; PRESERVATION OF PUBLIC ORDER; KOREAN ORGANIZATIONS.

JAPANESE IN KOREA

Koreans in general were opposed to the Japanese but would not resort to the massacre of their oppressors unless influenced by skilled agitators who were familiar with Korean mob psychology. Anti-Japanese sentiment is most pronounced in northern Korea and tends to be less active in the southern parts of the country. Probably 95% of the northern population is anti-Japanese and probably 2% only would prefer Japanese rule to independence.

Only a small number of the educated wealthy class were sympathetic to the Japanese, as were also a small minority of native employees of the government. Japanese discrimination against Korean businessmen by means of preferential rates and favoritism earned them the dislike of these merchants and shopkeepers. Japanese businessmen could undersell their Korean competitors but in the north the public often preferred to buy from native dealers at higher prices. However, Japanese discrimination against

CONFIDENTIAL

N 9728

-2-

December 21, 1944

CONFIDENTIAL

Korean business brought ruin upon these people who were forced to sell out and migrate to Manchuria, together with an impoverished and landless farming population created by confiscation of land upon non-payment of interest on agricultural loans.

Japanese indoctrination in primary schools made for tolerance and sympathy among its graduates. However, large areas in Korea are still lacking in such educational facilities and these uneducated Koreans remain solidly anti-Japanese.

Only children of the wealthier classes attended middle schools and colleges and Subject remarked that such advanced students tended to maintain an air of deference to Japanese ideals and institutions but appeared to undergo a change of heart from their earlier enthusiasm for their rulers.

Calm opinion by Koreans would probably readily agree to protection of Japanese by foreign troops, provided no acts of violence were committed by such troops on the population in the process of carrying out such protective measures. Subject considers it advisable that native leaders be consulted on such questions to secure support of the population.

Internment of Japanese residents in towns and villages would insure their safety and at the same time render impossible any contemplated organized resistance on their part in such populated areas.

Repatriation of Japanese is desirable and would have the approval of the Koreans.

KOREAN CIVIL SERVANTS

Some Koreans held posts of provincial governors and vice-governors. With some exceptions these office holders were outwardly respected by the population but in reality were held in low esteem by the majority.

Several judges occupied judicial positions in the country but they did not sit alone. Japanese judges attended almost invariably and their decisions prevailed, leaving the well educated Korean judges as mere figures heads and legal advisers. They would be usually resented, but here, as in all cases affecting public officials, the local reputation among the Koreans would be the most reliable yardstick of these men's character and patriotism. No reliance should be placed on the judgment of individuals possibly biased for or against certain office holders, but attention should be given to character estimates by representative citizens as well as information supplied by long term foreign residents of Korean communities.

The most hated class of Korean public servants were members of the police, both uniformed and secret police. Many Koreans were employed in

CONFIDENTIAL

N 9728

-3-

December 21, 1944

CONFIDENTIAL

both branches of the service, and particular dislike was felt for members of the secret police who cooperated most closely with the authorities to the detriment of the people, and whose members were quite well known to the public.

Minor employees of the post office, the fiscal department of the government, the railroads, etc., held their positions as a means of livelihood and no resentment was generally felt against them.

Supervision of education in Korea was in Japanese hands and school principals were usually Japanese. However, the bulk of the large teaching staff consisted of Koreans, whose sympathies appeared to be with the people who seemed to respect them as a class.

Educators appointed to teaching positions in the public school system had to be satisfactory to Japanese officials and were expected by them to inculcate Japanese ideals in their Korean pupils. They had at least to profess Japanese sympathies and as a class can be considered valuable allies of their rulers. To sum up the situation one may regard the Korean teachers as a vanguard of Japanese cultural and spiritual penetration, while the police assure political domination and the perpetuation of the present regime.

A considerable number of administrative positions are occupied by Koreans, some of whom are liked by their compatriots while others are pro-Japanese. Many of these are better educated than is required in their position and could hold more responsible posts.

Since the outbreak of Sino-Japanese hostilities greater opportunities for employment exist for Koreans due to withdrawal of personnel for service in the army. This may tend to modify and confuse some established views on Korean sympathies, but such changes would very likely be superficial and temporary only.

KOREAN PROVISIONAL GOVERNMENT

People were reluctant to discuss any political questions with foreigners and when questioned professed themselves ignorant of any independence movement outside Korea. However, Subject feels that the public was informed of events abroad but carefully guarded all channels of information, and kept any underground movements very secret. He considers it possible that several such uncoordinated independence groups operate regionally among expatriate Koreans in Siberia and Manchuria, in addition to the Chinese group and the exiles in the United States. Some individuals knew of exiles, and sympathy with a provisional government was expressed on one or two occasions. If there is any widespread support for any such organization in Korea, it never came to the surface although Subject enjoyed popular

CONFIDENTIAL

E 9728

-4-

December 21, 1944

CONFIDENTIAL

confidence in a region of notably anti-Japanese feeling.

Support of a Korean Provisional Government group by the United Nations would probably enlist the sympathies of the public, but there appears to be no organized movement working toward such a purpose.

TEMPORARY ADMINISTRATION BY UNITED NATIONS

Any foreign administration of the country would be unpalatable to Koreans and the temporary nature of such a step would have to be stressed to make it possible to function.

The Chinese are just as much disliked by the Koreans as are the Japanese, and use similar terms, meaning low-down fellows, for both nationalities. The Chinese in the past expressed their contempt of Koreans and termed them only fit for slavery. There was considerable gloating by Koreans at the fate of the Chinese after the outbreak of the Sino-Japanese war and the partial occupation of China by the Japanese.

A possible exception to this general attitude toward the Chinese may be the Communist element among Manchuria Koreans and some of the people in Korea proper. Subject knows very little of any Communist tendencies among the population but says that this may be due to a natural reluctance on their part to air such views to Catholic missionaries.

British influence in Korea had reached the vanishing point by 1940 and little or no reference was made to them. The Koreans appear indifferent to the British and it would be difficult to judge their reaction to a temporary administration or occupation by British troops.

Russians are feared by the older generation and the people have little or no use whatever for them. Some White Russian exiles managed to do business in North Korea but people expressed their preference of Japanese to Russians.

Americans were put on the defensive by educated Koreans by repeated reference to such historical antecedents as the Portsmouth Treaty, Wilson's program, etc. They claim that the United States broke faith with Korea and sold out the country. However, in the face of such accusations Americans appeared to be better liked than other foreigners, but Subject fears that he may be biased.

PERSONALITIES

Subject's missionary activities were mostly among the lower and middle classes and he had very little contact with the leading figures in Korean public life.

CONFIDENTIAL

N 9728

-5-

December 21, 1944

CONFIDENTIALKOREAN GOVERNMENT PROGRAM AND PERSONNEL

Koreans were familiar with local administrative procedure and could run the local government. Under Japanese administration Koreans were carrying on the actual tasks of administration under the direction and supervision of Japanese advisers and heads of departments. They were supervised advisedly to guard against graft and, if unchecked, would welcome an opportunity to enrich themselves in the course of an interim administration.

It will probably be difficult to set a new government into motion and firm supervision of the personnel would be essential to such an undertaking. The local esteem of prospective officials would supply a yardstick of a man's integrity and suitability for a position. The Japanese regime insists upon efficiency in the performance of the duties of their Korean employees, but some graft continues to exist.

Subject does not know of local councils, and the national council exercised no authority. Village headmen were appointed and their compensation consisted in remission of taxes, but almost no salary. The Myeng-Jang, or townships were headed by individuals on a salary basis, while the Kun or county, made up of several townships, was controlled by a Japanese official.

No assemblies other than church assemblies were permitted in Korea.

Any Korean government set-up should control organizations which are at present under such regulation. Some industries could be kept in operation under native direction. Mining would fall into this category.

The efficiency of railroad operation would require continuation of government control. Commercial enterprises in southern sections of the country would need government direction, but less supervision would be required in the northern provinces.

While most of the personal of the various industries could consist of Koreans its key position would have to be filled by outsiders to insure their efficient operation.

Capable native mechanics and electricians are plentiful, as well as clerical staffs and railroad personnel. Government-operated schools for mechanical arts were in Seoul, and probably other cities, while a large railroad school at Tyuzan trained men for the various positions on the railway. In addition to schools there was the apprentice system which turned out many skilled mechanics.

There were only few bricklayers in the country, but some native building contractors operated in Seoul. Much of the building construction was

CONFIDENTIAL

M 9728

-6-

December 21, 1944

CONFIDENTIAL

in the hands of Chinese who came from Shantung, but were barred the last few years. The Korean Government Railway operated an excellent construction department active all over the country.

PRESERVATION OF PUBLIC ORDER

If no adequate safety precautions were taken upon removal of Japanese supremacy there would be danger of anarchy and rebellion in urban centers. Koreans appear peculiarly susceptible to mob psychology and are not used to making their own decisions. They can be spurred to activity in crowds but will remain docile as individuals. Constituted thus they could easily be incited to disorder by agitators and would then resort to violence and uprising.

The farming classes, constituting about 80% of the population, are little inclined to Communism and would be peaceful if left undisturbed.

Subject was told that a sizeable Korean armed force stationed in Siberia had been disbanded and its members instructed to infiltrate into Korea to await a signal for a revolution, presumably of a Communistic nature.

The police force consisted of approximately equal numbers of Koreans and Japanese. Responsible police posts in all stations were occupied by Japanese while subordinate positions were held by Koreans. Even small police stations were manned along these principles and reflect the complete control of the police system by the Japanese, while the unfriendly attitude of the population toward Korean policemen indicate the pro-Japanese loyalties of these guardians of the law.

Subject was unable to give information on the size of the Korean police force but supplied figures about their strength in specific towns, and their set-up in small communities.

Strong police detachments were stationed along the Korean-Manchurian border. In the town of Chukochin (Jumkanjin) which had a population of about 2,000-3,000, there were about 150-200 policemen, about 50% of them Koreans. However, Shingishu, population about 85,000, had a garrison of more than 200 Japanese and Korean police, which appears relatively small for a border city of that size. The close proximity of other strongly garrisoned cities may account for this apparent discrepancy.

Towns of about 2,000-3,000 population in other parts of the country usually had a police force of about 20-30, about two-thirds of them Japanese. Very small communities were guarded by one or two Japanese policemen and one Korean, the absolute minimum being one Japanese and one Korean.

CONFIDENTIAL

N 9728

-7-

December 21, 1944

CONFIDENTIAL

KOREAN ORGANIZATIONS

Subject never heard of any anti-Japanese organizations and is not familiar with any youth movements. A "No Smoke or Drink Society" existed in farming communities and was sanctioned by the police. Organizations were discouraged and frowned upon unless they were Japanese patriotic societies.

Cooperatives were operating in the country but Subject only named the "Irrigation Cooperative", imposed by the government to improve farming. Some of these cooperatives redounded to the benefit of the government but worked hardships upon the population who had to contribute to their upkeep.

Anthony Cornell, Interviewer

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N 9728/2

December 21, 1944

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: American, 48 years old. Subject is a Catholic priest with the Maryknoll Foreign Mission Society, active in Korea 1923-42. He is especially familiar with Northwest Korea, particularly labor conditions and transportation facilities of this region, and was interviewed by FBI and ONI on general conditions in Korea, August, 1942. Subject speaks French, Italian and Korean, in addition to English, and is now at the Maryknoll Catholic Mission, Maryknoll, N.Y.

Subject was interviewed in connection with a request for information on roads and railroads in Korea.

CONTENTS: HEIJO-GENZAN RAILROAD; HEIJO-MANPOCHIN-TUNGHWA RAILROAD; HEIJO-GENZAN ROAD; HEIJO-MANPOCHIN ROAD.

HEIJO-GENZAN RAILROAD

This 130-135 mile long railroad was completed in 1941 and Subject received special permission to travel over it in July 1941 on his return from Genzan to his mission post in Northwest Korea. Its use by foreigners was discouraged and approval by the Japanese Army was required.

Construction

The single track standard gauge railway rests on a solid stone roadbed most of the way which is either filled in or blasted out of the mountain sides. There are many tunnels along the way in the mountainous region beginning north of Seisen and ending at Kogen on the east coast, constructed for single track operation. One tunnel east of Shinyu is about 3-4 miles long and took years to complete, delaying completion of the road. Many sharp curves and gradients slowed traffic over the line.

Bridges

Many reenforced concrete bridges spanned the mountain streams and ravines. One long bridge crossed the river east of Junsen.

CONFIDENTIAL

N 9728/2

-2-

December 21, 1944

CONFIDENTIALTraffic

This railroad was evidently constructed for military purposes as there were only few minor population centers along the way. Branching off the Heijo-Kokai line at Junsen, the line passed only through small mountain towns and villages like Shinyu, joining the Seishin-Genzan line at Kogen. Trains on this line consisted of about 15-20 freight cars, with one or two 3rd class passenger cars attached to the rear of the train. Average sized Baldwin type steam locomotives were used singly to pull the very few freight-passenger trains over the line. No passenger trains appeared to be in operation.

Facilities

The junction station of Junsen was of good size. It had several sidings and was equipped with watering tanks, a roundhouse and a repair shop. Other watering facilities were located at Yangdok while coaling stations were about 85-90 miles apart.

HEIJO-MANPOCHIN-TUNGHWA RAILROAD

Subject traveled over this railroad as far as the border but it had been completed via Manpochin as far as Tungwha in Manchuria, and from there connected with the capital and all sections of Manchuria. Subject is certain of this statement because two priests of his mission society had made the trip to Tungwha and recounted their experiences to him.

Construction

The railroad was single track and of standard gauge. The roadbed was poor north of Kisen as late as 1938 but was undergoing constant improvement since that date. There were steep gradients for about 6-7 miles just north of Kisen and many tunnels, mostly about the length of 2-3 minutes slow travel. On one stretch of the northern section of the road Subject counted 22 tunnels in 18 minutes. One tunnel between Saijo and Sha Jinjo is a little longer than the others.

On a plateau above Kisen the railroad runs alongside a river which flows about 20 ft. below.

Bridges

The line frequently crossed bridges with box girder type steel spans and concrete abutments. They were guarded at night after 1937, but these guards were apparently relaxed later.

CONFIDENTIAL

N 9728/2

-3-

December 21, 1944

CONFIDENTIALOperation

About 4-5 trains operated daily in each direction, drawn by old, medium sized Baldwin locomotives, which were kept in good repair. The trains at an earlier date combined both freight and passenger cars, made up usually of 7-8 freight cars and one attached passenger car. However, regular passenger trains made up of old Pullman cars and Japanese-made cars offering 3rd class accommodations are now running on this line.

Repair and Maintenance

Section gangs made up of Korean laborers under Japanese supervisors maintained the roadbed in good condition. Railroad ties were hauled from a distance and were in use for about four years. They were marked by track-walkers and were then replaced after four years of service.

A water tower and repair facilities were available in Junsen as indicated before, while another repair shop was apparently located at Kisen.

A coal mine was located along the road thus providing a local supply of fuel.

HEIJO-GENZAN ROAD

A two lane fair dirt road ran along the railroad linking these two terminals. The road followed the contours of the terrain and crossed mountains on the way. There were no tunnels.

The road was plowed in winter and traffic could move over it the year round. The mountain area was divided into sections and plowing arrangements were made with farmers in their respective sections. Although plowing equipment was sometimes ox-drawn it was effective and the road was kept clear.

In places there is room for deployment but on the whole there is little room to move off the road.

HEIJO-MANPOCHIN ROADConstruction

The highway follows the general direction of the railroad but veers off at tunnels and bridges. It is a two lane dirt road on a good stone foundation. Layers of large stones were placed upon the roadbed and were then crushed by passing bull carts.

The roadbed was bulgy but trucks weighing 2-3 tons could pass over it and maintain a speed of 20-25 miles per hour. Buses holding about 14-15 people used the road.

CONFIDENTIAL

N 9728/2

-4-

December 21, 1944

CONFIDENTIAL

(It appears that these roads were better than the coastal highway linking Shingishu with Heijo, and truck traffic bound from Shingishu to Heijo was routed along the Yalu River to Sozan and then south to Heijo.)

The road was pretty steep in mountainous sections, but this very fact made it the best part of the road and usable during the rainy season.

The road is kept in good repair by villagers along the way who have to work on the road without pay one day of the year or pay a road tax instead.

Climate

The road is sometimes washed out during the summer rains, but repairs are made in a short time. Heavy floods occasionally wash away the concrete bridges.

Bridges

Single lane reenforced concrete bridges cross small streams and ravines.

Anthony Cornell, InterviewerCONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

#N 8624/2

December 26, 1944

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: British; age 46; resided in Korea from 1922 to 1941. Engaged in secretarial work for the import and export firm W.W. Taylor & Company, Seoul, Korea, 1922-24, and with the Standard Vacuum Oil Company in the same city from 1925 to 1941, coming to the U.S. April 23, 1941. She speaks some Korean and Japanese and traveled extensively in Korea during her vacations. She is now with Standard Vacuum Oil Company in New York, N.Y.

Subject was interviewed in connection with a request for information on roads and railroads in Korea.

CONTENTS: MOCHURI-UNSAN ROAD; HEIJO-SUIAN ROAD;
GENZAN-JOYO ROAD; GENZAN SHAKUOJI ROAD;
GENZAN-JOYO RAILROAD.

MOCHURI-UNSAN ROAD

Construction

This wide two-lane highway linking the territory north of the Heijo-Shingishu Railroad is a good dirt road on a heavy stone foundation.

Terrain

The country is undulating at the southern terminal of the road and rises slowly as the road progresses north. Near Unsan the road makes some sharp turns and passes through narrow rocky defiles in this thickly wooded area.

Climate

The rainy season begins toward the end of June and lasts through July and August, when heavy rains and cloudbursts occur. The road remains in good condition most of the way, but gets muddy in the Unsan area where it approaches the river.

CONFIDENTIAL

#N 8264/2

-2-

December 26, 1944

CONFIDENTIAL

The weather is dry from September to January when winter sets in. There is a big snowfall north of Heijo, and ice and bitter winds during the January-March period make travel difficult.

Bridges

There are only one or two wooden bridges along this road.

Use of the Road

Trucks and automobiles carry supplies over this road to Unsan and the northwest territory, consisting of farm land and lumber producing sections. A gold mine, formerly owned by Boswick of San Francisco, continued to be worked by the Japanese at Pukohin, north of Unsan.

HEIJO-SULAN ROADConstruction

A two lane motor highway connected Heijo with the gold mining district south of Heijo and continued through the central portion of the peninsula to Keijo.

Terrain

The roadbed is cut out of the rocky hills in places, and in other sections leads through ravines. In the vicinity of Sulan the road passes through thickly wooded country, but the nature of the land offers little or no opportunity for deployment. There are small towns and villages along the highway providing simple accommodations in Japanese and Korean inns.

Climate

The rainy season commences here somewhat later than in the Unsan region but rainfall is heavy and there is danger of floods and landslides in the low lying country.

Snow and ice prevail in the winter and interfere with transportation.

Bridges

Outside the Heijo city limits the road crosses the Daido River by means of a long bridge of construction unknown to Subject.

CONFIDENTIAL

N 8624/2

-3-

December 26, 1944

CONFIDENTIALGENZAN-JOYO ROADConstruction

This narrow two-lane highway is built on a level with the terrain along the eastern Korean seashore. It is well constructed between Genzan and Onseri, but is less satisfactory south from Onseri.

Terrain

The road runs a few feet to a few hundred feet from the shore which is mostly only a few feet above sea level. The terrain is flat but stony and a range of shrub covered hills follows the road to the west. There is a wide sandy beach with sandbars in the vicinity of Katsuma near Genzan, but there are no other good beaches along the way to a point just north of Joyo, where bluffs and coves line the coast to Joyo, southernmost point reached by Subject along this road. Subject added that very few foreigners ever visited the area south of Joyo.

Climate

Heavy rains leave the road muddy, but it dries again soon. In stormy weather the sea at times swamps the road in the flat sections where the road approaches the sea.

Traffic

Travel over this road is limited. One bus makes a daily trip between Genzan and Onseri, and occasional cars are encountered along the road. Travelers on foot are encountered more at night as the Korean country people prefer to travel during the hours of darkness. Koreans are great carriers and sturdy walkers, especially those inhabiting the mountainous northern section of Korea.

GENZAN-SHAKUOJI ROAD

A wide stone-base dirt road probably three lanes wide links Genzan with Shakuoji to facilitate tourist travel. The road passes through level country, some of it cultivated paddy fields, but is well wooded around Shakuoji.

CONFIDENTIAL

W 8624/2

-4-

December 26, 1944

CONFIDENTIALGENZAN-JOYO RAILROAD

A single track standard gauge railroad was completed by 1941 between these two points, but was projected to continue south along the coast to link up with a line ending at the port of Fusan. Subject was told by informed sources that the line has since been completed to Urusan, and that the entire line is now open to traffic. The tracks run along a red earth embankment sometimes as high as 20 ft. There are sidings at Genzan as well as repair shops and a roundhouse, and shunting sidings, probably at Onseri and Tsusen. The tracks pass through many short tunnels, but there are no bridges along this line.

Trains run on steam and locomotives used appeared to be old and of medium size. One or two passenger trains consisting of about eight small cars made the trip daily, and about the same number of freight trains were operating over the line daily.

Anthony Cornell, Interviewer.CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

#N-4838/4

January 11, 1945

COUNTRY: KOREA

SUBJECT: Korean, 44 years old. Subject lived in Northeast Korea until 1921, when he went to Japan to continue his study of theology and philosophy in Tokyo University and Nippon University, Tokyo. He returned to Korea in 1930, teaching there until 1932, and in Lungchingsun, Manchuria, 1933-34. Subject went to Canada in 1934, remaining there until 1937, when he removed to United States. He speaks Korean, Japanese and Chinese and is at present with the Army Special Services in New York, N.Y.

Subject was interviewed in connection with a request for information on towns and cities in Korea.

KAINEI (Korean: HOERYONG) (As of 1934)

CONTENTS: LOCATION AND IMPORTANCE; MEANS OF ACCESS; PHYSICAL CHARACTERISTICS; BILLETING FACILITIES; HEALTH CONDITIONS; INTERNAL TRANSPORTATION; PUBLIC UTILITIES; REPAIR FACILITIES.

LOCATION AND IMPORTANCE

The city was the third or fourth largest city of North Kankyo province and had a population of about 10,000. While the port cities of the province have expanded in the last decade, Subject's information is that Kankel appears to have remained more or less unchanged in size and importance.

The city was the center of missionary endeavors of the Presbyterian Church in Northeast Korea. It had little political significance except as gateway of the underground between Korea and Manchuria. Its economic importance was due to its extensive trade in lumber, cowhides, and soya beans. Some sawmills operated in the area to handle the timber of this region.

A short spur railroad connects Kainel with Shinkeirin, site of a coal mine.

CONFIDENTIAL

January 11, 1945

CONFIDENTIAL

MEANS OF ACCESS

Water

The Tumen River outside the city forms the boundary between Korea and Manchuria. Near Kainei the river, which freezes during the winter months, is very shallow and can easily be forded during the dry season. This was taken advantage of by political refugees and members of the underground to cross into Manchuria.

A wooden bridge spanned the river and was used by pedestrians and light carts. It was often washed away by floods during the rainy season.

North of Kainei the Tumen River enters canyon-like terrain and becomes a swiftly swirling torrent, impassable except at closely guarded bridges.

Railroads

The city lies on the important standard gauge railway connecting Seishin with Manchuria. The railroad passes through many tunnels and over short bridges in the mountainous section between Komosan and Kainei, forming a loop at one place and frequently requiring a second locomotive to haul the train over the steep gradients. These mountains are of granite and are mostly barren; they extend beyond Kainei to Kamisambo and render transportation difficult.

A spurline connects Kainei with a coal mine at Shinkeirin and was used mainly to transport the coal mined there.

Roads

A good two-lane highway surfaced with fine gravel connects Kainei and Seishin. The gradients along the road and the composition of the highway render it dry and usable throughout the year. There is room for deployment along part of this road except in certain mountainous areas, especially around Komosan, where steep gradients and sharp curves abound. Many large weeping willow trees flank the road between Chungdo and Kainei, providing cover from the air.

Small Korean inns at Yujo, Fune and Komosan offer simple accommodations to travelers.

CONFIDENTIAL

January 11, 1945

CONFIDENTIAL

The road passes through Kainei and continues inland to Onjo at the northernmost tip of Korea.

Another two-lane highway follows the Tumen River in its northward course through canyons. The road is cut into the solid cliff about halfway between the river and the canyon rim. The solid road bed is gravel-covered and is generally steep.

Subject emphasized the mountainous configuration of the Korean terrain in contrast to the level and swampy ground a short distance across the river in Manchuria.

While Subject never traveled over the road to Musan he said that it was in good condition and used for bus traffic as were the other roads described above.

A regular bus schedule was in operation between Kainei and Yuki with expresses covering the route on alternate days.

Air

There was no air traffic to Kainei in 1934 and Subject does not think that any airfield had been constructed since then.

PHYSICAL CHARACTERISTICS

The town is located in a basin but stretches out into the neighboring hills as well. It is surrounded by hills north and west with a maximum elevation of about 1,000 feet, with the Tumen River flowing behind the narrow northern chain. Mountain ranges rising several thousand feet flank the basin to the south and east.

The city covers a considerable area, and is congested in the center but built up less densely on its periphery where orchards abound. Schools, banks and government buildings are situated in the center, while missionary residences are located on the northwestern outskirts.

Wide unpaved but compact streets facilitated traffic in the city. Business houses were located along the main street while the rest of the town was largely residential. Some warehouses of limited capacity were situated around the railroad station.

CONFIDENTIAL

1838/4

-4-

January 11, 1945

CONFIDENTIALBILLETING FACILITIES

There were two Korean and one Japanese primary schools in Kainai, each with a student attendance of about 300-400. Besides these government operated public schools, there were also two missionary schools of primary grade, each with an enrollment of about 100.

There were no public high schools in the city but agricultural and commercial subjects were probably taught in continuation classes in primary school building. One mission school taught subjects of junior high school grade.

About ten Korean and Japanese inns with about ten rooms each offered simple accommodations. There were no western style hotels.

HEALTH CONDITIONS

A provincial hospital consisting of several buildings of brick construction was located in the northwestern suburbs. It was staffed with Japanese and Korean physicians and nurses. No further details were available.

The Presbyterian Mission also operated a hospital with about 25-30 beds. Its staff included one or two physicians and a few nurses.

There was no sewage system in the city.

INTERNAL TRANSPORTATION

Some taxis were operating in the city as well as a number of rickshaws, but most of the people used bicycles.

PUBLIC UTILITIES

The city had a water system and used electricity produced at a coal-burning power plant located in the northwestern outskirts of the city.

No gas was used.

CONFIDENTIAL

H 4838/4

-5-

January 11, 1948

CONFIDENTIAL

There were no ice producing plants, but some small ice cream plants were operated by Japanese.

The city had telephone service with an exchange located at the post office building, where the telegraph office was also situated. Telephone and telegraph wires ran above-ground, suspended on wooden poles. Subject states that such lines did not always follow roads and railroad lines but generally ran in a straight line between towns, often crossing uninhabited regions.

Fire fighting equipment was of modern design. Citizens were required to act as fire wardens at night, while firemen attended to fires and acted as auxiliary military garrisons in emergencies.

REPAIR FACILITIES

Subject says that there are garages in the city and believes that there also is a roundhouse at Kainei station.

Anthony Cornell, Interviewer

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

CONFIDENTIAL

January 10, 1945

W-7591/3

COUNTRY: KOREA

SUBJECT: Korean; 48 years old. Subject was born in Chongju (Seishu), South Central Korea, and attended school in his native city and in Heijo, Korea, returning to his home from time to time. He first came to the U. S. in 1931, and went back to Korea in 1933 as general secretary of the Department of Rural Evangelism of the Presbyterian Church of Korea, in which position he remained until 1938. Subject returned to U. S. in 1938 and has since resided in New York, N. Y. He speaks Korean, English and Japanese, and is at present with P.O.W. Censorship, New York City.

Subject was interviewed in connection with a request for information on Korean cities.

CHONG-JU (SEISHU), KOREA (as of 1938)

CONTENTS: LOCATION AND IMPORTANCE; MEANS OF ACCESS; PHYSICAL CHARACTERISTICS; BILLETING FACILITIES; HEALTH CONDITIONS; BUILDINGS; INTERNAL TRANSPORTATION; PUBLIC UTILITIES; REPAIR FACILITIES.

LOCATION AND IMPORTANCE

This growing capital of North Chusei Province is a favorite place of retirement for cultured Koreans. It is an important agricultural center in a region where rice, barley, beans, cotton and tobacco are grown. Silk worms are also raised in this area and the Japanese probably are operating an agricultural station here.

MEANS OF ACCESSRailroad

The city is reached by a standard gauge private railroad running on ground level reached from Chochiwon (Chochin), a junction on the main Pusan-Keijo line, 22.7 km. distant. Chochiwon is a small station with about 6-7 sidings, from which about 10 trains, each carrying 4-5 cars, daily connect with Chungju (Chushu) via Chongju (Seishu). After leaving

CONFIDENTIAL

591/3

- 2 -

CONFIDENTIAL

Chochin the train crosses the river over a 200-300 yard long concrete bridge and again crosses the same river over a similar bridge just before reaching Seishu. The river is very shallow but rises greatly during the rainy season of July and August, through without damaging the bridge.

Water

There is some local traffic on the river by natives using flat bottomed sampans; the river, however, is not navigable for long distance travel.

Roads

A two lane stone-base dirt road connects Chochin with Seishu and Chushu, and is suitable for year round traffic by bus or on foot. The road is flanked by ditches and winds through rice country and hills, crossing a long bridge before entering the city. Some deployment is possible in the hilly section and dry fields in the level area.

A 1-2 lane dirt road leads from Pugang to Seishu, passing through rice fields and hills on the way, and continues on north. Although it is a dirt road, it has a solid surface and is used throughout the year. Opportunities for deployment exist in the hilly section of the road. The road crosses an ancient 3 lane stone bridge just south of the city.

Several trails lead from the city into the hills and mountains to the east.

Air

There was no airfield in the city as late as 1936 and Subject does not believe that any such field has been constructed since.

PHYSICAL CHARACTERISTICS

A chain of hills flanks the city to the east at about 15-20 minutes walking distance, rising gradually to about 3,000-4,000 ft. The mountains are only very lightly wooded and during the rainy season torrential mountain streams flow from them into the valley causing floods in the plains.

The city was once walled in and is now a compact square-shaped community. There are no public parks or large squares but a market place is situated in the western section of the town, and a market is held here every five days. Streets running from north to south are wide and suitable for auto traffic. The streets are not paved but they are well-kept and the city is considered generally to be one of the cleanest in Korea. The highway from Chochin to

CONFIDENTIAL

N 7591/3

CONFIDENTIAL

Chushu runs through the city from west to east and is a traffic artery of the town. Generally most streets are wide enough for auto traffic.

The commercial section is located along the North-South highway and the road leading from the center of the town to the market place. The provincial government buildings were erected on the site of a former Korean military camp in the center of the city, while the remaining sections were residential.

There is no industrial section.

BILLETING FACILITIES

The schools are located largely in the northwest and southwest sections of the town. There is a large primary school for Koreans a primary school for Japanese children, and a small Presbyterian mission school of primary grade. The other schools in Seishu are a girl's high school, an agricultural schools, and probably also a boys' school. There are no schools of college level in the city.

Many small Japanese and Korean inns provide simple accommodations for travelers.

HEALTH CONDITIONS

A large public hospital with about 150-200 beds is maintained by the city and is staffed by Japanese and Korean physicians and nurses.

A smaller hospital accommodating normally about 50 patients is operated by the Presbyterian mission. Its staff included an American physician and one American nurse, in addition to Korean hospital attendants.

There is no sewage disposal system in Seishu.

BUILDINGS

Most of the government buildings occupying the central portion of the city are massive one story buildings. They include the government house, Court House, Gendarmerie and others. There are no outstanding private buildings.

INTERNAL TRANSPORTATION

A few taxicabs provide transportation in the city. Most traffic is by bicycles and few rickshaws.

PUBLIC UTILITIES

The city has a central water supply system and electric power. There are no ice plants, and ice used here has been cut in the river

H-7591/3

- 4 -

CONFIDENTIAL

Telephones were found in inns, stores and private homes, with the exchange located in the government district. Local telephone calls were generally made through the courtesy of owners of telephones. People owning telephones had to be wealthy as installation was costly, although monthly charges were very moderate. City telephone directories were published. When making calls the number had to be requested in Japanese only as most operators were either Japanese or had been trained in the Japanese language.

Telegraph facilities were located at the post office and service was efficient. Subject knows that wires could be sent in Japanese, Korean and English and believes that they could be composed in any other language as well.

Cables to the United States could be forwarded from Seishu.

The city was equipped with modern fire fighting apparatus.

REPAIR FACILITIES

Limited repair facilities for rolling stock were located at Chochin and Seishu railroad stations.

There were some garages in the city to service the taxis and few private and official cars operating in the city, but Subject had no occasion to see them and does not know their location.

Anthony Cornell, Interviewer

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

CONFIDENTIAL

#A-7591/4

January 10, 1945

COUNTRY: KOREA

SUBJECT: Korean; 48 years old. Subject was born in Chongju (Seishu) South Central Korea, and attended school in his native city and in Heijo, Korea, returning to his home from time to time. He first came to the U. S. in 1931, and went back to Korea in 1935 as general secretary of the Department of Rural Evangelism of the Presbyterian Church of Korea, in which position he remained until 1936. Subject returned to U. S. in 1938 and has since resided in New York, N. Y. He speaks Korean, English and Japanese, and is at present with P.O.W. Censorship, New York City.

Subject was interviewed on the harbor and city of Joshin on April 7th, 1944, and a report covering the interview was issued on that date. Additional information in the light of the present inquiry is covered below.

JOSHIN (as of 1938)

PUBLIC UTILITIES

The city had a central water supply system and used electricity for lighting and other purposes.

There was telephone service in the town, with the exchange located in the harbor section. A telegraph office was located in the postal building. Telephone and telegraph wires were strung on the same wooden poles both within the town limits and outside.

ROADS

A broad main street more than two lanes wide passed through the city and was part of the 2-3 lane Gensan-Seishin highway. The road consisted of crushed stone and was a good motor artery. It was steep in places, with the worst gradient just west of Joshin. There were no tunnels along the way; bridges were of reenforced concrete and were as wide as the road.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS

630 Fifth Avenue

New York City

January 12, 1946

N-7779

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: Korean, 30 years old. Subject was born in Heijo (Pyongyang), Korea, and attended school in his native city and in the capital, Keijo, coming to United States in 1938 to continue his studies in the field of architecture. He discontinued his full time university studies and accepted a position with the Office of Censorship in New York City as translator of Japanese and Korean.

Subject was interviewed in connection with a request for information on Korean cities and gave the following data on

HEIJO (Pyongyang) (As of 1938)

CONTENTS: LOCATION AND IMPORTANCE; MEANS OF ACCESS; VARIOUS ROADS; RAILROADS; PHYSICAL CHARACTERISTICS; FACTORIES AND WAREHOUSES; BILLETING FACILITIES.

LOCATION AND IMPORTANCE

The city is located about 35 miles inland on both sides of the Daido River. In 1938 it had a population of about 500,000-600,000 and was the educational centre of northern Korea as well as a focal point of occidental civilization for the area. The city was the seat of the government of the province and headquarters for strong military and police garrisons. The Japanese considered Heijo the most patriotic city in Korea and maintained close police supervision over it. It is economically important for its textile manufacture, rubber products and sugar plants, while in nearby Jido hard coal is mined for use by the Japanese Navy and local industries.

MEANS OF ACCESS

Water

The Daido River is deep as far as Jido but becomes shallow beyond that point. Tide conditions at the mouth of the river raise its level from one to two feet at high tide, with its highest level occurring once every four weeks.

CONFIDENTIAL

A 7779

-2-

January 12, 1945

CONFIDENTIAL

The water level is also greatly affected by floods during the rainy season in July and August, rising as much as 10 to 20 feet during that period.

There was lively freight and passenger boat traffic on the Daide River between Chinnampo and Heijo. Some of the larger craft compared with the Hudson River boats and docked at a point just below Heijo, while smaller boats carrying freight and passengers went as far as Jido, and still smaller ones plied as far as Seisen. Barges were used extensively to ship hard coal from the Jido coal mine to Chinnampo, where it was transhipped to Japan for use by the Japanese Navy. The mine was a navy project and was closely guarded by navy personnel. A part of the coal mined was allocated for use by local industries.

The Futsu-ko River roughly parallels the course of the Daide west of the city, and at one time was a fairly large river. However, the Japanese erected a dam for irrigation purposes across the river at Jungan (Sunsan-population about 5,000) reducing the river to a mere ditch. The irrigated area was turned into fertile rice land furnishing a considerable share of local rice needs.

Railroad

Heijo is located on the main Fusan-Shingishu railroad, single tracked in 1938. There were two railroad stations on this line; the main station was at the southern end of town, and West Station in the northwestern corner of the city to accommodate the expanding residential development north of the city.

On the east bank of the Daide River an industrial section has been springing up, and Senkyeri Station on the railroad to Jido and on to Santo (Samdung) is located in this new suburb. The railroad is standard gauge and passes through tunnelless level country to Jido Station at some distance from the mine and to the large cement plant at Shokori (Sungnori). Subject believes that Santo was the terminal of this line and described it as a small community with a district office and a small police station.

The Genzan line starts at Main Station in Heijo.

The Chinnampo railroad line carried heavy freight and passenger traffic. Freight on this line included lumber and agricultural products carried to Heijo from the Kokai region to the north, and iron ore from Kaisen, destined for transshipment to ships at Chinnampo. Passenger traffic in the early morning and in late afternoon included a large number of students attending school at Heijo.

Roads

The Keijo-Shingishu Highway, about four lanes wide, has a crushed stone and pebble base and is surfaced with sand. This important road passes through Heijo and carries heavy truck and bus traffic.

CONFIDENTIAL

N 7779

-3-

January 12, 1946

The road to Chinnampo is of similar design and construction to the Keijo-Shingishu Highway and is also a busy traffic artery for merchandise and passengers.

A two lane dirt road connected Heijo with Shokori, passing through level country and low hills. The road was flanked by ditches and turned muddy during rainy weather, but remained usable for motor traffic. It crossed a long bridge constructed of steel girders on concrete piers over the Daido River at Heijo, and some flat concrete bridges on its route. Some deployment was possible in the hilly section along the way. Subject considers it possible that the Japanese may have improved this road.

The highway to Shajinjo was two lanes wide and was built on a crushed stone base surfaced with sand or dirt with ditches running alongside. It is pretty straight but in places has gradients reaching up to 10 degrees. The road is a part of the cross country highway extending from Heijo to Genzan.

Heijo is also linked with Kangdong by means of a highway somewhat wider than two lanes, consisting of a crushed stone or pebble base surfaced with sand or dirt and flanked by ditches. It passes through level dry fields until about halfway to Kangdong, but curves its way through hills all the rest of the way to Kangdong. Wide concrete bridges span the waterways.

From Kangdong to Sandung the road is about two lanes wide and passes through mountainous terrain. It is only a dirt road which turns muddy during rains but is still suitable for auto traffic.

Repair of roads in Korea was done by Korean workers under Japanese supervision. Such labor was compulsory and Koreans either had to contribute their labor on road gangs one day a year or pay a road tax instead.

Air

In 1938 there was a military airfield just east of the Heijo city limits. Access to the field was only by special permit.

PHYSICAL CHARACTERISTICS

The old section of Heijo is compact while the new residential districts were planned along modern concepts and spread over a wider area. There are only small open spaces in the old city while parks are provided in the northern residential section and in newly built-up quarters in the suburbs.

In 1936 the city limits were extended to include Senkyori and an area around West Station.

A wide road flanks the western banks of the Daido River, and wide thoroughfares such as Mizato Machi, Yamato Machi, Honmachi and Nammon Dori cross the city from north to south. Some wide streets also cross these traffic arteries from east to west.

CONFIDENTIAL

W 7779

-4-

January 12, 1945

CONFIDENTIAL

The commercial section is located along the thoroughfares named above, while the rest of the old city and the new northern addition are residential in character.

The industrial areas are largely limited to the Senkyori district east of the Daido, and the section along the Chinnampo highway between the Japanese barracks near Zuikasan and the Futsu-ko (River).

FACTORIES AND WAREHOUSES

The Heian Rubber Factory and four or five other plants manufacturing rubber products were located in the city. Heijo was also a textile center, including a plant of the Japanese Kanebo interests, employing about 5,000 people. Sugar and cornstarch plants also were operating in the city.

There was considerable storage space available in the city, and many Japanese and Korean-owned warehouses were located along the west banks of the river around the Senkyori Bridge.

BILLETING FACILITIES

Military barracks were located in the western section of Heijo, but Subject was unable to estimate their capacity.

The city was the seat of a considerable number of educational institutions which Subject tried to describe as thoroughly as possible, naming the following schools with their estimated attendance. Buildings housing these schools were largely constructed of fireproof brick.

There were about six Korean primary schools with an enrollment of over 700 each.

Three or four small Japanese primary schools.

Five mission-operated primary schools were located in the city, two of them having an estimated attendance of about 500 each, while the other three had about 200-300 students each.

The schools were as follows:

Methodist - Chungjin Girls School
" Kwangsung School for Boys

Presbyterian - Soonghyun School for Girls
" - Sungtuk School for Boys

One Catholic School.

CONFIDENTIAL

7779

-5-

January 12, 1945

CONFIDENTIALHigh Schools

Methodist - Two schools, each with an enrollment of about 500.

Presbyterian - Two schools, enrolling together over 500 boys and over 200 girls.
" One commercial high school.

The government maintained two Korean high schools, one each for boys and girls, and two Japanese high schools, one for boys and one for girls.

There was also a commercial high school in the city.

Trades were usually taught in continuation classes after graduation from primary school, and lasted between 1½ - 2 years.

CollegesAPresbyterian Missionary College

Subjects leading to the A.B. degree were taught at the above college. Those students wishing to pursue a medical career attended the local Japanese Medical College.

Hotels

The Chosen Railroad operated a western style hotel accommodating possibly about 30 guests. However, most of the other hotels combined Japanese and western facilities. Subject estimated their number at about 20 and said that they were equipped to handle about 20-50 guests each.

In addition to hotels there were many western style apartment houses available as well as residential hotels patterned after western models.

Anthony Cornell, Interviewer

CONFIDENTIAL

CONFIDENTIALCONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

N-9090/2

January 16, 1945

SECRET

COUNTRY: KOREA

SUBJECT: American missionary with the Board of Foreign Missions of the Presbyterian Church in Keijo, Korea from 1908 to 1941.

Requested report re. certain specific information about

COMMUNICATIONS & OTHER FACILITIES IN KOREA

CONTENTS: ROADS: GENERAL, Jinsen-Keijo-Kinko-Gensan Road; COASTAL STEAMERS; AIRFIELDS; PUBLIC UTILITIES; BILLETING.

ROADSGeneral

Most Korean roads are dirt surfaced on a gravel base; the dirt, however, is hard packed and does not become muddy even during the rainy season so that, generally speaking, the roads are usable throughout the year. Heavy rains and storms occur during July and August at which time landslides quite frequently block or wash out certain sections of the roads; on the other hand, snowfalls are rarely heavy enough to interfere with traffic for any appreciable time except in the most mountainous part of the country. Since neither cement nor asphalt is used to surface the roads outside of the main cities' limits, plants manufacturing the former or stocks of the latter are not to be found in rural regions.

Jinsen-Keijo-Kinko-Gensan Road

This important road, which links the west and east coast of Korea, is of the usual dirt and gravel make-up. It passes through some very mountainous country and is one of the few main arteries confronted with a snow problem; this applies particularly to the Kinko-Gensan stretch. The Japanese had brought in a number of snowplows to contend with this situation.

COASTAL STEAMERS

Most of the Korean ports are served by small steamers which navigate the coastal waters on a bi-weekly schedule.

CONFIDENTIAL

SECRET

H-9090/2

- 2 -

CONFIDENTIAL

January 16, 1945

AIRFIELDS

The Japanese maintain airfields in Pusan, Taikyu, Keijo, Heijo, Shingishu and Genzan whose facilities are used both by commercial lines flying from Japan to Manchuria by way of Korea and by the Japanese Army; the latter has its most important Korean air base in Keijo.

PUBLIC UTILITIES

Electricity, water, telephone and telegraph are available in all the important towns Subject has visited but only in Keijo is gas to be had. Fire fighting equipment is motorized and modern in Keijo and the other leading towns of Korea which maintain fire departments. In the smaller towns and villages, however, equipment is likely to be old and fire fighting is one of the duties of the local police force.

BILLETING

Only in Keijo are there modern hotels along Western lines; in other centers travelers have to use the usual Japanese or Korean type inns. The Board of Foreign Missions of the Presbyterian Church supported missions with schools, dormitories and hospitals attached to them in Keijo, Chushu, Taikyu, Heijo, Sensen, Kokai, Sainei and Anto.

Alfred Merian, InterviewerCONFIDENTIAL

CONFIDENTIALCONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

#N-13071

January 16, 1945

COUNTRY:**KOREA****SUBJECT:**

American medical missionary with the Board of Foreign Missions of the Presbyterian Church in Korea from 1911 to 1941. In direct charge of the Presbyterian Hospital in Taegu (Taikyo) Korea and of the leper colony near Taegu. Also supervisor of the other Presbyterian hospitals in Korea.

Requested report on

HEALTH & SANITATION FACILITIES IN KOREA

Subject, whose career as a medical missionary in Korea covered a thirty year period, gave the following information about hospitals and medical personnel (as of 1941) maintained under his supervision by the Board of Foreign Missions of the Presbyterian Church:

<u>Locality</u>	<u>Hospital</u>	<u>Medical Personnel</u>
Seoul (Keijo)	Modern building with all up-to-date facilities as to plumbing, heating, x-ray equipment, laboratories, etc. 200 beds	Native staff, 45 Korean doctors and 7 or 8 Japanese doctors; 100 student nurses; 20 graduate nurses; all Korean; western style dormitories.
Taegu (Taikyo)	Modern fireproof building with up-to-date plumbing and heating facilities; also x-ray laboratories, etc. 100 beds	12 doctors, all Korean; 30 student nurses, 10 graduate nurses, all Korean; western style dormitories.
Pyongyang (Keijo)	5 buildings, all about 30 yrs. old, moderately up-to-date as to equipment; 100 beds	14 doctors, 60 nurses all Korean

CONFIDENTIAL

January 16, 1945

<u>Locality</u>	<u>Hospital</u>	<u>Medical Personnel</u>
Sonchen (Sunsen)	Small hospital with outpatient department 50 beds	3 doctors, 8 nurses, all Korean
Kangkei (Kokai)	Small building 28 beds	2 doctors, 9 nurses, all Korean
Chairyung (Seinei)	Small building 25 beds	2 doctors, 6 nurses, all Korean
Andong (Anto)	Small building 24 beds	2 doctors, 10 nurses, all Korean
Chungju (Chushu)	Small building 20 beds	6 Korean nurses

Subject has architectural plans of these hospitals and indicated that he would make them available if they were desired.

Alfred Merian, Interviewer

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

January 17, 1945

N12799

COUNTRY: KOREA

SUBJECT: American, 42 years old. Subject is a lay member of the Maryknoll Foreign Mission Society, and resided in Korea from 1926 to 1942 engaged in the construction of mission buildings in various cities of North Korea. His activities as mission architect in Korea made him familiar with localities, transportation, and the building and construction business in Korea. He speaks Korean and is at present at the Maryknoll Mission, Maryknoll, New York

Subject was interviewed in connection with a request for information on towns and cities in Korea and described

TEISHU (Korean: Chongju) (As of 1940)

CONTENTS: LOCATION AND IMPORTANCE; MEANS OF ACCESS; PHYSICAL CHARACTERISTICS; PLANTS AND WAREHOUSES; BILLETING FACILITIES; HEALTH CONDITIONS; INTERNAL TRANSPORTATION; PUBLIC UTILITIES; REPAIR FACILITIES, (Sketch Map Attached)

LOCATION AND IMPORTANCE

Teishu is located in North Heian Province and consists of about 4,000-5,000 houses, with a population ranging from about 15,000-20,000.

The town lies in a plain extending southward to the coast and flanked by hills of about 200-300 feet elevation to the north, east and west. A river averaging 4-5 ft. in depth flows just south of the city.

The city is important as a rice center and as a railroad junction and repair stop.

MEANS OF ACCESS

Small flat-bottomed boats carrying 5-6 passengers and freight made their way up the river to within about 1 1/2 miles of the Teishu railroad station, where a 4-5 ft. dam had been constructed by the Japanese for the irrigation of rice fields. Freight shipped on these boats is unloaded near the river mouth from coastwise junks.

CONFIDENTIAL

N 12799

-2-

January 17, 1945

CONFIDENTIAL

The city lies on the Keijo-Shingishu mainline which was still single tracked at this point as late as 1940. The railroad crossed the river over a bridge newly constructed in 1940 while the old bridge close by appeared to be abandoned, at least temporarily.

The railroad bed is generally level, which level is maintained by embankments in terrain. It is also slightly raised at the site of an underpass about half a mile north of the station, where a line leading north branched off. The Teishu station building was 1 1/2 stories high and the junction had about eight sidings in 1940, but parts of a hill to the west of it was being leveled and rice land was filled in to permit enlargement of existing railroad facilities.

Locomotives were uncoupled from through trains here for watering and coaling, and replaced by ready provisioned engines to avoid delay.

Roads

A narrow two lane dirt road with a crushed stone base led from the coast to Teishu, entering the town through the railroad underpass and connected with the Keijo-Shingishu highway outside the city limits. There were no bridges on this thoroughfare between Yongyu (Eiju) and Teishu.

A good stone base dirt road wide enough for two passing trucks (2nd class road) led north from the main street of the Korean section of the city.

Air

There were no airfields in Teishu or its vicinity by 1940.

PHYSICAL CHARACTERISTICS

A small Japanese settlement of railroad personnel and their families was located adjacent to the station area. There were altogether about 150 Japanese houses in this area and scattered along a hill to the east of it.

A main street passed through the Korean town from west to east forming the shopping district of Teishu. A single row of buildings flanked the north side of this street, with rice fields extending behind these buildings to the north. Small alleys and three or four streets wide enough for bull carts fed the street from the south.

PLANTS AND WAREHOUSES

There were no industrial establishments in this city. A small lumber yard was situated just north of the railroad station to supply the needs of the locality.

CONFIDENTIAL

January 17, 1945

CONFIDENTIAL

One or two godowns were located south of the station to accommodate perishable merchandise, while all non-perishable goods were stored in the open around the station, sometimes covered with tarpaulins.

BILLETING FACILITIES

There were no military barracks in Teishu. A small police station with about 15-20 policemen was located in the Japanese section of the town.

There were several small Korean and Japanese inns in this town, each accommodating on the average about ten guests.

A spreading one story building on the eastern outskirts of the town housed the only Korean primary school, with a fairly large attendance.

HEALTH CONDITIONS

There appeared to be no hospital and patients were cared for at several Korean and Japanese dispensaries. The railroad had its own dispensary in one of the buildings in the station area.

The city had no sewage system.

INTERNAL TRANSPORTATION

Some rickshaws were in evidence, but most transportation was by bicycles. Small buses ran from Teishu southward to the coast, and also operated on the road leading north from the city's main street.

PUBLIC UTILITIES

The local water supply was from wells.

Electricity was used, but no gas or ice were available.

The city had probably about 40 telephones located at the railroad station, some inns and business houses, and at the residences of a few of the ranking Japanese railroad officials.

Telegraph offices are at the railroad station and at the post office, which is located on one of the narrow streets south of the main street. There appears to be no sending and receiving equipment and telegrams are sent by tapping on the telephone mouthpiece.

There were no cable or wireless facilities.

The fire fighting equipment consisted of hand pumps manned by volunteers. The railroad had its own fire department.

CONFIDENTIAL

-4-

W 12799

January 17, 1948

CONFIDENTIAL

REPAIR FACILITIES

Railroad shops used to overhaul locomotives were located to the west of the station. No construction work was done at these shops although the machine shop and roundhouse employed over 150 men in 1935 and could handle several locomotives at one time.

The station area was being enlarged to increase facilities but Subject was unable to tell about the proposed capacity of this extension.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

CONFIDENTIAL

N-9728/3

January 17, 1945

COUNTRY: KOREA

SUBJECT: American, age 47. Subject is a Catholic priest of the Maryknoll Mission Society, who engaged in missionary work in Northwest Korea, 1923-42. He had his own car and traveled extensively in the area, thus becoming familiar with the topography and conditions of Korea north of Heijo. Subject was interviewed on general conditions in that country by FBI and Naval Intelligence upon his return in August 1942. He speaks Korean, French and Italian and is at present attached to the Mary knoll Mission at Maryknoll, N.Y.

Subject was interviewed in connection with a request for information on towns and cities in Korea and described the town of

CHUKOCHIN (Korean: Chunggangjin)(As of 1938.
Believed unchanged as of 1940)

CONTENTS: LOCATION AND IMPORTANCE; MEANS OF ACCESS;
VARIOUS ROADS; PHYSICAL CHARACTERISTICS; BILLETING
FACILITIES; HEALTH CONDITIONS; INTERNAL TRANSPORTA-
TION; PUBLIC UTILITIES; REPAIR FACILITIES.

LOCATION AND IMPORTANCE

Chukochin had a population of 3,000-4,000 and was the administrative center of all police activities of the borderland of North Heian-Do Province, with the civil administrative offices located at Kokai.

There were about 150-200 frontier police stationed in this city whose jurisdiction extended west to the vicinity of Manpochin, with sub-stations, staffed by 8-10 policemen, scattered along the way. These policemen were specially trained for their hazardous occupation which involved frequent clashes with bandits. They were armed with rifles and received almost double the salary of other police. Civil administrators were subordinate to police officers and the police chief of Chukochin had more authority than governors of some provinces.

A large regional office of the Forestry Department was located here, as well as the only meteorological observatory in North Korea from where weather reports were broadcast.

CONFIDENTIAL

#N 9728/3

-2-

January 17, 1945

CONFIDENTIAL

Lively retail trade consisting largely of dry goods and foodstuffs, such as fish, was carried on with Linchiang on the Manchurian side of the Yalu River. Japanese manufactured goods crossed into Manchuria while Chinese goods were carried back into Korea.

A Tobacco Monopoly Bureau also functioned in Chukochin.

MEANS OF ACCESSWater

The Yalu River was shallow at this point but rapid. Airplane propeller boats, with two enclosed cabins made their way to Chukochin. These boats accommodated between 30 and 40 passengers in two classes. Smaller, shallower propeller boats went up the river as far as Keizanchin. Much freight was carried on the river in 40 ft. flatboats equipped with Sails. Merchandise shipped by river consisted largely of cheap Japanese goods.

Lumber was shipped down the river in large rafts to Manpochin where the timber was processed and sent on by rail. Subject thinks that some lumber may be also floated to Sakuchu to be sawed there and shipped overland.

Chukochin is the coldest place in North Korea, the mercury often registering 40 deg. below zero. However, the entire frontier section is very cold and the river freezes over and stops traffic in wintertime.

Rail

The nearest railroad connection was at Manpochin, although there was talk of constructing a railroad along the Yalu River from Shingishu to Keizanchin.

A railroad connection was also planned between Kokai and the hydraulic center of Changjin, to connect with Kanko on the Korean east coast.

Roads

Two motor highways run from Kokai to Chukochin, one passing through Jijo on the way, while one branches off below Huchang, traversing that town on its northward course to Chukochin. They are both two lane crushed stone dirt roads crossing two wooded mountain ranges about 1,000 ft. high. There is a deep snow in this area but the roads are plowed and regular bus traffic is maintained over both roads. The highways are very curving and there is a tunnel on the Huchang road. The roads approach Chukochin at a considerable height and zigzag their way down separately into the city below.

A new road has recently been constructed following the Yalu River downstream for about 70 miles and branching off to Jijo.

CONFIDENTIAL

9728/3

-3-

January 17, 1945

CONFIDENTIAL

The road to Keizanchin follows the Huchang road to a point on the Yalu River and then branches off to the east to Keizanchin. A bus line runs to Jido (Tongheung) and there connects with another bus line to Keizanchin.

All traffic into Manchuria is by small boats at a ferry about 1 1/2 miles up river from the city. While the river freezes everywhere else it does not do so at this ferry site. In 1938 a small bridge was under construction here and it is probably completed now.

Close check is kept by the police on all boats along the border and illegal crossing is thus made difficult while the river is free from ice.

Air

An airfield about 1/2 to 3/4 mile long is located between the town and the ferry to the east. The field was used for military and police purposes only, but an airmail service was planned.

An airfield was also located at Linchiang on the Manchurian side of the river.

PHYSICAL CHARACTERISTICS

The city lies in a narrow valley, less than a quarter mile in width, and through which runs the Yalu River. It is located at the valley's widest part and behind it rises a steep mountain of about 500 ft. elevation. This mountain is part of a chain which bounds the seven mile valley to the southeast.

The city is built mainly along one road and is compact in appearance.

The commercial section of the community is along this road.

There is no industry.

BILLETING FACILITIES

Military barracks housing about 100-150 soldiers were located about three miles southwest of Chukochin, in a valley about three miles inland from the Yalu River.

Primary school facilities for about 300 Korean children were located in a wooden frame building near the foot of the mountain, while the Japanese school is in the city.

There was no high school.

Three Japanese and one Korean inn each provided accommodations for about 30 guests. In addition to these inns there was a two-story geisha house with space equal to the four inns combined.

CONFIDENTIAL

N 9728/3

-4-

January 17, 1946

CONFIDENTIAL

HEALTH CONDITIONS

Medical care was available in several dispensaries in the city, but cases requiring hospitalisation had to be sent to Kokai, where one government and one Protestant hospital were located.

There was no sewage disposal.

INTERNAL TRANSPORTATION

The only means of transportation in town were bicycles. No taxis operated in the city but, when urgently needed, buses could be hired by private parties.

PUBLIC UTILITIES

Water had to be drawn from wells.

A steam power plant located about three miles down river from the city furnished electricity, as well as power lines from plants located in Manchuria.

No gas was available.

Ice was cut from the river in winter and stored by a private concern.

Telephone service could be had at the post office, and clients had to go there to make calls or to receive them. Messengers were sent to homes of persons called on the telephone and persons making the call had to hold the line until arrival of the called individual. A few Japanese officials also had their own telephones but ownership of telephone equipment by civilians was generally discouraged.

The police had their own telephone line.

Telegrams could be sent also at the post office, but Subject is not familiar with the cable service prevailing in the community.

The fire fighting equipment consisted of one hand pump.

REPAIR SERVICE

A poorly equipped garage was maintained by the bus company to service its buses.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
650 Fifth Avenue
New York City

#N-12886/2

January 23, 1945

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: American, age 71. Subject was evangelistic missionary of the Board of Missions of the Methodist Church in Korea from 1903-41, returning to United States in 1941. He was district superintendent of the mission society at Heijo (Pyongyang), and founder of 30 primary and four secondary schools for Koreans, as well as Chairman of the Board of Managers of a large hospital in that city. Subject was interviewed by QNI in the fall of 1943. He speaks Korean and is now with the Division of Foreign Missions of the Methodist Church in New York, N. Y.

Subject was interviewed in connection with a request for information on towns and cities in Korea and gave the following information on Heijo to supplement an earlier report, #N-7779, issued January 12, 1945.

HEIJO (Korean; Pyongyang) (As of 1941)

CONTENTS: HOSPITALS AND SANITATION; INTERNAL TRANSPORTATION; PUBLIC UTILITIES; REPAIR FACILITIES.

HOSPITALS AND SANITATION

The Korean Government maintained a large public hospital situated near the main railroad station. The hospital consisted of one large building with a capacity of 200-250 beds. A dispensary cared for the non-hospitalized patients.

The Methodist and Presbyterian Missions jointly operated the Methodist Presbyterian Hospital with 200 beds, which were continually occupied.

The hospital compound contained five 3 story buildings, located on Westgate Street in the center of the city.

CONFIDENTIAL

#N-12866/2

January 23, 1945

CONFIDENTIAL

Patients were cared for in the following three buildings:

A main building about 40' x 80'

A secondary building about 40' x 60'

A dispensary about 30' x 60'

The staff of 15 Korean physicians, assisted by Korean nurses, were headed by Dr. W. S. Kim, a graduate of Northwestern University.

The hospital was taxed to capacity and in addition to the hospitalized patients cared for 400-500 dispensary cases. Patients paid for medical care in most cases, but about 30% of them received treatment free of charge.

In addition to these two large hospitals there were a number of small private hospitals operated by Korean doctors scattered all over the city. Such facilities were very limited and consisted of only a few rooms each.

Most of Heijo was equipped with sewers.

INTERNAL TRANSPORTATION

Charcoal burning buses operated along two or three main thoroughfares of the city.

A street car line furnished transportation from Heijo Station along Teishaba Dori, Yamato Machi and Nanmon Dori.

Taxis were formerly in operation in Heijo but their place has been taken again by rickshaws.

Bicycles were widely used in Heijo.

PUBLIC UTILITIES

The city has a water works and filtering plant. Water is supplied to consumers from hydrants scattered throughout the city. Use of water was dependent upon payment for keys with which to operate these hydrants.

In earlier days the city obtained its power from a steam power plant burning powdered coal. Power is now piped into the city from a hydraulic power station and the steam plant has been abandoned but could serve in an emergency.

Most of the ice used in Heijo was cut river ice, but a good sized ice plant produced artificial ice. It was not distributed to consumers but had to be sent for.

No gas was used in Heijo.

CONFIDENTIAL

-3-

N 12866/2

January 23, 1945

CONFIDENTIAL

Brushwood was generally used by Koreans for heating and cooking purposes.

Comparatively few telephones were used in Heijo. The exchange was located at the post office. Telephone wires were above ground.

Telegrams could be sent from the main post office, a branch post office on West Gate Street, and at the railroad station. Cables had to be sent from the central post office, and wireless messages could also be sent from there.

There were no language restrictions for wires in earlier days, but the use of Japanese was mandatory before Subject's departure from Korea.

The fire fighting equipment was modern and was located at the Central Police Station. There were no other firehouses in the city as far as Subject knows.

REPAIR FACILITIES

A large railroad repair shop was in the process of construction, located about five miles northeast of Heijo main station. Subject was informed that this plant was designed for the manufacture of locomotives and railroad cars.

The main station was being rebuilt and enlarged when Subject left. A roundhouse and small repair facilities were located at this station.

Koreans owned a number of garages and repair shops in the city. At the height of the automobile era there were probably six to eight repair shops equipped with small lathes and other machinery. Subject did not know if these repair facilities were dismantled or were left in the city.

Anthony Cornell, Interviewer.

CONFIDENTIAL

N 12866

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

CONFIDENTIAL

January 23, 1946

COUNTRY:

KOREA

SUBJECT:

American, age 71. Subject was evangelistic missionary of the Board of Missions of the Methodist Church in Korea from 1903-41 returning to United States in 1941. He was district superintendent of the mission society at Heijo (Pyongyang), and founder of 30 primary and four secondary schools for Koreans, as well as Chairman of the Board of Managers of a large hospital in that city. Subject was interviewed by ONI in the fall of 1943. He speaks Korean and is now with the Division of Foreign Missions of the Methodist Church in New York, N.Y.

Subject was interviewed in connection with a request for information on attitudes of Koreans, especially on

KOREAN EDUCATION AND INDOCTRINATION

CONTENTS:

KOREAN PRIMARY SCHOOL POLICY; GOVERNMENT SCHOOLS; MISSION SCHOOLS; METHOD OF INDOCTRINATION; KOREAN MIDDLE SCHOOLS; GOVERNMENT SCHOOLS; MISSION SCHOOLS; METHOD OF INDOCTRINATION; JAPANESE MIDDLE SCHOOLS; COLLEGES AND UNIVERSITIES.

KOREAN PRIMARY SCHOOL POLICY

Government Schools

The Japanese have established two distinct standards of education in Korea. While education is compulsory for Japanese children it was optional for Koreans, with the result that only about 40-45% of Korean children attend primary schools for periods of four, five, or sometimes six years, while all Japanese children finish six years of primary school as well as middle school.

No efforts were made by the government to combat illiteracy, and enrollment of Korean children in primary schools rested entirely with their parents. Primary education tended to be selective and depended upon the enlightenment and economic status of Korean families.

CONFIDENTIAL

N 12866

-2-

January 23, 1946

These limited educational opportunities existed in populated urban districts, and were further restricted in rural areas where the avowed goal of a primary school for each township (myung) is still far from realization.

Educational requirements for grade school teachers was graduation from middle school. Teachers were mostly men, but the successful use of women teachers in mission schools in Korea has led to the appointment of occasional female teachers in public schools as well, and the number of such appointments appears to be increasing.

Women were used exclusively as teachers in kindergartens, and the Methodist Church conducted a kindergarten teacher's training school.

Mission Schools

The limited primary educational opportunities were supplemented by mission schools established throughout Korea.

These schools were attended by Christian and non-Christian Korean children, and had to conform to government regulations to continue in operation.

Method of Indoctrination

The paramount objective of all education in Korea was the indoctrination of Japanese ideals in pupils and the development of a subservient middle class and intelligentsia, in order gradually to sap all resistance to Japanese rule in the growing generation of leading Korean citizens. To bear out this generalization it is significant that the most patriotic areas in Korea coincide with the areas of greatest illiteracy, while growing indifference is noted in urban districts where education is more general.

Public schools and mission schools alike were required to further the cultural and political aims of Japan. The system of indoctrination was applied first in government schools, while mission schools were relatively unhampered until about 1925. Gradually educational standards were unified and instruction in mission schools about 1935 became regulated to conform to the rules established by the Department of Education. Control of all private schools passed into government hands.

The language of instruction in all primary schools became Japanese and Korean was not permitted within school precincts. When unable to express themselves in Japanese children had to request permission to speak in Korean, or else be fined a nominal sum with the result that many Korean children do not speak their mother tongue.

Japanese teachers had to be employed to teach history, geography, as well as morals which were taught daily. Emphasis was placed upon Japanese history, geography of the Japanese Empire, and Japanese culture, customs and ethics. Customary Japanese ceremonies had to be observed and monthly attendance

CONFIDENTIAL

N 12866

-3-

January 23, 1945

CONFIDENTIAL

at Shinto shrines was required. These ceremonial visits were usually on the 1st day of each month and on national holidays, but since Pearl Harbor the monthly visit has been changed to the 8th day of each month as a reminder of Pearl Harbor.

Korean as well as foreign school principals were required to attend the shrine ceremonies. Rather than obey this order some Christian schools closed down or appointed Korean principals. Founders of private schools were made responsible for the conduct of such schools, and their ultimate control was assumed by the government about 1936, thus terminating the principles formerly governing mission schools.

Indoctrination was relatively ineffective in primary schools until about 1936 or 1937. This was substantiated by the fact that the Korean passive resistance movement in 1919 originated in Korean school circles. The process of indoctrination in primary schools appeared to make some headway since 1936-37 but Subject does not believe that it is deep seated.

Parents of children attending school had to accept Japanese names, as did also Koreans engaged in business or employed in government positions.

Generally speaking Koreans of the Southern provinces were accustomed to serfdom under Korean landlords before the occupation of the country by Japan and they have proved more servile under Japanese domination than the more independent population of northern Korea.

KOREAN MIDDLE SCHOOLS

Both Korean and Japanese middle schools for boys lasted five years, while middle school courses for Korean girls took only four years.

Government Schools

There were very few Korean middle schools and entrance is by competitive examination. The examinations last three days and take place around March, with new classes opening April 1st. A fee of three yen was charged for the examinations, and often as many as 1,500 competed for 100 places. Both scholarship and political background were factors in the selection of students.

The budget for Korean middle schools is very limited and the second largest city in Korea, Heijo, had only three government middle schools. Only students of better class families could afford to pursue their studies in these schools, but some assistance was at times given to needy students in mission schools.

Teachers in middle schools had to be graduates of normal schools in Japan, and history, geography and ethics had again to be taught by Japanese.

CONFIDENTIAL

N 12866

-4-

January 23, 1946

CONFIDENTIAL

Students of Korean middle schools exhibited marked loyalty to their individual schools and such group spirit could be made to serve a useful purpose in any reorganization of Korea.

Mission Schools

About half of all Korean middle schools were operated by missions and thus contributed greatly in raising the education level of the younger generation. Attendance at mission schools was no real barrier to its students in their quest for a college education, as students of all registered schools, mission ones included, were admitted to higher institutions of learning, including private universities in Japan.

The Methodists operated a boys' middle school in Heijo, designed for 500 students, but actually enrolling 600 boys who attended classes in ten classrooms. The church also operated a four year girls' middle school with an attendance of 500 girls. About 10% of the girls and about 25% of the boys continued their education at Ewha College and other schools.

No student organizations were permitted in Korea high schools. There were no classes on Sundays but their time was taken up on that day by athletics and military training.

All student publications were abolished and even activities of the YMCA were discouraged.

Method of Indoctrination

Indoctrination of students was expanded and a larger number of graduates were converted to Japanese ideals or paid lip service to them. Visits to shrines were continued and pilgrimages lasting about a month or more to historic places in Korea and Japan were made by students. Expenses were defrayed by students but railroad fares and other expenses were markedly reduced.

Subject believes that the number of graduates of middle schools successfully indoctrinated by the Japanese probably numbered about 10%.

JAPANESE MIDDLE SCHOOLS

All Japanese youths of school age had opportunities to attend middle schools, although at times they had to travel to school by train or bus. A small number of privileged trustworthy Koreans were admitted to these schools and generally became loyal followers of the Japanese.

CONFIDENTIAL

N 12866

-5-

January 23, 1946

CONFIDENTIALCOLLEGES AND UNIVERSITIES

The foremost university in Korea was the Keijo Imperial University, largely attended by Japanese and a mere sprinkling of Koreans who excelled in scholarship and devotion to Japan. Graduates of this university were given the most desirable positions in the government and leading firms in the country.

Koreans chose liberal arts and pedagogy courses in preference to professions. However, their opportunities in colleges were limited and they were obliged to enter the field of medicine, law, or commerce, in the order mentioned.

Most Korean students had to attend private or mission colleges, like the Ewha College of the Methodist Church in Seoul. There were many aspirants for a college education but the number of such institutions was only about half a dozen and many were sidetracked in their quest for learning.

The process of indoctrination was accelerated and new adherents to the Japanese program were secured from the ranks of students who were looking forward to a successful career with the government, the railroads, or the professions. The least affected by indoctrination appeared to be the medical profession.

A number of Koreans were sent annually to Japan to complete their education in the smaller universities of that country. To be admitted to those schools they had to pass competitive examinations and satisfy the police that they were politically reliable.

Next to graduates of Keijo Imperial University these graduates of Japanese schools received preference in employment and generally were given the more promising positions in the Government service, the railroads, mines and industries.

Anthony Cornell, Interviewer.CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

N-12469

January 26, 1945

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: Korean, 28 years old. Subject was raised in Keijo, Korea, and attended college in Keijo (Seoul). His major subject was economics but much of his time was devoted to music and he gave several cello recitals and other programs over the Korean radio station JODK in Keijo. He visited Japan and Manchuria on student tours and came to United States in 1938. Subject speaks Korean and Japanese and is now with the Office of Censorship in New York, N. Y.

Subject was interviewed in connection with a request for information on cities in Korea and described

KEIJO RADIO STATION JODK

CONTENTS: LOCATION; DESCRIPTION; PROGRAMS; RECEIVING SETS.

LOCATION

Station JODK was located in the Teido (Chungdong) section of the city. Both Japanese and Korean programs were formerly broadcast from here over transmitters and towers located on the premises. Increased demands upon the station facilities led to the transfer of transmission equipment and radio tower for Korean broadcasts to the western suburbs in Yunhi County, near the Chosen Christian College, while Japanese programs continued to be put on the air at Teido. Underground cables connected the two transmission stations.

Broadcast studios for both Korean and Japanese programs continued to operate from Teido.

DESCRIPTION

JODK was nominally a private enterprise but was under the strictest government supervision.

The grounds of the station occupied an area comparable to a New York City block, located upon an elevation in the center of the city.

CONFIDENTIAL

TOP SECRET

W-12469

- 2 -

January 26, 1948

CONFIDENTIAL

The station building housed the following facilities:

1st Floor - Reception rooms and office

2nd Floor - Stairs led to this floor containing a main studio, a small studio about 8' x 8', a room for announcers, a waiting room and washroom.

3rd Floor - Formerly used for transmission and power equipment, all manufactured in Japan. In 1938 Japanese broadcast studios occupied the space previously used for the Korean transmission equipment.

PROGRAMS

Since 1936 the station broadcast simultaneously Japanese and Korean programs from 6 a.m. until midnight.

Korean programs included native and occidental music played by Koreans, plays, lectures, news, etc. The entire program had to be presented in written form in proper sequence and submitted to the station for approval. Separate Korean and Japanese departments were responsible for their respective programs. Mr. Li Hei Ku was in charge of the Korean program in 1938. He was a graduate of Keijo Imperial University and was station announcer before being promoted to the position of director of the Korean Department.

Approval of proposed radio programs sometimes took two to three weeks, although purely musical features required little waiting. Programs were censored and the time for broadcasting was set by the station.

RECEIVING SETS

Radio receiving sets were considered luxuries in Korea and permits to own sets were granted only upon written application. Subject estimated that in Keijo probably less than half the families owned radio sets.

All radio sets permitted in Korea were set only for Station JODK, and foreign sets had to be adjusted to limit reception to the Keijo station only. No foreign programs could be heard over those sets and even Japanese broadcasts had to be routed over Station JODK for Korean consumption.

Monthly bills were rendered to owners of sets and payment had to be made to the radio station. Sets were not checked by the authorities once they were placed in homes.

Radio stations in Gansan and Heijo broadcast for northeast and northwest Korea respectively.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N 7764/5

February 23, 1946

CONFIDENTIAL

COUNTRY: KOREA

SUBJECT: Russian, naturalized American, 55 years old. Subject was connected with the Chinese Eastern Railway from 1906 to 1932, rising to the position of Senior Comptroller of the line. Upon transfer of the railroad Subject was retained by the Japanese in an advisory capacity until 1937 when he emigrated to the United States. He returned to Manchuria in 1938 to settle some personal affairs and came back to New York City the same year and has remained here since. Subject is familiar with transportation, labor, and political personalities in Manchuria and has been interviewed repeatedly by SFE on various phases of the Chinese Eastern Railway. He speaks Russian and some English, and is now employed in New York, N.Y.

Subject was re-interviewed in connection with a request for specific information on

RAILROADS IN KOREA (As of 1935 or 1936)

CONTENTS: NANYO-SEISHIN LINE; NANYO-RASHIN LINE;
PROPOSED RASHIN-SEISHIN LINE

NANYO-SEISHIN LINE

This railroad via Kainei was single track and crossed some very steep sections between Kainei and Seishin.

Trains operating on this and the other two lines under discussion consisted of ordinary passenger trains with eight or nine coaches, passenger express trains made up of about eight-nine Pullman cars, and freight trains hauling on the average about 60-70 Japanese type freight cars, built much like American freight cars. At times additional freight cars were added and a second locomotive was attached in mountainous regions.

CONFIDENTIAL

February 23, 1945

CONFIDENTIAL

However, some sections between Kaine and Seishin were so steep that a second locomotive was attached to all trains traveling over them, but Subject was unable to specify their location.

Continuing south between Seishin and Genzan the railroad wound its way through curving mountainous territory. The line was partially double tracked.

NANYO-RASHIN LINE

This railroad was single track but Subject observed that a second roadbed was under construction sectionally between Yuki and Rashin. These sections occurred only in level areas and Subject was unable to learn if stretches of the roadbed were under construction in the hilly terrain and whether tunnels were being dug. However, in report # N-7784, issued March 27, 1944 he stated in his description of Rashin that a two-track tunnel was constructed for the projected second line, and that the railroad yards were being greatly expanded. He is unable to add any further information on this matter.

PROPOSED RASHIN-SEISHIN LINE

Subject traveled by car from Rashin to Seishin and observed that the Japanese were building a railroad bed between these two cities. The work was only partly completed in separate sections at that time and he has heard no more about it since.

Anthony Cornell, Interviewer

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

CONFIDENTIAL

#N-12813

January 29, 1945

COUNTRY:

KOREA

SUBJECT:

American, aged 54. Subject was missionary of the Presbyterian Board of Foreign Missions in Kokai, Northwest Korea, from 1916 to 1940. He traveled extensively and knows that area of Korea intimately. He was interviewed by ONI in November, 1943, and by MIS September of that year. He speaks Korean and Japanese and is now Acting Minister at the First Presbyterian Church in Plainfield, N. J.

Subject was interviewed in connection with a request for information on towns and cities in Korea and described

KOKAI (Kangsei) (As of 1940)

CONTENTS:

LOCATION AND IMPORTANCE; MEANS OF ACCESS; RAILROADS AND ROADS; PHYSICAL CHARACTERISTICS; INDUSTRY AND WAREHOUSES; BILLETING FACILITIES; HEALTH FACILITIES; INTERNAL TRANSPORTATION; PUBLIC UTILITIES; REPAIR FACILITIES (Sketch Map Attached)

LOCATION AND IMPORTANCE

Kokai had a population of about 20,000 and was a county seat of North Heian-do Province, in Northwest Korea. It was situated at an elevation of about 1,000 ft. and was the center of trade in agricultural products in this mountain region and a supply station for mines and lumber camps of the district.

A military garrison of about two companies was stationed here until about 1938-39, when the troops were evacuated and the barracks were left unoccupied.

The city had a large police station, manned by about 20-30 police who were armed with rifles and small arms. A force of gendarmerie of varying strength also was stationed here.

The government likewise maintained here an Agricultural Experiment Station, a Forestry Office and a Weather Observatory.

CONFIDENTIAL

H-12815

- 2 -

January 29, 1945

CONFIDENTIALMEANS OF ACCESSWater

The Tongno-gang (River) is about 5-6 ft. deep and about 200 ft. wide near Kokai. It is a mountain stream with rapids in some sections and slack water in others. There was considerable rafting on the river and small boats were poled along certain sections during the greater part of the year while automobiles used the frozen riverbed during January and February.

The narrow gauge railroad crossed the river over a bridge but pedestrians had to use a flat poled ferry. At flood time the river crossing had occasionally to be made about 20 miles upstream.

A creek about 50 ft. wide flowed past the town just north of it, while another of similar size emptied into the Tongno-gang immediately south of Kokai, and some rafting was done on both creeks.

Railroads

The single track standard gauge railroad line connecting Heijo with Manpoehin and Tunghwa ran past Kokai, and two good passenger trains as well as two combination freight-passenger trains passed over the line daily in 1940.

The railroad was well constructed and in places ran on concrete embankments as high as 50 ft. The grades were not very steep but there were about 50 tunnels along the way.

In 1940 the 200 mile trip to Heijo took eight hours, but Subject was told that after his departure express trains cut the running time to five hours.

A narrow gauge railroad ran east to Adukp'o via Hyangha-dong and Munam-dong and was apparently used to ship supplies to the hydro-electric works which was under construction at Changgjin.

A narrow gauge railroad shown as leading northeast to Huch'ang (Kosho) does not exist and no survey for such a railroad was ever conducted.

Roads

The road linking Kokai with Kisen was a 2nd class stone base dirt road flanked by ditches. This well drained highway winds its way through narrow valleys and generally is not very steep, although up the passes the grades run to 5%. The passes are snowbound during the winter as, since the opening of the railroad, this highway was not plowed and, therefore, was largely closed to traffic during this season. Buses which operated on this road were discontinued.

CONFIDENTIAL

H-12813

-3-

January 28, 1945

CONFIDENTIAL

Bridges were mostly two-lane reinforced concrete, one or two spans long, while the bridge at Oesich'on-dong was about ten spans in length. Occasional very short wooden bridges were encountered.

A two-lane motor highway used by buses and trucks passed through Kwang-chon-dong to Keup-tong on the Yalu River, while road suitable for private cars branched off at Kwangch'on-dong for Mupyong-ni located on the Kokai-Kisen road.

Bridges along both roads were mostly concrete with occasional short wooden ones.

A good motor road follows the Tongno-gang riverbank to Manpochin.

The road to Huchang and Chasung was kept open all year for truck and bus traffic. There are many low grades along the winding road, the gradients being as high as 10% in passes but easily negotiable by trucks. The terrain along the pass roads is largely wooded with spruce, fir and hemlock trees growing in abundance.

An unimproved road quite unsuitable for truck traffic leads east toward Changjin. However, Changjin may be reached by trucks over the highway leading northeast to Hanjon-dong, and following the road via Songjang-dong to Sebukgtong and continuing southeast to Changjin.

Subject observed that most roads in this area were constructed mainly for military purposes.

Air

An artificially leveled plain about three miles south of the Kokai railroad station was occasionally used as an airfield, but has since been abandoned.

PHYSICAL CHARACTERISTICS

Kokai lies on a fairly level plateau bounded by the Tongno-gang (River) to the west, and by creeks to north and south. Wooded hills rise to the east of the town. The attached sketch map gives a fair outline of the salient features of the town.

INDUSTRY AND WAREHOUSES

A considerable number of inhabitants are engaged in the home manufacture of hosiery, while about 100-120 people are employed at a graphite refinery situated just north of the city.

CONFIDENTIAL

H-12813

-4-

January 29, 1945

CONFIDENTIAL

A powerhouse, which is one of a chain of hydro-electric stations constructed between Changjin and Kokai, is located near the eastern outskirts of the town.

Limited storage facilities were located near the bridge and also near the railroad station.

BILLING FACILITIES

A Korean primary school consisting of several one-story buildings accommodated about 1,000-1,500 students, while the Japanese school had an attendance of about 100.

A wood and plaster building housed a high school with an enrollment of about 500, but a junior high school with a capacity of about 150 was closed sometime ago.

A farm school consisting of many Korean style buildings housing its students was located a short distance south of the city.

The Presbyterian Church operated a primary school house in a frame building and was large enough to accommodate about 250 students. The Mission compound contained four American style brick buildings, and mission property included a brick constructed Bible Institute and a church holding about 1,500.

Two or three one-story Japanese inns accommodated on the average about 20-25 guests each. The five or six Korean inns in the city had accommodations for 15-20 people each, averaging about two guests to a room.

HEALTH FACILITIES

Medical care was provided at the new Government Hospital rebuilt after a fire destroyed the old one. The hospital was made up of 2-3 connected brick buildings and had a capacity of about 100. It had an X-ray department, a clinical laboratory and operating room, all provided with fairly good equipment. It was staffed by five Korean and Japanese physicians, and Korean as well as Japanese nurses.

The only other hospital was operated by the Presbyterian Mission and was located in the mission compound. It consisted of one main building and an isolation ward, with a total capacity of 28 beds. The hospital was equipped with X-Rays and operating room, and had two doctors in attendance as well as a nursing staff housed in a Korean style building in the compound.

The town has no modern sewage disposal system.

CONFIDENTIAL

#N-12818

-5-

January 29, 1945

CONFIDENTIALINTERNAL TRANSPORTATION

Taxi service was available from the station. However, most traffic is on bicycles, while luggage is carried by coolies.

PUBLIC UTILITIES

The city has both water works and electricity but no gas. There is a minimum charge for electricity for lighting, based on ten outlets. A separate meter registers electricity consumed for other purposes, and a minimum rate was charged per outlet.

Ice used in Kokai was cut from the river and stored for use in summer.

About 200 telephones were in use in the city, some of them private, but most of them in stores, inns, and hospitals. The exchange was located at the post office and wires connected with nearby towns.

Telegraph offices equipped with sending and receiving apparatus were located at the post office and the railroad station, and cables could be dispatched as well as telegrams. Telegrams in English and other European languages were accepted in all county seats in normal times, and some censorship was exercised by the police.

There was no shortwave equipment in Kokai. Individual receiving sets were set for the local broadcasting station only and the sets were checked by the police. The Presbyterian Mission owned an illegal shortwave radio brought there from America. The police attempted to adjust it to receive only the local station but a slight repair restored its shortwave reception, and the missionaries were able to hear American programs.

Houses in Kokai usually had shingle roofs which burned readily and strained the facilities of the local fire brigade, consisting of one or two handpumps only. Hydrants are placed in the city to provide water for consumption and fire fighting. Containers were filled and water carriers were pressed into service whenever there was a fire. However, these were not frequent, and only two or three times in 20 years were sections of the city destroyed.

REPAIR FACILITIES

A small roundhouse and a small repair shop were located at the station yard.

The bus company which operated trucks as well as buses had a fairly good sized and well equipped repair shop to take care of its equipment, while three or four small private garages had limited repair facilities. A small machine shop repaired mining machinery from neighboring mines.

Anthony Cornell, Interviewer.

CONFIDENTIAL

CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York, N. Y.

January 29, 1945

#N-13071/2

COUNTRY: KOREA

SUBJECT: American; medical missionary with the Board of Foreign Missions of the Presbyterian Church; in Korea from 1911 to 1941, in charge of the Presbyterian Hospital in Taegu and the leper colony near Taegu. Requested report regarding certain specific information about

THE CITY OF TAEGU

CONTENTS: POPULATION; LOCATION AND IMPORTANCE;
MEANS OF ACCESS; PHYSICAL CHARACTERISTICS;
FACTORIES; WAREHOUSES; BILLETING FACILITIES;
HEALTH AND SANITATION; INTERNAL TRANSPORTA-
TION; PUBLIC UTILITIES; REPAIR AND SERVICE
FACILITIES.

POPULATION

Subject stated that the population of Taegu had been increasing rapidly of recent years; he estimated it at about 150,000 inhabitants as compared with the 1937-39 figure of 110,000.

LOCATION AND IMPORTANCE

Taegu is located at the juncture of two main roads coming down from the north and is one of the main stops on the Pusan-Seoul railroad. As capital of the province of North Keisho and as the home of a number of industrial concerns, Taegu's importance is politically local and economically empire-wide. The city is the leading silk manufacturing center in the Japanese empire, with a number of factories spread throughout the town. It is also an important fruit growing center.

CONFIDENTIAL

CONFIDENTIAL

-2-

#W-13071/2

January 29, 1945

Historically speaking, Taegu has some importance as it is the point of departure for pilgrimages to the old Silla capital and, being relatively close to the Bay of Paksandong, the usual site of Japanese landing forces, it has frequently been the first Korean city of importance to fall to enemy attacks.

MEANS OF ACCESS

Taegu is not directly accessible by water, although small tugs do navigate the Nakdong-gang River from the Sea of Japan to within a few miles west of the city; prior to the construction of the railroad, this was the usual means of access to Taegu. The main rail line, previously mentioned, is double tracked and a secondary single track line connects Taegu through Kwongju to Pohang on the east coast of the peninsula. Besides the two primary roads referred to above, a third main artery leads south from Taegu to Pusan, and other roads of lesser importance lead east to Pohang and southwest to Masan. There are two airports in Taegu, the most important one, used by both the army and commercial lines, being northwest of the city, and an emergency field located to the south near the army barracks.

PHYSICAL CHARACTERISTICS

The city is compact and is generally composed of one or two-story structures built on level ground; Tatsujo Park, situated on an elevation to the west of the town and a ridge extending south from this park and on which most of the missionary residences and buildings are located, constitute the only notable exceptions to this general rule. The commercial part of the city, nearly all of which is south of the main railroad line, occupies those blocks closest to the railroad station, while most industrial installations are on the outskirts north, west and south of the town.

FACTORIES

Aside from the silk factories previously mentioned, there is a large cigarette factory owned by the Japanese government monopoly; it occupies the most modern reinforced concrete building in Taegu and is located near and due west of the railroad station.

CONFIDENTIAL

CONFIDENTIAL

N-13071/2

-3-

January 29, 1945

WAREHOUSES

There are two blocks of warehouses near the railroad station.

BILLETING FACILITIES

There are extensive military barracks in the southern district of Taegu where the Japanese quartered a considerable permanent garrison consisting of infantry, cavalry and field artillery. Besides the missionary schools maintained by the Presbyterian Board of Foreign Missions which were located on the ridge previously mentioned and which could accommodate about 800 students, the Japanese had a number of primary and middle schools scattered throughout the city on whose capacity Subject did not venture to estimate. There were no hotels along western lines, but the usual Japanese and Korean inns existed in profusion.

HEALTH AND SANITATION

The main hospital in Taegu was the one maintained by the Presbyterian Board of Foreign Missions of which Subject was the head, whose facilities have been described in Report N-13071, dated January 16, 1945. Other hospitals were minor ones run by Korean doctors.

Sewage disposal was of the open ditch type.

INTERNAL TRANSPORTATION

The only form of internal transportation was that furnished by a few buses which formerly consumed gasoline but which were already running on charcoal at the time of Subject's departure in 1941.

PUBLIC UTILITIES

There were two sources of water supply, the original one bringing in water from the hills to the south of Taegu to a res-

CONFIDENTIAL

CONFIDENTIAL

#N-13071/2

-4-

January 29, 1945

ervoir near the army barracks, and a second new line coming in from the north to a reservoir close to the railroad station. Power was fed to Taegu over lines coming from a number of relatively new hydro-electric plants built in the surrounding hills. There was also an older coal-burning power plant located within the city. There was an ice plant in Taegu, but gas was not available. As concerns communications, the usual Japanese telephone and telegraph facilities were to be found in Taegu. There was a radio broadcasting station of minor importance, the main one being in Seoul. Besides these forms of communication, there was another one whose use was restricted to the Japanese army. According to Subject, it consisted of an underground cable which, starting in Japan as a marine cable to Korea, went underground the length of this country all the way to Manchuria. Subject stated that knowledge of the existence of this cable was an open secret and that he had personally seen it when work was being done on carrying it under a river near Taegu. This cable was completed sometime in 1940.

The fire department of Taegu was only partly modernized and Subject stated that the Japanese had frequent fire drills, including old-fashioned bucket brigade practice, in which the missionaries were forced to take part.

REPAIR AND SERVICE FACILITIES

There were a number of small machine shops and foundries spread about Taegu; also several garages among which the two maintained by the Ford and Chevrolet agencies were the most up-to-date.

Alfred Merian, Interviewer.CONFIDENTIAL

SURVEY OF FOREIGN EXPERTS
630 Fifth Avenue
New York City

N-7591/3

February 2, 1945

CONFIDENTIAL

SUPPLEMENT TO REPORT N-7591/3

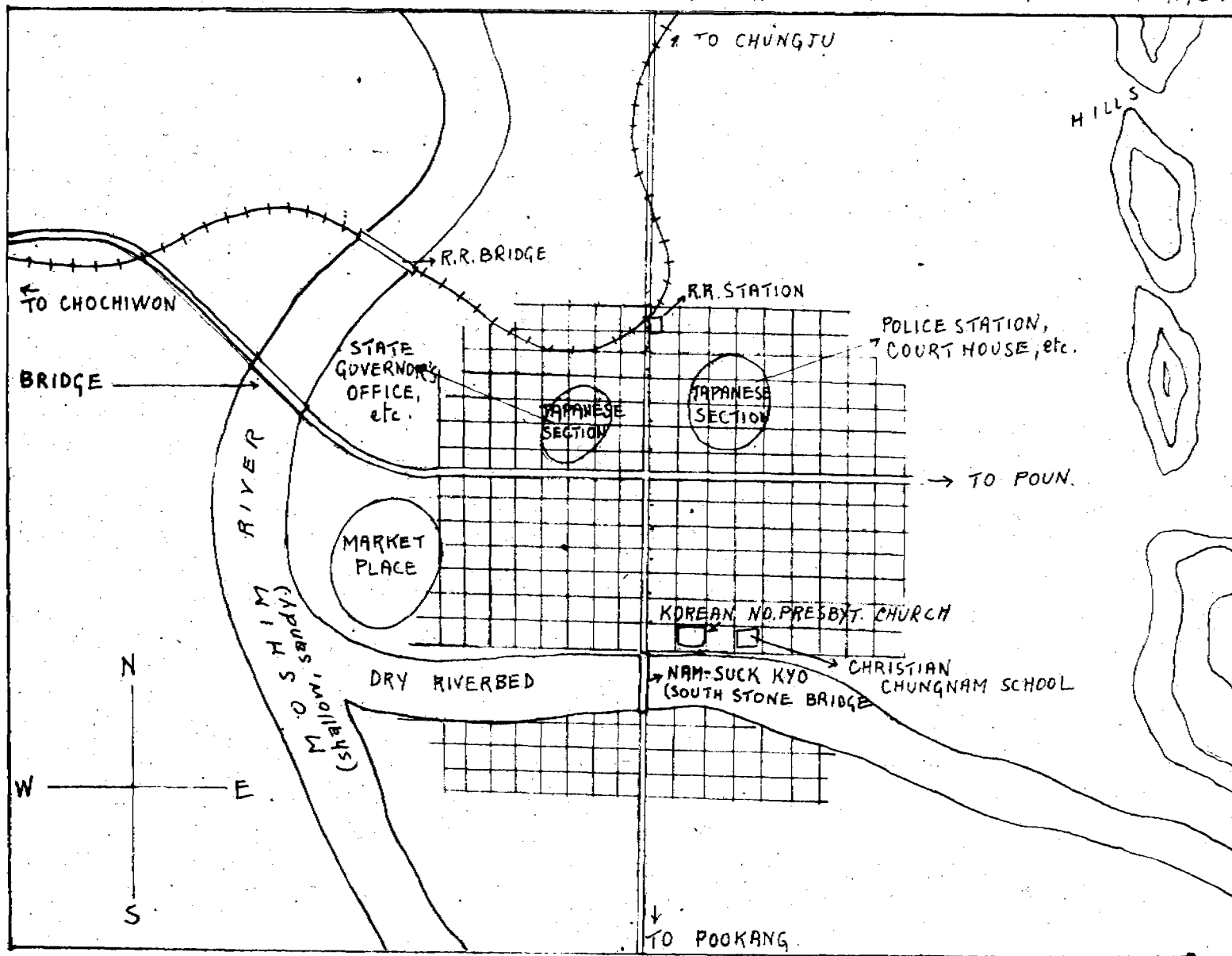
In connection with report N-7591/3, Subject was requested to provide SFE with a sketch map, which is produced herewith.

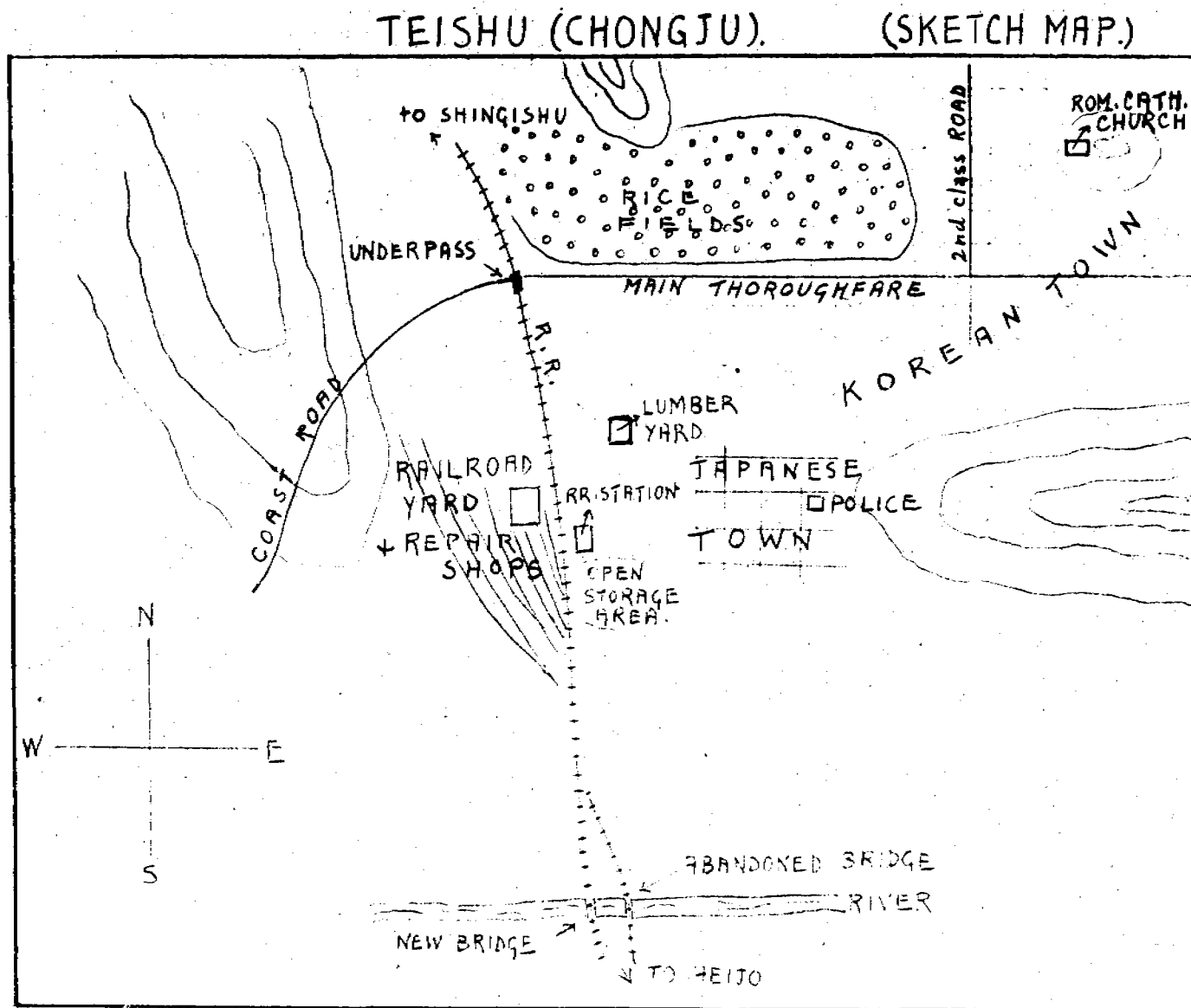
Survey of Foreign Experts

CONFIDENTIAL

SKETCH MAP OF CHONGJU (SEISHU)

REPORT N7591/3.





CONFIDENTIALJAPANESE ARMY GROUND UNITS IN AND NEAR MANCHURIA

Kwantung Army (Manshu)	CG, Gen YAMADA Otozo C of S, Lt Gen KASAHARA Yukio	TOP SECRET Hsinking, Manchuria
Kwantung Defense Army (Toku)	CG, C of S, Maj Gen TASAKA Senichi	Hsinking, Manchuria
Mongolian Garrison Army (Ko/Tsuhinoo)	CG, C of S, Maj Gen YANO Masao	Kalgan, N. China
N China Area Army (Ko/Kabuto)	CG, Gen OKABE Naosaburo C of S,	Peiping, China
1 Area Army	CG, C of S,	Manchuria
3 Area Army	CG, C of S, Maj Gen WATANABE Hiroshi	Manchuria
3 Army (Iwa)	CG, C of S, Maj Gen TAKASHIMA Tatsuhiko	Mitanchiang, Manchuria
4 Army (Mikari??)	CG, Lt Gen NISHIHARA Kanji C of S,	Sunwa, Manchuria
5 Army (Shiro)	CG, Lt Gen UEMURA Toshimichi C of S, Maj Gen KATAOKA Tadashi	Tungen, Manchuria
6 Army	CG, Lt Gen SOGAWA Jiro C of S,	Hailar, Manchuria
20 Army (Sakuya)	CG, Lt Gen BANZAI Ichiryo C of S, Maj Gen KAWAME Taro	Chihsi, Manchuria

DIVISIONS

<u>9 Division</u>	CG, Lt Gen HARA Mamoru CG, Div Inf, Maj Gen OCHIAI Matsujirō C of S, Col SAKURAI Tokusaburo	Aiho, Mitanchiang Province, Manchuria
7 Inf Regt	Col ARIMA Sumio	
19 Inf Regt	Col TANI Hajime	
35 Inf Regt		
9 Cav Regt	Lt Col TAGAWA Izumi	
9 Arty Op		
9 Mtn Arty Regt	Lt Col TSUMURA Muneichi	
9 M Arty Regt		
9 Engr Regt		
9 Div Sig Unit		
9 T Regt	Col KASUDANI Tomokichi	
Div Med Unit		

CONFIDENTIAL

CONFIDENTIAL10 Division

-2-

Chiamassu, Manchuria

10 Inf Regt
 59 Inf Regt
 53 Inf Regt
 10 Ren Regt
 10 Arty Gp
 10 FA Regt
 10 Engr Regt
 10 Div Sig Unit
 10 T Regt

CG, Lt Gen OKAMOTO Yasuyuki
 CG, Div Inf, Maj Gen CHO Isamu
 C of S, Col TSUCHIYA Sakae
 Col TAJIMA Masab
 Col SAKAI Takeshi
 Col HAYASHI Kaichi
 Lt Col NEGISHI Moritaro
 Lt Col OGAWA Kiyomi
 Lt Col Cho Haruyuki
 Capt YAMASHITA Yonosuke

TOP SECRET

11 Division

Hulin, Manchuria

12 Inf Regt
 43 Inf Regt
 44 Inf Regt
 11 Cav Regt
 11 Arty Gp
 11 Mtn Arty Regt
 M Arty Regt
 11 Engr Regt
 11 Div Sig Unit
 11 T Regt
 11 Div Med Unit

CG, Lt Gen TAKANORI Takashi
 CG, Div Inf,
 C of S, Col OKADA Motoharu
 Col MATSUMURA Chiyoki
 Col AOYAMA Kiyoshi
 Col SAKAMOTO Shunma
 Col KURISHIMA Norikazu

Col KADOWAKI Isao
 1st Lt MIYAKE Teikichi
 Col NAKAJIMA Hidetsugu

12 Division

Mutanchiang Province, Manchuria

24 Inf Regt
 46 Inf Regt
 48 Inf Regt
 12 Ren Regt
 12 Arty Gp
 24 FA Regt
 M Arty Regt
 18 Engr Regt
 12 Div Sig Unit
 18 T Regt
 12 Div Sig Unit
 12 Div Med Unit

CG, Lt Gen HITOMI Hidezo
 CG, Div Inf, Maj Gen KENJO Gohachiro
 C of S, Col MURATA Sadao
 Col NAKAMURA Ryuichi
 Col YAMANE Goro
 Col TANAKA Ryokichi
 Col TANABE Kataro
 Maj Gen TAMURA Hiroshi
 Col OGURA Mitsuo

Lt Col KATAOKA Kiyoshi
 1st Lt IBARA Toyoshi
 Lt Col MIYAGAWA Tsurumatsu

CONFIDENTIAL

CONFIDENTIAL

-3-

19 Division

Ranan, Korea

CG, Lt Gen OZAKI Yoshiharu
 CG, Div Inf, Maj Gen SUZUKI Shigeji
 C of S, Col SHINABE Takaharu
 Col TANAKA Minoru
 Col ARIKAWA Shuichi
 Col FURUMI Masahachiro
 Col AKIYAMA Hisami
 Col SUZUKI Tadaashi
 Lt Col TANIGUCHI Yonosuke
 Lt Col MORIYAMA Kiyomitsu
 Lt Col FUCHINO Masao
 Capt NAKAMURA Tatsuhiko
 Lt Col YODA Akijiro

73 Inf Regt
 75 Inf Regt
 76 Inf Regt
 19 Ren Regt
 19 Arty Gp
 25 Mtn Arty Regt
 15 M Arty Regt
 19 Engr Regt
 19 Div Sig Unit
 19 T Regt
 19 Div Med Unit

23 Division

Hailer, Manchuria

CG, Lt Gen NISHIYAMA Fukutaro
 CG, Div Inf, Maj Gen TAGA Tetsushiro
 C of S, Col OTSUBO Kazuma

Col NEGISHI Yon
 Col NAKAMURA Yoshiki

Col YOSHITOMI Tokuzo

Lt Col MIYAZAKA Shinichi
 Maj MIZUNO Katsumi
 Capt NAKAMOTO Isao

64 Inf Regt
 71 Inf Regt
 72 Inf Regt.
 23 Ren Regt
 23 Arty Gp
 13 FA Regt
 M Arty Regt
 23 Div Tk Unit
 23 Engr Regt
 23 Div Sig Unit
 23 T Regt
 23 Div Med Unit

24 Division

Tungan, Manchuria

CG,
 CG, Div Inf, Lt Gen AMAMIYA Tatsumi
 C of S, Col SUZUKI Kaichi
 Col TANAKA Yukinori
 Col IZUMI Kaio
 Col GOTO Shunzo
 Lt Col SOME Kennosuke
 Maj Gen MAKAYAMA Masayasu
 Col NISHIZAWA Isao

Col KODAMA Nobuteru
 Capt HOSHIMA Seichiro
 Col NAKAMURA Unosuke
 Lt Col NINOMIYA Noboru

22 Inf Regt
 32 Inf Regt
 89 Inf Regt
 24 Ren Regt
 24 Arty Gp
 42 FA Regt
 M Arty Regt
 24 Engr Regt
 24 Div Sig Unit
 24 T Regt
 24 Div Med Unit

CONFIDENTIAL

-4-

CONFIDENTIAL

25 Division

Pingyang, Tungan Prov, Manchuria

	CG, Lt Gen KATO Sadamu
	CG, Div Inf, Maj Gen KATO Susumu
	C of S, Col SHIRAKI Masumi
14 Inf Regt	Col KUWAORI Katsushiro
40 Inf Regt	Col OYAMA Yoshimi
70 Inf Regt	Col KAWASHIMA Tadashi
75 Cav Regt	Lt Col TABE Kaoru
25 Arty Gp	
15 Mtn Arty Regt	Col MURAKAMI Itsuo
M Arty	
25 Engr Regt	Col YOSHIMURA Shuhei
25 Div Sig Unit	1st Lt MINAMIGUCHI Yoshiaki
25 T Regt	Col NIIMURA Riichi
25 Div Med Unit	

28 Division

Harbin Area, Manchuria

	CG, Lt Gen KUSHIBUCHI Senichi
	CG, Div Inf,
	C of S, Col FUKUCHI Haruo
3 Inf Regt	Col ITO Tamuro
30 Inf Regt	Col TOMIZAWA Kunimatsu
36 Inf Regt	Col HIRANO Giichi
28 Cav Regt	
28 Arty Gp	
28 Mtn Arty Regt	Col KAJI Matsujiro
M Arty Regt	
28 Engr Regt	Lt Col GEGA Naoichi
28 Div Sig Unit	Capt KUNITAKE Tatsuo
28 T Regt	Col YOKOYAMA Izaburo
Div Med Unit	

57 Division (Oku?)

Peian, Manchuria??*

	CG, Lt Gen UEMURA Mikio
	CG, Div Inf, Maj Gen AKINAGA Tsutomu
	C of S, Col Saito Kozo
52 Inf Regt	Col AKASHI Yasujiro
117 Inf Regt	Col TANAKA Matashi
132 Inf Regt	
57 Hcn Regt	Lt Col INNAMI Kiyoshi
57 Arty Gp	
57 FA Regt	Lt Col UTSU Takeshi
M Arty Regt	
57 Engr Regt	Lt Col BUCHI Tsuneyasu
57 Div Sig Unit	
57 T Regt	Lt Col TAKEI Sotoichi
57 Div Med Unit	Lt Col ISHIKAWA Eiichi

*57 Div was probably in Manchuria in 1942. Since then it has not been definitely identified in the field, and it is now tentatively carried still in Manchuria. There have been unverified reports of its presence in Central China and in the Philippines.

CONFIDENTIAL

CONFIDENTIAL

-5-

63 Division (Jin)Peiping, Hopeh Prov,
N. China

CG, Lt Gen NOZOE Masanori

66 Brig
 77 Indpt Inf Bn? Lt Col ISHIKAWA Kumechiehi
 78 Indpt Inf Bn Maj ODA Jiro
 79 Indpt Inf Bn Lt Col NOGUCHI Katsumi
 80 Indpt Inf Bn?
 67 Brig
 24 Indpt Inf Bn
 25 Indpt Inf Bn Lt Col OTOMORI Bunsaku
 81 Indpt Inf Bn? Lt Col KAKIMOTO Kanichi
 137 Indpt Inf Bn
 63 Div Engr Unit
 63 Div Sig Unit
 63 Div T Unit
 63 Med Unit

71 Division (Mikoto)

Hunchun, Manchuria

CG, Lt Gen TOYAMA Nobori
 CG, Div Inf,
 C of S, Col KATO Moritoshi
 Col KAITO Toru
 Col MATSUURA Ryuichi
 Col AOKI Masahisa
 Col MURAKAMI Shunichiro
 Col ISHIYAMA Torao
 87 Inf Regt?
 88 Inf Regt?
 140 Inf Regt
 171 Cav Regt?
 71 Mtn Arty Regt
 71 Engr Regt
 71 Div Sig Unit
 71 T Regt
 Div Med Unit
 Capt TAKIZAWA Yoshio
 Lt Col SEKI Hiroto

1 Armored Div

Manchuria

CG,
 C of S,

1 Tk Brig
 1 Tk Regt
 3 Tk Regt? Col FUJITA Sanehiko
 Lt Col TAHATA Takeshi
 2 Tk Brig
 Tk Regt
 Tk Regt
 1 Mobile Inf Regt
 1 Armd Div Ren Unit
 1 Mobile Arty Regy
 1 Armd Div A/A Defense Unit
 1 Armd Div A/T Unit
 1 Armd Div Engr Unit
 1 Armd Div T Unit Lt Col MAENO Shigehiro
 1 Armd Div Maintenance Unit
 Armd Div Sig Unit
 Armd Div Med Unit

CONFIDENTIAL

CONFIDENTIAL

-6-

DEPOT DIVISION

30 Depot Div

Heijo, Korea

CG, Lt Gen Takahashi Takaji
C of S, Col Ohashi Kenso

41 Inf Regt Repl Unit
74 Inf Regt Repl Unit
77 Inf Regt Repl Unit
30 Ren Regt Repl Unit
30 FA Regt Repl Unit
30 Engr Regt Repl Unit
30 Div Sig Unit Repl Unit
30 Div T. Unit Repl Unit

Col EGAMI Morihiko
Col MURAKAWA Shoichi
Col HIGASHI Nagao
Lt Col OGAWA Masaji
Lt Col KATO Yoshio
Lt Col YANAGIDA Sadazo
Capt SATO Joichiro
Lt. Col HORIUCHI Morimasa

INDEPENDENT MIXED BRIGADES

2 Indpt Mixed Brig
CG.

Kalgan Area Chanar Prov, N China

1 Indpt Inf Bn
2 Indpt Inf Bn
3 Indpt Inf Bn
4 Indpt Inf Bn
5 Indpt Inf Bn
2 IMB Arty Unit
2 IMB Engr Unit
2 IMB Sig Unit

Maj MASUDA Zenshiro
Lt Col MATSAMOTO Yukio
Lt Col TOMONEDA Keiichi

Col HATTORI Naoshi
Lt Col MORINAGA Gosaku
Cpt SAZAWA Tsunamitsu
Capt TANAKA Tsuyoshi

7 Indpt Mixed Brig
CG.

Tientsin Area, N China

26 Indpt Inf Bn
27 Indpt Inf Bn
28 Indpt Inf Bn
29 Indpt Inf Bn
30 Indpt Inf Bn
7 IMB Arty Unit
7 IMB Engr Unit
7 IMB Sig Unit

Lt Col OTSUKI yoshitake
Col MIYAGISHI Hatsuji

Lt Col SHIOMI Katsumi
Maj KAMBE Hidehiko

Capt FUKUMA Koji

CAVALRY BRIGADE

3 Cavalry Brigade

Manchuria

CG, Maj Gen TAJIMA Hikotaro

23 Cav Regt

Col Honda Takeo

CONFIDENTIAL

-7-

CONFIDENTIAL

24 Cav Regt	Col WATANABE Kentaro
3 Cav Brig Horse Arty Regt	Lt Col IMAI Tateki
3 Cav Brig AAA Unit	
3 Cav Brig At Unit	Lt Col YAMADA Nobuo
3 Cav Brig Tk Unit	
3 Cav Brig T Unit	
3 Cav Brig Sig Unit	Capt KONDO Wakita

GARRISON UNITS

1 Indpt Garrison

Mukden, Manchuria

CG, Maj Gen ISHINO Yoshio

1 Indpt Gar Inf Bn	Col HORIO Shigemitsu
2 Indpt Gar Inf Bn	
3 Indpt Gar Inf Bn	
4 Indpt Gar Inf Bn	Lt Col EGUCHI Yasutaro

5 Indpt Garrison

Harbin, Manchuria

CG,

27 Indpt Gar Inf Bn	Col HOSOKAWA Shideo
29 Indpt Gar Inf Bn	Lt Col UEHARA Seiji
30 Indpt Gar Inf Bn	Capt IWAGIRI Keizo

6 Indpt Garrison

Manchuria

CG,

22 Indpt Gar Inf Bn	Lt Col Tamura Taro
23 Indpt Gar Inf Bn	Lt Col MATSUNAGA HIDEO

7 Indpt Garrison

Sunwuy, Manchuria

CG, Maj Gen ONITAKE Goichi

24 Indpt Gar Inf Bn	Col TAKAHATA Yohei
25 Indpt Gar Inf Bn	
26 Indpt Gar Inf Bn	Col TAKIGUCHI Ichiro
7 Indpt Gar Arty Unit	Lt Col TAKAHASHI Eikichi

9 Indpt Garrison

Mukden

CG, Maj Gen ANDO Chuichiro

CONFIDENTIAL

CONFIDENTIAL

-8-

13 Indpt Gar Inf Bn
 17 Indpt Gar Inf Bn
 18 Indpt Gar Inf Bn

Lt Col MATSUYOSHI Takeo
 Lt Col SAITO Shozo
 Lt Col SUGAI Yoshitami

1 Border Garrison

Tungning, Manchuria

CG, Maj Gen NAKASHIMA Kichisaburo

1 Sector
 Inf Unit
 Arty Unit
 Engr Unit

Col TSUTSUI Hisashi
 Lt Col NONAKA Jiro
 1st Lt HONDA Mitsugi

2 Sector
 Inf Unit
 Arty Unit
 Engr Unit

Lt Col NAKAYAMA Osamu
 Lt Col HAGIWARA Masao
 Capt SUMITOMO Hyoichi
 Maj KOBOUCHI Jinsuke

3 Sector

Col NAKANISHI Kumata

Inf Unit
 Arty Unit
 Engr Unit

Lt Col SEKIYA Yoshio
 Capt KUROGI Keizo

4 Sector
 Inf Unit
 Arty Unit
 Engr Unit

Col AKUTAGAWA Takeo
 Capt KOMAI Shogoro
 Capt YOKOZAWA Tetsuro

2 Border Garrison

Suifenho, Manchuria

CO, Col KANAYAMA Hitoshi

Inf Unit
 Arty Unit
 Engr Unit

Lt Col HIRAGA MATAO
 Lt Col MANOKA Shigeru
 Capt OHARA Yoshiichi

3 Border Garrison

Tungan Prov, Manchuria

CO, Col MOTC Shigehisa

Inf Unit
 Arty Unit
 Engr Unit

Lt Col TATSUMI Zenichi
 Capt EZAKI Shusaku

4 Border Garrison

Futo, Tungan Prov, Manchuria

CG, Maj Gen AKIGUSA Shun

Inf Unit
 Arty Unit

Lt Col SUZUKI Shigeru

CONFIDENTIAL

CONFIDENTIAL

-9-

Engr Unit?

1 Sector

Inf Unit?
Arty Unit?
Engr Unit?

2 Sector

Lt Col Yoshino Matsugoro

Inf Unit?
Arty Unit?
Engr Unit?

3 Sector

Inf Unit?
Arty Unit?
Engr Unit?

5 Border Garrison

Sunwu, Manchuria

CO, Col KAWAMOTO Shosaburo

Inf Unit
Arty Unit
Engr UnitLt Col ISHIYAMA Toshihide
Lt Col SHIGEKAWA Ichiro
Capt SHIROIWA Katsumi

6 Border Garrison

Aigun, Heiho, Prov, Manchuria

CG, Maj Gen KOBAYASHI Takashi

Inf Unit
Arty Unit
Engr UnitLt Col NISHITANI Tsuneyoshi
Capt OGASAWARA Shigenari

7 Border Garrison

Heiho Prov, Manchuria

CO,

Inf Unit
Arty Unit
Engr UnitCapt FUKADA Takeo
Capt TOGAMI Iwao

8 Border Garrison

Hailar, Manchuria

CG, Maj Gen ISHIDA Moritada

1 Sector

Col MIURA Toshio

Inf Unit
Arty Unit

Lt Col KATO Sukeichi

CONFIDENTIAL

CONFIDENTIAL

-10-

Capt NAGAMINE Hironobu

Engr Unit

2 Sector

Col HAMADA Junosuke

Inf Unit
Arty Unit
Engr Unit

Lt Col IMANO Kikuzo
Capt MURAKAMI Ryoji

3 Sector

Col HARADA Shigekichi

Inf Unit
Arty Unit
Engr Unit

Lt Col MANABE Saburo
Capt TAKEMURA Masashi

4 Sector

Col HIRUNUMA Shichi, o

Inf Unit
Arty Unit
Engr Unit?

Lt Col SHIBUYA Tokuichi

5 Sector

Inf Unit
Arty Unit
Engr Unit

Capt MIURA Kamesaburo

9 Border Garrison

Wuchiatsu, Manchuria

Co, Col MORIOKA Tadashi

Inf Unit
Arty Unit
Engr Unit

Lt Col SUEDA Sanekata
Maj TAKUBO Iwamatsu

10 Border Garrison

Manchuria

CO, Col UBE Yotsuo

Inf Unit?
Arty Unit
Engr Unit

Capt ENDO Minoru

11 Border Garrison

Manchuria

CO, Col KIKUCHI Nagao

Inf Unit
Arty Unit
Engr Unit

Capt SHOJI Shusaku
Lt Col MACHIDA Kensuke

CONFIDENTIAL

~~CONFIDENTIAL~~

-11-

12 Border Garrison

Tungan Prov, Manchuria

CO,

Inf Unit
Arty Unit
Engr Unit?

Capt Homma Takeshi
Lt Col MURAKAMI Minoru

13 Border Garrison

Manchuria

CO,

Inf Unit
Arty Unit
Engr Unit

Capt ENDO Katsusuke
Lt Col YOSHIDA Satoshi
Capt MISORI Toru

Aershan Garrison

Aershan, Manchuria

CG, Maj Gen KASAHARA Kahei

90 Inf Reg
Aershan Gar Arty Unit
Aershan Gar Engr Unit
Aershan Gar Sig Unit
Aershan Gar Mt Unit

Col UGAI Hitoshi
Lt Col TSUNODA Fumio
Capt NARUMI Masakichi
Capt TOMITA Yoshio
Capt KATSUMATA Tadashige

Fortress

Port Arthur (Ryojun) Fortress
CO,

Manchuria

Fortress Inf Unit
Fortress Hvy Arty Unit
Fortress AA Unit
Fortress Engr Unit
Fortress Sig Unit
Fortress Med Unit

Lt Co SETA Zenshiro

Infantry Units

5 Indpt Garrison Inf Bn
6 Indpt Garrison Inf Bn
10 Indpt Garrison Inf Bn
12 Inf Mortar Bn
13 Inf Mortar Bn
14 Inf Mortar Bn

Maj SUGAI Milchio
Lt Col IBUSUKI Saburo
Maj KATAYAMA Mitsuo

Hulin,

Manchuria
Manchuria
Manchuria
Manchuria
Manchuria
Manchuria

Artillery Units

7 Arty Command
8 Arty Command

Maj Gen SHINA Hasatake
Maj Gen MURAOKA Yutaka

Manchuria
Manchuria

CONFIDENTIAL

CONFIDENTIAL

-12

Mutanchiang Hvy Arty Regt	Col KOKETSU Tetsuzo	Mutanchian?
		Manchuria
Tungning Hvy Arty Regt	Col WATANABE Kaoru	Tungning,
		Manchuria
1 Indpt FA Regt	Col NAKASHIMA Takeshi	Harbin, Manchuria
5 Indpt FA Bn		Manchuria
1 Indpt Hvy Arty Bn	Lt Col TAKAO Minoru	Manchuria
4 Indpt Hvy Arty Bn	Maj DOI Tsutomu	Manchuria
5 Indpt Hvy Arty Bn	Lt Col SAITO Takeo	Manchuria
6 Indpt Hvy Arty Bn	Lt Col KANEMATSU Akiro	Manchuria
7 Indpt Hvy Arty Bn	Col MITSUI Motoki	Manchuria
8 Indpt Hvy Arty Bn	Lt Col TAKINAMI Kosuke	Manchuria
9 Indpt Hvy Arty Bn	Maj SUGAI Hideo	Manchuria
10 Indpt Hvy Arty Bn	Lt Col SUEMATSU Goro	Manchuria
11 Indpt Hvy Arty Bn	Maj SUEDA Sadao	Manchuria
12 Indpt Hvy Arty Bn	Lt Col OKADA Kimiichi	Manchuria
13 Indpt Hvy Arty Bn	Lt Col SATO Tomitaro	Manchuria
2 Indpt Hvy Arty Co	Maj SHINODA Heikichi	Manchuria
11 Indpt Arty Mortar Bn	Maj TSUDA Shintaro	Manchuria
1 M Arty Regt	Lt Col YAMANE Tadashi	Manchuria
2 M Arty Regt	Lt Col IWAMOTO Yoshihide	Manchuria
5 M Arty Regt	Col YOSHIDA Takashige	Manchuria
9 M Arty Regt	Col GOYO Nario	Manchuria
10 M Arty Regt	Lt Col KUSUMOTO Teruo	Manchuria
12 M. Arty Regt	Lt Col OKADA Susukichi	Manchuria
13 M Arty Regt		Manchuria
17 M Arty Regt	Col SHIMOTO Kotaro	Manchuria (Part)
20 M. Arty Regt	Lt Col MATSUMURA Tadashi	Manchuria
22 M. Arty Regt	Lt Col TAKIZAWA Aayjiro	Manchuria
23 M Arty Regt	Col KANZAKI Seiji	Manchuria
1 Hvy Arty Regt	Col SHIROKI Ryoze	Manchuria
2 Hvy Arty Regt	Col OTAKE Saburo	Manchuria
3 Hvy Arty Regt	Lt Col TOBIMATSU Shinzo	Manchuria
5 Hvy Arty Regt	Lt Col MAGANUMA Saburo	Manchuria
7 Hvy Arty Regt		Manchuria
1 Arty Intelligence Regt (Observation)	Lt Col ISHIDA Masakichi	Manchuria
2 Arty Intelligence Regt (Observation)	Lt Col MIZUOCHI Tsuneyuki	Manchuria
3 Arty Intelligence Regt (Observation)	Lt Col MURATA Tomokichi	Manchuria
Anti-Aircraft Units		
26 Indpt FD A/A Arty Coy		Manchuria
27 Indpt FD A/S Arty Coy		Manchuria
61 A/A Defense Regt	Col ARAKI Kotokichi	Manchuria
9 A/A Arty Regt	Col ONOUME Yoshiaki	Tuancan Manchuria
10 A/A Arty Regt		Mutanchiang, Manchuria
17 A/A Arty Regt		Chiamassu, Manchuria
19 A/A Arty Regt		Manchuria
26 A/A Arty Regt	Lt Col ICHIJ I Sueharu	
		Hsingking, Manchuria

-13-

CONFIDENTIAL

11/Pd A/A Defense Unit	Col TSUDA Tamau	Manchuria
13 Pd A/A Defense Unit		Manchuria
14 Pd A/A Defense Unit		Manchuria
16 Pd A/A Defense Unit	Col KATO Takamine	Manchuria
34 Pd A/A Arty Bn		Manchuria
1 Pd Searchlight Bn	Capt NAKAMURA Toyoki	Manchuria
2 Pd Searchlight Bn	Maj NISHIHARA Tatsuo	Manchuria

Anti-Tank Units

3 Indpt Anti-Tank Bn	Maj ICHIBOSHI Tetsuo	Manchuria
----------------------	----------------------	-----------

Tank Units

5 Tk Regt	Col KANIN Haruhito	Mitanchiang,	Manchuria
23 Tk Regt	Col YAMAMOTO Yoshiro		Manchuria
24 Tk Regt	Lt Col TAKAZAWA Hideki		Manchuria

Engr Units

18 Indpt Engr Regt	Lt Col YANAGI Ako	Manchuria
23 Indpt Engr Regt		Manchuria
27 Indpt Engr Regt	Col Kurahashi Shiro	Manchuria
29 Indpt Engr Regt	Lt Col KAIEDA Mitsugi	Manchuria

54 Indpt Engr Bn	Maj INOUR Susumu	Manchuria
59 Indpt Engr Bn	Maj MORI Tatsumi	Manchuria
1 Engr Unit	Maj Gen YASUMI Kinsaburo	Manchuria
2 Engr Unit	Maj Gen HIRANO Shozo	Manchuria
4 Ed Construction Unit	Lt Col TSUDA Seitaro	Manchuria
6 Pd Construction Unit	Lt Col OKANO Fukuhei	Manchuria
8 Pd Construction Unit	Lt Col YAGINUMA Kesaji	Manchuria
34 Pd Road Construction Unit		Manchuria
10 Pd Duty Unit		Manchuria
11 Pd Duty Unit		Manchuria
13 Pd Duty Unit		Manchuria
32 Bridge Bldg Matl Coy	1st Lt Takezaki Kintaro	Manchuria
34 Construction Duty Coy		Manchuria
35 Construction Duty Coy		Manchuria
39 Construction Duty Coy	2nd Lt TOKUI Kentaro	Manchuria
42 Construction Duty Coy	Sunwu,	Manchuria
43 Construction Duty Coy	2nd Lt EGAWA Akira	Manchuria
59 Construction Duty Coy	2nd Lt ONO Kiyoharu	Manchuria
14 Pd Well Drilling Coy	1st Lt FUJISAWA Yoshio	Manchuria
21 River Crossing Matl Coy	1st Lt KAI Nariume	Manchuria
Kwantung Army Survey Unit	Col MOKIMOTO Kanji	Hsinking, Manchuria
11 Pd Survey Unit	Col HASADA Kyokichi	Manchuria
12 Pd Survey Unit		Manchuria

CONFIDENTIAL

CONFIDENTIAL

-14-

SIGNAL UNITS

4 Indpt Sig Coy		Manchuria & China
62 Indpt Wire Coy		Manchuria
64 Indpt Wire Coy		Manchuria
72 Indpt Wire Coy		Manchuria
73 Indpt Wire Coy	2nd Lt YAMAOKA Kenichi	Manchuria
4 Sig Regt	Lt Col KONISHI Sadaharu-	Manchuria
6 Sig Regt	Col SAITO Bunichiro	Manchuria
7 Sig Regt	Col OZAKI M.riyoshi	Manchuria
8 Sig Regt	Col ENDO Shoichi	Manchuria
27 Sig Regt	Lt Col TAKAMATSU Hisaki	Manchuria
12 Fixed Sig Unit	Capt NISHITA Hakuzo	Manchuria
40 Fixed Radio Unit		Manchuria

Transport Units

45 Indpt T Bn	Maj Kitahara Yoshitomi	Manchuria
52 Indpt T Bn	Maj SAKUMA Tetsujiro	Manchuria
53 Indpt T Bn	Capt MASAKADO Takejiro	Manchuria
57 Indpt T. Bn		Manchuria
58 Indpt T Bn	Capt MORIMOTO Kuniiji	Manchuria
75 Indpt T Bn	Maj SAEKI Kyuichi	Manchuria
60 Indpt T Coy		Manchuria
62 Indpt T Coy		Manchuria
70 Indpt T Coy		Manchuria
73 Indpt T Coy	1st Lt UEMURA Masanao	Manchuria
74 Indpt T Coy	1st Lt KANEKO Yotsuo	Manchuria
34 Indpt M/T Bn	Capt AKITA Mitsuo	Manchuria
44 Indpt M/T Bn		Manchuria
53 Indpt M/T Bn	Maj ETO Shingo	Manchuria
64 Indpt M/T. Bn	Maj HAYAKAWA Yoshigoro	Manchuria
65 Indpt M/T Bn	Capt TSUCHINAGA Kumajiro	Manchuria
66 Indpt M/T Bn	Maj TANAKA Goichi	Manchuria
67 Indpt M/T Bn	Maj SUSUKI Minoru	Manchuria
68 Indpt M/T Bn	Maj OGAWA Kiyotaka	Manchuria
70 Indpt M/T Bn	Capt YAMAMORI Seiji	Manchuria
66 Indpt M/T Coy	Manchuria & N China	
74 Indpt M/T Coy	1st Lt YAMAMOTO Akiharu	Manchuria
267 Indpt M/T Coy		Manchuria
269 Indpt M/T Coy		Manchuria
270 Indpt M/T	1st Lt NISHIYAMA Yasuji	Manchuria
271 Indpt M/T Coy		Manchuria
272 Indpt M/T Coy	1st Lt OGATA Tamotsu	Manchuria
273 Indpt M/T Coy	1st Lt ISHITOBE Teruo	Manchuria
276 Indpt M/T Coy		Manchuria
277 Indpt M/T Coy		Manchuria
279 Indpt M/T Coy		Manchuria
286 Indpt M/T Coy		Manchuria
287 Indpt M/T Coy		Manchuria
288 Indpt M/T Coy		Manchuria
289 Indpt M/T Coy	1st Lt UEMURA Minoru	Manchuria
1 Fd T Command	Col KURIHARA Naoji	Manchuria

4 Fd T Command Maj Gen NISHIYAMA Yasuji

CONFIDENTIAL

-15-

7 Fd T Command	Maj Gen SHIBASHI Tadaji	Manchuria
Kwantung Army Fd M/T Depot	Col KUSUNOSE Masami	Hsinking,
		Manchuria
17 Fd M/T Depot	Lt Col KATO Daikichi	Manchuria
18 Fd M/T Depot	Col ISHII Eiji	Manchuria
19 Fd M/T Depot	Lt Col HIRAKI Hidejiro	Manchuria
25 Fd M/T Depot	Lt Col KOYAMA Shuzo	Manchuria
1 M/T Regt		Hsinking,
2 M/T Regt		Manchuria
3 M/T Regt		Manchuria
4 M/T Regt		Manchuria
7 M/T Regt		Manchuria
29 M/T Regt	Lt Col CHIBA Matsutaro	Manchuria
1 Special M/T Regt		Tsitsihar

Medical Units

13 Casualty Clearing Station		Manchuria
37 Casualty Clearing Station		Manchuria
47 Casualty Clearing Station		Manchuria
62 Lof C Hospital	Maj SAKA Kutsuji	Manchuria
72 Lof C Hospital	Maj KAWABATA Tomisaburo	Manchuria
84 Lof C Hospital	Lt Col KOYAMA Satoru	Manchuria
86 Lof C Hospital	Maj ICHIKAWA Shimata	Manchuria
87 Lof C Hospital	Lt Col SUZUKI Toshio	Manchuria
88 Lof C Hospital		Manchuria
89 Lof C Hospital	Maj NISHIMURA Masakatsu	Manchuria
11 Lof C Med Unit		Manchuria
13 Lof C Med Unit	Lt Col ENDO Hatauo	Manchuria
14 Lof C Vet Hospital		Manchuria
15 Lof C Vet Hospital		Manchuria
16 Lof C Vet Hospital	Maj HAYASHI Kazunori	Manchuria
17 Lof C Vet Hospital		Manchuria
Kwantung Army Vet Quarantine Hosp		Manchuria
20 Army Vet Quarantine Hosp		Manchuria
Kwantung Army Water Supply & Purification Dept		Manchuria?

SHIPPING UNITS

64 Land Duty Coy		Manchuria
70 Land Duty Coy		Manchuria
84 Land Duty Coy		Manchuria
87 Land Duty Coy	Capt NAKAMURA Yoshisaburo	Manchuria
89 Land Duty Coy		Manchuria

Railway Units

Kwantung Army Fd Rway Command	Lt Gen KIMURA Tsunehiro	Manchuria?
103 Railway Station		Manchuria
104 Railway Station		Manchuria

CONFIDENTIAL

CONFIDENTIAL

-16-

2 Rway Regt	Col TOMITA Takeshi	Sunwu,	Manchuria
3 Rway Regt	Lt Col KAMAZAWA Tsunejiro		Manchuria
4 Rway Regt	Col OKI Katsumi		Manchuria
2 Armored Train Unit	Lt Col INO Hachiro		Manchuria

CHEMICAL WARFARE UNIT

3 Gas Bn			Manchuria
----------	--	--	-----------

DEPOTS

Kwantung Army Fd Freight Depot			Manchuria?
16 Fd Freight Depot	Col MIURA Shinichi		Manchuria
17 Fd Freight Depot	Col SATO Miyoji		Manchuria
18 Fd Freight Depot			Manchuria
19 Fd Freight Depot	Lt Col ISHIKAWA Rokuro		Manchuria
20 Fd Freight Depot	Lt Col AMIDA Enji		Manchuria
25 Fd Freight Depot	Lt Col MIYA BAYASHI Hikoji		Manchuria

Kwantung Army Fd Ordnance Depot	Col NAKAMURA Kazuo		
	Hsinking,		Manchuria

14 Fd Ordnance Depot			Manchuria
15 Fd Ordnance Depot	Col MATSUE Yoshio		Manchuria
16 Fd Ordnance Depot	Col SHINOHARA Naoo		Manchuria
17 Fd Ordnance Depot			Manchuria
18 Fd Ordnance Depot	Lt Col ITSUME Yoshitsugu		Manchuria
19 Fd Ordnance Depot	Lt Col DOI Naioichi	Sunwu,	Manchuria
Kwantung Army Remount Depot	Depot Col SAITO Tatsukichi	Hailar,	Manchuria

1 Fd Remount Depot	Col YOSHIDA Shigetomo		Manchuria
2 Fd Remount Depot	Lt Col MASHIKO Masashige		Manchuria
3 Fd Remount Depot			Manchuria

Miscellaneous Units

46 L of C Sector Unit			Manchuria
L of C Gar Unit			
L of C Duty Coy			
72 L of C Sector Unit			Manchuria
L of C Gar Unit			
L of C Duty Coy			
74 L of C Sector Unit			Manchuria
74 L of C Gar Unit			
75 L of C Sector Unit			Manchuria
75 L of C Gar Unit			
75 L of C Duty Coy	2nd Lt FUTSUKAWA Katsuya		
76 L of C Sector Unit			Manchuria
76 L of C Gar Unit			
L of C Duty Coy			

CONFIDENTIAL

~~CONFIDENTIAL~~

-17-

77 L of C Sector Unit	Manchuria
77 L of C Gar Unit	
L of C Duty Co.	
79 L of C Sector Unit	Manchuria
79 L of C Gar Unit	
L of C Duty Co.	
80 L of C Sector Unit	
80 L of C Gar Unit	
L of C Duty Coy	Manchuria

AIR SERVICE GROUND UNITS

3 Air Intelligence Unit	Lt Col EHARA Koji	Manchuria
10 Air Sector Command	Col FUKUTOMI Narihiko	Manchuria
8 Airfield Bn	Capt ISHIGURO Hiroshi	Manchuria
53 Airfield Bn	Capt MAEDA Toyosaku	Manchuria
58 Airfield Bn	Capt SAKAKIBARA Kazuo	Manchuria
69 Airfield Bn	Capt ASANUMA Kihei	Manchuria
73 Airfield Bn	Capt FUKUSHIMA Moshige	Manchuria
99 Airfield Bn		Manchuria
201 Airfield Bn	Capt WAKANO Masato	Manchuria
2 Meteorological Regt	Hsinking,	Manchuria
5 Field Meteorological Bn Maj TASOYE Masanori		Manchuria
Kwantung Army Meteorological Unit Lt Col YAMADA Kiyoshi	Hsinking,	Manchuria
North China Meteorological Unit	Peiping,	N China
8 Fd Air Repair Depot	Lt Col MIKI Kametaro	Manchuria
9 Fd Air Repair Depot	Lt Col NISHINA TADASHI	Tsitsihar,
		Manchuria
10 Fd Air Repair Depot	Col NAGAOKA Motoe	Chiamusso,
		Manchuria
Manchukuo Air Branch Depot Maj Gen NANKAKU		Wagahide Manchuria
8 Fd Air Depot		Manchuria
12 Fd Air Depot		Manchuria
15 Fd Air Depot		Part in Mukden?
9 Fd Air Supply Depot	Maj WATANI Chutaro	Tsitsihar,
		Manchuria

CONFIDENTIAL

679

COPY NO. 56

(THIS DOCUMENT IS THE PROPERTY OF HIS BRITANNIC MAJESTY'S GOVERNMENT).

SECRET.

TOP SECRET

Ministry of Economic Warfare.

Ref. FE. 33/3/2.

Enemy Branch.

KOREA.

PARTS I and II.

1. This paper presents an outline of economic conditions in Korea during recent years, and contains such information as was available up to June 1943.
2. As Korea was under Japanese control before the outbreak of war in 1939, no division into Part I pre-war and Part II post 1939 has been attempted.
3. Maps to illustrate this paper will be forwarded at a later date.

12.8.43.

Preliminary Distribution:-

Mr. Turner (6 copies)
Far Eastern Department (15 copies)
Col. Bebb (Washington) (2 copies)
Mr. McEuen (New Delhi) (6 copies)
Mr. Kemp (Brisbane) (6 copies)
Mr. Blewett (Chungking) (6 copies)
Mr. Noton (For I.S.T.D.) (2 copies)

TOP SECRET

KOREA.

PARTS I AND II.

TOP SECRET

1. Foreword.
 - (a) General.
 - (b) Population.
 - (c) National characteristics.
 - (d) Climate.
2. Mineral Resources.
3. Agriculture and Food.
4. Fisheries.
5. Livestock.
6. Forestry.
7. Power and Fuel.
8. Manufactures and Industrial Establishments.
9. Transport.
 - (a) Roads.
 - (b) Railways.
 - (c) Aviation.
 - (d) Rivers and Canals.
10. Posts and Telegraph.
11. Shipping - Port Facilities.
12. Military Establishments.
13. Trade and Commerce.
14. Finance.

TOP SECRET
SECRET

-1-

1. FOREWORD.

(a) General.Topography.

The Korean Peninsula is approximately 86,000 square miles in area, 500 miles long and has an average width of about 170 miles. The Peninsula, which projects between the Japan Sea and the Yellow Sea, has its southern tip divided from Japan Proper by a narrow stretch of sea 120 miles wide. In the north, Korea is separated from Manchuria by the Yalu and Tumen Rivers, while the extreme north-east section is bounded by the Soviet maritime region of Ussuri. The northern half of the country is mountainous and wooded, with peaks ranging from 6,000 to 8,000 feet in height. A range of mountains extends down the Peninsula along the entire length of the eastern seaboard throwing out spurs across to the west which are barren of trees, but between which are fertile, though constricted, plains watered by small streams and a few rivers.

The country resembles Japan in its general mountainous character, but it has a somewhat larger percentage of cultivated and cultivable land. The western and southern coasts are deeply indented, having good harbours and many islands, in contrast with the eastern coast, which is, for the most part, unbroken and having few ports of importance except two in the north-east corner.

Provinces.

The Peninsula is divided into 13 provinces which can be conveniently apportioned as follows:-

In the South - the North and South Provinces of Keisho, Zenra and Chusei; in the centre - the three Provinces Keiko, Kogen and Kokai; in the North-West - the North and South Provinces of Heian and in the North-East - the North and South Provinces of Kankyo.

The areas and capitals of these Provinces are:-

		<u>Area</u> <u>Square</u> <u>Miles.</u>	<u>Capital.</u>
South	- Keisho Nan-Do.	4,800	Fusan.
	- Zenra Nan-Do.	5,425	Koshu.
	- Zenra Hoku-Do.	3,341	Zenshu.
	- Keisho Hoku-Do.	7,419	Taikyu.
	- Chusei Nan-do.	3,167	Taiden.
	- Chusei Hoku-Do.	2,898	Seishu.
Central	- Keiki-Do.	5,008	Keijo.

The areas and capitals of these Provinces (continued):

TOP SECRET		
	<u>Area</u> <u>Square</u> <u>Miles.</u>	<u>Capital.</u>
- Kogen-Do.	10,259	Shusen.
- Kokai-Do.	6,540	Kaishu.
North-West - Heian Nan-Do.	5,835	Keijo.
- Heian Hoku-Do.	11,113	Shingishu.
North-East - Kankyo Nan-Do.	18,491	Kanko.
- Kankyo Hoku-Do.	<u>7,948</u>	Ranan.
Total:-	<u>86,244</u> sq. miles	

Towns.

Keijo. The capital of Korea and seat of the Government General. The city has, of recent years, been greatly modernised by street improvements and municipal development which has included water works, tramways, electric light, gas and telephones. The Military Headquarters are situated in the suburbs at Ryuzan where there is an important garrison as well as an arsenal, airport, workshops, etc. Population 735,000.

Keijo situated in the Province of Keiki on the Fusan-Antung Railway about 45 miles north-west of Keijo. The town is noted as the home of gingseng industry, production of which is carried on in the neighborhood. Population 68,000.

Taikyu. 115 miles north of Fusan and situated in a large fertile plain, is a very important key town on the Fusan-Antung Railway, besides being a garrison town and seat of the Provincial Government. It is a progressive and industrial city having its own water and gas works and telephone system. The surrounding country is noted for its sericulture. Population 172,000.

Taiden in the Province of South Chusei. A very important railway junction on the Fusan-Antung Line about 104 miles south of Keijo. It is the junction of the Konan Line and vies with Taikyu in commercial activity. The seat of the Provincial Government of South Chusei. Population (1936) 34,000.

Zenshu situated inland about 30 miles south-east of the Port of Gunsan on the west coast in the Province of North Zenra. The centre of a large rice producing area.

Heijo. A very important key city in the Province of South Heian. It lies 161 miles north of Keijo on the Fusan-Antung Railway and is connected with the Port of Chinnampo by rail. The centre of the canvas shoe and boat industry and manufactures large quantities of rubber soled shoes for the Japanese Army as well as munitions. Population 235,000. The second largest city in the country.

TOP SECRET

Shingishu situated on the Manchurian Border on the Fusan Railway opposite to Antung on the other side of the Yalu River, which is spanned by a 2,000 feet iron railway bridge. The city is of growing importance on account of the development of Antung and harbour improvements at the mouth of the River. Chief industries are lumbering, rice cleaning and paper making. There is an airport and large military barracks situated near the town about 30 miles up the river. Population 52,000.

Ports.

Fusan. A garrison city situated in the extreme south of Korea and separated from Japan by the narrow Straits of Shimonoseki. A large volume of the trade with Japan passes through this port, which is still further increased by the transit trade to Manchuria along the Fusan-Antung Railway. In 1928 a breakwater, costing 9 million yen, was constructed and in 1935 a further breakwater on the north side of the harbour was built at a cost of 2 million yen. Large land reclamation operations to provide for a new pier are now under way, which is expected to be completed by 1944. When finished they will provide accommodation for the handling of 1 million tons of freight per year as well as providing additional berths for the Shimonoseki-Fusan and Hakata-Fusan ferry services. Population 213,000.

Chinnampo. A garrison city situated about 34 miles from Keijo in the Province of South Heian at the mouth of the Daido River. Although it has a natural harbour and a considerable sum has been spent on docks and wharves, the tidal rise of 24'0" (a feature of the west coast of Korea) is a source of trouble to the authorities. Harbour works completed in 1934 at a cost of 2,750,000 yen now enable two steamers of 3,000 tons each to dock at the same time.

Jinsen (Chemulpo). An important port in north-west Korea, 24 miles from Keijo, with which it is connected by rail. The harbour is sheltered by Getubito and Syato Islands and deals with an ever increasing trade with Japan and North China. On account of the high tides, a lock gate was constructed in 1923 and further extensions were made in 1934 which enabled four steamers of 2,000 tons to berth at the same time. A year later, however, in order to meet the ever increasing demands of the port, work was commenced for the construction of a new double lock gate adjoining the old one, together with a quay inside the dock large enough to accommodate five ships of the 5 to 8,000 tons class. In addition, two landing places are being built for the convenience of small ships and cargo boats. Reclamation work is also progressing on a large track of land along the seashore and two sand-drift prevention embankments are being built, one at the end of the present breakwater at the entrance of the harbour and another near Syato-Getubito Islands. A garrison city, Population 108,000.

TOP SECRET

TOP SECRET

Gunsan situated on the south-east coast of the Peninsula, 14 miles from Riri on the main Konan line near the mouth of the Kinko River. It is one of the leading ports of Korea doing a considerable inter-port trade as well as conducting regular shipping services with Japan and China. In the hinterland stretch the large districts of Zenshyu and Kokei, known as the "granary of Korea". The principal export is rice and the town has many rice cleaning mills and warehouses. Harbour works completed in 1933 at a cost of almost 3 million yen, consist of floating pontoons in order to cope with a 21 ft. tide in this district. Population 44,000.

Moppe. Situated at the extreme south-western coast and the terminus of the Konan Railway. It occupies a very important place in the Korean shipping trade. The port was opened in 1897 and is sheltered by a hill on the north-west, a promontory on the south-east and an island at its entrance. The water is deep so that even at low tides, 19,000 ton steamers can anchor close in shore. There is a regular steamer line plying between other Korean ports and Japan, the chief products shipped being cotton, grain and marine production. Harbour works are not extensive, consisting of pontoons in order to overcome tidal difficulties. This is a garrison city. Population 65,000.

Gensan lies 140 miles north of Keijo on the eastern side of the neck of the Peninsula and is connected with the capital by rail. This is one of the few ports on the eastern coast of Korea, but is not sufficiently far north to make it of importance for dealing with the Manchurian trade. There are naval storage warehouses and oil tanks as well as an airport. Garrison city. Population 67,000.

Seishin. A comparatively new port located in the north-eastern corner of the Peninsula 200 miles north of Gensan. It is of growing importance as an airport, coal and oil storage plants and is expected to play a great part in case of a Russo-Japanese conflict. This garrison city is also becoming the centre of the iron and steel manufacturing industry, where there are already blast furnaces at work smelting iron ore brought down from the Mosan iron fields in the north. Industrial production has increased from 923,000 yen in 1933 to 20,694,000 yen in 1937. Harbour works were started in 1926 at a cost of over 6 million yen and in 1933 a 5-year plan was put into operation for the equipment of a fishing harbour by the construction of a breakwater at the mouth of the River. There are two quays which can accommodate 7 ships of 3/6,000 tons. The port handled 1,245,348 tons in 1938.

Zyosin (Joshin) situated 65 miles south of Seishin owes its importance to the timber trade for which it derives its supplies from the interior forest regions in the Province of South Kankyo. The harbour is exposed to the open sea and in 1936 a breakwater 580 metres long was constructed which now enables the discharge of steamers to take place even in stormy weather.

Tasarugi or Tashito. A small island connected to the mainland by an embankment 600 metres long at the mouth of the Yalu River some 10 miles below the ports of Antung and Shingishu. Owing to ice conditions and the shallowness of the River, these two ports cannot accommodate steamers of over 10 ft. draught. In view of the rapid development of trade and industry in this region, very large harbour developments have recently been taking place at the mouth of the Yalu River at Tasarugi, which have almost been completed. These consist of the reclamation of the sea front, the building of embankments, railways and warehouses and a breakwater, together with the linking up by rail of the port with Shingishu. These improvements and extensions are expected to cope with the big developments of the iron ore deposits in the Tungpientao region of Manchuria.

Reisui. This is one of the best commercial harbours in the south. It is the terminus of the Taiden-Riri-Juntan Railway which runs along the western coast of the Peninsula and has a ferry boat service with Shimonoseki in Japan. A breakwater was commenced in 1935 and completed in 1940 at a cost of 2,400,000 yen.

Mosan. A small port 25 miles west of Fusan. It is situated on the railway which, when completed, will link up Fusan with Reisui. The harbour is situated at the head of Chinkai Bay, surrounded by land with calm water in all seasons. In 1936 work was started to modernise the existing wooden pier and to make other improvements which included the erection of an electric crane.

Rashin. The most northerly port on the eastern coast (excepting Yuki). Very large scale developments have been taking place to make this one of the largest ports in Korea. The chief object is to handle the large quantities of iron ore that were being shipped from the Tungpientao iron fields in Manchuria, and also to deal with the coal output from the Mu Tan Kiang coal fields in that country, both materials being shipped to Japan. The port is also considered of great strategic value in the event of a Russo-Japanese war, since it would enable ship borne supplies from Japan to be dispatched into Manchuria and thence through the eastern railway system to the Soviet border, thus relieving congestion on the Fusan-Antung-Mukden railways. The port has been constructed by the South Manchurian Railway and is reported capable of now handling three million tons of traffic per year.

Yuki lies about 20 miles north of Rashin and is the most northerly port of Korea. Until 1921 Yuki was but a poor fishing village but remarkable developments have taken place in recent years in improving the harbour accommodation so that two vessels

of 5,000 tons can now dock and discharge at the same time. In 1958 as many as 360 steamers with a tonnage of 570,000 tons entered the port which carries on an extensive trade in timber with China and Japan.

Konan. North of Gensan, serves as the shipping port of the industrial towns of Hongu and Kanke.

Naval Bases.

Information concerning the exact location and extent of naval bases in Korea is necessarily fragmentary. It is reported, however, that naval bases (including submarine bases) are located at the following points:-

Rashin. Large naval base and trans-shipment points for military supplies and troops destined for North China and Manchuria. The area surrounding Rashin is heavily fortified.

Gensan. Large naval and submarine base (on an island in the harbour) combined with military airfield (probably underground hangars) and seaplane ramp, is located on the south side of the harbour. This is a most important base for the defence of the eastern coast of Korea.

Hoko Port. A shallow harbour on the western coast which is reported to involve a submarine base. Submarine bases are also said to be located on an island 12 miles off the coast at this point and on another island about 60 miles offshore to the east.

Chinkai perhaps will be the most important naval base in Korea. Recently constructed on a large scale several miles east of Wosan. Much of the former naval activity centering around Fusan is thought to have been transferred here. There are probably ship repair facilities and extensive docks in this area. A large airfield is said to have been constructed immediately north of the port. The islands off this port are reported to be heavily fortified.

Moppe. A shallow harbour on the south-west coast where a large naval and military radio station is located. Reports have been received of extensive Japanese naval manoeuvres among the islands offshore at this point.

Chinnampo. A large industrial city at the mouth of the Daide River. Large naval and submarine bases is thought to be situated below the city at the mouth of the River. There are important coaling docks along the river banks within the city limits. This is an important trans-shipping point for military supplies serving central Korea.

TOP SECRET

Sir James Hall Island Group. A small island group near the west coast opposite the most westerly point of Kokai Province is said to be the site of new fortifications and possibly a submarine base. The principal construction works seems to have been on Shosai Island of the group on the seaward side on the opposite end of the island from the lighthouse.

Tashito. An important new port being constructed on the south bank of the Yalu River at its mouth, where it is believed there is being developed a naval and military base. The islands off the mouth of the Yalu River are said to be heavily fortified and a large airfield has been built at Tashito near the estuary to the south of the river.

Quelpart Island (Saishu Island). Guards the Taushima Straits. A submarine base and possibly a naval base are believed to have been established on the eastern end of the island. An air base (with underground hangars) has been constructed on the western coast of the island, and it is reported that this base has been used for air operations against North China and the Chinese coastal areas.

Jinsen and Kaishu. Both these places on the west coast of Central Korea are now believed to be used as naval bases.

(b) Population.

The population of Korea in 1938 amounted to 22,633,751 of whom 21,950,616 were Koreans, 633,320 Japanese, 48,600 Chinese and 1,215 Europeans and Americans, the latter two categories being principally missionaries. Most of the population is rural, only 61 municipalities having over 10,000 inhabitants. Distribution of population by occupation shows that in 1938 over 75% was employed in agriculture, forestry and fishing; 8% in commerce; 4% in public services and professions; 3% in industry and the balance in miscellaneous industries.

The Japanese population in 1910, at the time of the annexation, amounted to 171,543 and steadily increased until 1933 when it was 543,104. The rate of increase was maintained up to the outbreak of the "China Incident" in 1937, but since then there has been a marked falling off. Only 7% of the Japanese population in Korea is concerned with agricultural pursuits, the majority being connected with industry, commerce or civil and professional occupations, as is shown in the following table:-

Distribution of Population.

<u>Agriculture</u>	<u>Manufact-</u>	<u>Commerce</u>	<u>Civil</u>	<u>Other</u>	<u>Total.</u>
<u>Forestry &</u>	<u>uring.</u>	<u>and</u>	<u>and</u>	<u>Occupat-</u>	
<u>Fishing.</u>		<u>Transport</u>	<u>Profes-</u>	<u>ions.</u>	
			<u>sional.</u>		

(Continued next page)

Distribution of Population.**TOP SECRET**

	<u>Agriculture Forestry & Fishing.</u>	<u>Manufact- uring.</u>	<u>Commerce and Transport</u>	<u>Civil and Professe- sional.</u>	<u>Other Occupat- ions.</u>	<u>Total.</u>
Koreans	16,940,082.	585,589.	1,619,192.	646,248.	2,159,505.	21,950,616.
Japanese	43,175.	105,190.	185,351.	241,263.	58,341.	633,320.
Others	10,519.	7,180.	16,007.	4,562.	11,547.	49,815.
Total:-	16,993,776.	697,959.	1,820,550.	892,073.	2,229,393.	22,633,751.

The distribution of the Japanese population according to provinces is shown in a later table, but statistics for 1936 reveal that out of a total of 609,000 then residing in the country, 444,000 were located in 61 towns having a total of 2,790,000 inhabitants.

Over 45% of the population is to be found in the six Southern Provinces of the Peninsula which have an average density of 412 per square mile. The four central provinces come next with an average density of 265, then follow the two north-western provinces with an average of 185 and, lastly, the two north-eastern provinces having an average density of only 124 per square mile. For the purpose of comparison, it might be noted that, Fengtien, the most densely populated province in Manchuria, only averages 357 per square mile followed by that of Chingchow with 276 and the remaining area of the country with an average of only 60 per square mile; whilst the average for Japan is 463.

Population of Provinces (1936).

<u>Province.</u>		<u>Koreans</u>	<u>Japanese.</u>	<u>Others.</u>	<u>Total.</u>	<u>Density per sq. mile.</u>
<u>South</u>	Keisho Nan-Do	2,132,801.	92,295.	371.	2,225,467.	453.
	Zenra Nan-Do	2,437,591.	44,341.	506.	2,482,438.	458.
	Zenra Hoku-Do	1,517,301.	35,007.	798.	1,553,106.	465.
	Keisho Hoku-Do	2,430,591.	48,570.	501.	2,479,662.	534.
	Chusei Nan-Do	1,490,615.	27,049.	888.	1,518,552.	479.
	Chusei Hoku-Do	895,803.	9,157.	324.	905,284.	312.
<u>Central</u>	Keiki-Do.	2,360,611.	163,114.	5,104.	2,528,829.	505.
	Kogen-Do.	1,547,162.	18,346.	867.	1,566,375.	153.
	Kokai-Do.	1,671,983.	22,385.	1,490.	1,695,858.	259.
<u>North-West</u>	Heian Nan-Do	1,452,552.	41,849.	3,178.	1,507,579.	258.
	Heian Hoku-Do	1,601,221.	24,006.	22,214.	1,648,041.	148.
<u>North-East</u>	Kankyo Nan-Do	1,600,960.	55,791.	5,618.	1,662,369.	134.
	Kankyo Hoku-Do	800,825.	51,410.	7,956.	860,191.	108.

21,950,616. 633,320. 49,815. 22,633,751.

Korea being an agricultural nation, the urban population is not great, only five towns exceed the 100,000 mark. Keijo, the capital, ranking well ahead of these with a population of 737,214. Next comes Heijo with 234,726 and Fusan with 213,744 and Taikyu and Jinsen with 172,040 and 108,774 respectively. All remaining towns are well under 100,000; but the following list, setting forth the 1937 and 1938 populations of thirteen principal cities, shows a remarkable increase in certain towns such as Taikyu, Keijo, Heijo and Chinnampo, due no doubt to increased industrial activity.

Population of the Principal Cities.

	<u>1937.</u>	<u>1938.</u>
Chinnampo	48,838	61,457
Fusan	213,142	213,744
Gensan	63,996	67,363
Gunzan	42,851	44,284
Heijo	185,419	234,726
Jinsen	102,473	108,774
Keijo	56,595	68,565
Kanko	61,430	63,859
Keijo	703,396	737,214
Hoppe	62,457	65,572
Seishin	66,958	72,353
Shingishu	51,347	52,384
Taikyu	<u>110,866</u>	<u>172,040</u>
	<u>1,769,786</u>	<u>1,962,335</u>

In recent years, owing to the labour surplus in the country and to a labour shortage in Japan, there has been a large emigration of Korean labour to Japan. The total of Korean residents in that country rose from 400,000 in 1930 to 800,000 in 1939. In addition, there has been a large emigration to Manchuria and to the Japanese-Occupied Regions of China. The average annual emigration of Koreans in recent years has been about 100,000, but it is believed that this figure has greatly increased since 1940, especially to Manchuria for rice cultivation, where production has enormously increased as a result of the governmental policy to develop rice production in that country.

TOP SECRET

(c) National Characteristics.

TOP SECRET

History.

Prior to 1895, Korea, also known as the Hermit Kingdom, had for centuries been under Chinese influence from whom she received most of her artistic and literary ideals and to whom she acknowledged suzerainty although, at the same time, retaining her individualism. After the Sino-Japanese War of 1895, which was fought out on Korean soil, Japanese influence in the country became pronounced and increased until, after the Russo-Japanese War, Korea was officially recognized as a Japanese sphere of interest by the Peace Treaty of Portsmouth in 1905. Although the country's ancient name of Chosen (Land of the Morning Calm) was restored, the Japanese substituted their own names for the Korean names of the principal towns; thus Seoul became Keijo, Jinsen was substituted for Chemulpo, Phyang Yang was re-named Heijo and Korean names were henceforth systematically omitted from all publications so that Korean towns are now mostly known by their Japanese names. In 1910 the Korean King handed all his prerogatives over to the Japanese Emperor and Korea was, by Imperial Decree, declared an integral part of Japan.

Political.

The bulk of the Koreans have not taken kindly to the annexation of their country and, ever since, there has been an underground of opposition, which has been chiefly fostered by an active minority of students, scholars and those residing abroad, mostly in China, Manchuria and in the Maritime Province of Soviet Russia.

Opposition crystallized into an independence movement in 1919 from which date three main phases are discernable. The "Nationalist period from 1919 to 1924; a Communist period from 1924 to 1935 and a National Front for Korean Liberation which began in 1936. These movements were, for the most part, conducted on territory outside Korea as the Japanese savagely repressed any such attempts made within the country itself. The 1919-1924 period was fostered by the middle classes and had a strong religious backing, mostly Christian, which was greatly strengthened by American missionary influence. The sponsors of the movement hoped to get Korea's case reviewed by the Versailles Conference in 1919, but no success attended their efforts. In spite of this, however, the Korean Provincial Government still remained in existence in Shanghai and still hoped that aid from the United States might be eventually forthcoming. By 1924, other groups had been formed who had little faith in aid from foreign countries. Some of these resorted to terrorist activities and the formation of secret societies resulting in the killing and wounding of several high Japanese

TOP SECRET

officials in Shanghai in 1932 (including the present Foreign Minister Shigemitsu). Before this, however, the greater part of the Korean Independence Movement had gone over to the Communist side in which they found active and strong support from Manchuria, where there were a million of their countrymen, as well as from the Soviet Far Eastern territories, to which area over 200,000 Koreans had migrated after the annexation of their country in 1910. In addition to this, the success of the Kuomintang Party in China induced many Koreans to join the Chinese Red Army and, although the Kuomintang breach with the Communists, which followed later on, caused considerable discouragement, the Communistic element remained the chief backbone of the Independence Movement until 1935-1936 when a Korean National Front was formed in Shanghai. This was designed to unite the Communist and non-Communist elements, the disunity amongst which had greatly hampered the Movement. The two groups came to a mutual understanding in regard to the future programme, which was henceforth to aim at the overthrow and confiscation of all Japanese imperialist interests which would become Nationalised, but that native properties would still remain in the hands of their Korean owners.

Since 1940, the Korean Provincial Government has established itself at Chungking where a Korean Independent Army was organized in January 1942. The Chinese National Government has recognized its legal status, though its Communistic tendencies have caused some embarrassment. The Independence Movement has, however, from the start been marred by cliques and factions each striving to obtain control and there is evidence that this disunity is still seriously hampering the progress of the Movement, which was one of the chief causes which led to the annexation of the country by Japan.

Administration.

The country is administered by a Governor-General who is appointed by the Emperor. Under him there is an Inspector-General of Political Affairs whose function is to inspect the official business of the local governors and various other affiliated departments, which consist of the Bureaux of Internal Affairs, Finance, Justice, Industry, Education, Railways, Communications and Monopoly. Besides the foregoing administration, there is a Central Council which considers matters submitted to it by the Governor-General. The members of the Council consist of a President, Vice-President, five advisors and sixty-five councillors, all Koreans. A Provincial Governor is appointed to each province who, while being subordinate to the Governor-General, administers the affairs of his province, supervises all public bodies and is authorized to issue local ordinances. He also has control of the local police who are mostly officered by Japanese, there being 500 of them in Keijo alone. Until 1941, the Japanese did not look favourably on the military training of Koreans and, their use in

TOP SECRET

the Japanese Army, except for transport work, was actively opposed. This attitude has, however, changed recently; students in the middle school and colleges are all being given military training by Japanese officers and are provided with rifles for drill purposes. Measures have also been taken whereby universal conscription will be enforced in 1944. Meanwhile, all able-bodied young men between the ages of 17 and 21, approximately 1 million men, are to be put into Youth Training Centres for one year's physical training. There are no signs, however, of Korean troops being intended at present for active military service.

"Volunteering" of Koreans, which was inaugurated in 1938, met with little response, but the urge for the Japanese to improve their man-power position, as a result of the Pacific War, has led to a form of coercion by the application of a district quota system whereby the police in each district have to provide a certain number of volunteers. These volunteers are probably being used as labour corps in order to release Japanese for military duties.

Education.

Education is carried on in a number of public and government schools, though the latter class are not numerous. For the most part, the Japanese are educated separately, but all schools, no matter what grade or class, teach in the Japanese language only. Literacy is not high, only about one-third of the population - certainly not more than one-half - are able to read. In 1937 there were 333 kindergarten with 20,000 pupils, 4,033 elementary schools with 1,050,000 pupils; 43 middle schools with 23,000 pupils and 51 girls high schools with 19,000 pupils. Besides these, there were various industrial schools comprising schools for agriculture, commerce, engineering and technical training. There were also 15 colleges with 4,000 students and the Keijo University with 900 students. Returns for 1939 show that the total number of pupils and students for that year amounted to 1,184,000 or about 5% of the entire population. The purpose of the schools is to instil in the minds of the Korean children Japanese ideals and eliminate Korean history and tradition as exemplified in a speech addressed to the Governors of the provinces by the Governor-General in April 1937, when General Minami said: "It is of primary importance to impress deeply on the minds of the children a strong faith in the idea that we are subjects of the Japanese Empire. We must eliminate the present custom of stressing intellectual training and make the development of our national spirit the essence of education".

(d) Climate.

The Korean climate is generally more extreme with regard to both Summer heat and Winter cold than that of Japan. The Southern and South-Western portions of the Peninsula are more nearly akin to Japan in climate than in the Northern and Eastern sections which are similar to that of Manchuria. The average rainfall of 40 to 50 inches is, however, abundant compared with the last named country, but scanty when compared with that of Japan, and the Korean farmer has always to face the possibility of drought, though rarely of a serious nature. The prevailing winds are of the monsoon type; they blow from the North and West, except during the Summer, when the wind comes from the South. The cold winds from Siberia and Manchuria come to Korea in the winter, but are tempered for the central and southern parts by having to cross the Yellow Sea. In the Summer the winds come from across the China Sea, are moisture laden and provide the rainy season. In the North-East, however, the Summer winds are more of an easterly to north-easterly direction, and they are much less moisture laden and consequently produce a smaller rainfall. The winter is quite cold and especially in the northern part, where it is very severe. In this area frost occurs in September or early October and for about five months the mean daily temperature is below freezing and on the Manchurian border streams and rivers are frozen over for the entire winter. In the central portion, Keijo has only 2 months with a mean daily temperature below freezing, whilst in Fusan and Mokpo zero weather is unknown.

In the Summer, the mean maximum temperature of 77° is reached during the month of July in the north, and a month later in the south. The rainy season, which is heaviest in August in the north-east and July in the south, shows a smooth but gradual rise from February to the maximum in July or August and then a corresponding smooth fall, but for the most part these rains occur in short and heavy volume which have a tendency to cause floods in certain areas. The average rainfall for the year varies in the three sections of the Peninsula, the south being 57 inches; the centre 44 inches and the north 32 inches. These compare with 60 inches at Tokyo, 78 inches at Nagasaki and an average rainfall of 26 inches in Southern Manchuria.

2. MINERAL RESOURCES.

Korea is endowed with a variety of mineral deposits. In no case, with the exception of gold, graphite and fluorspar, are these deposits of any considerable size, though the presence of certain minerals essential to Japan such as tungsten and molybdenum, are proving of value to the war effort. Before 1931, gold, silver, copper, zinc and graphite were the principal minerals exploited, but since 1927 attention has been focussed on the discovery and exploitation of minerals having a specific war purpose rather than those of ordinary commercial importance.

The Government General has encouraged the increased production of minerals used in alloys such as tungsten, molybdenite, magnesite and zinc, whilst graphite, fluorspar and mica have also come in for considerable attention. A system of subsidies to producers has been granted for the most urgently needed metals, thus:- In 1942, 11,900,000 yen was allotted in the Budget as a premium for increased gold production whilst 5,020,000 yen was earmarked to assist the development of mines containing non-ferrous metals and minerals. During 1941 subsidies were granted at the rate of 250 to 300 yen for tungsten (65%), 20/30 yen for fluorite (93%) and 1/2,000 yen for mica. All these subsidies were paid for each ton of production in excess of the 1937 output. In addition, subsidies were granted for the building of mine roads and power transmission lines, as well as aid for installing mining and refining machinery. As no mineral figures have been published since 1936, the increased output since that year, as a result of the encouragement and financial aid given by the Government, cannot be recorded with any degree of accuracy, but it is certain that it has been very considerable, especially in the production of gold, coal, iron tungsten and fluorspar. The following table, which shows the production of the principal minerals mined in Korea during the years 1930/1936, indicated very clearly the accelerated rate of output since 1933:-

<u>GOLD.</u>			<u>SILVER.</u>		<u>COPPER.</u>	
Oz.	Value (Yen)		Oz.	Value (Yen)	Tons.	Value (Yen)
1910	-	4,566,000	-	6,555	-	-
1930	199,000	6,618,000	67,547	58,000	589	140,000
1931	290,000	9,584,000	366,638	206,000	698	225,000
1932	312,000	19,633,000	590,000	552,000	694	307,000
1933	370,000	26,066,000	703,000	721,000	784	417,000
1934	400,000	38,538,000	1,006,000	1,468,000	1,434	933,000
1935	473,000	45,457,000	1,265,000	2,558,000	2,169	1,526,000
1936	562,000	59,821,000	1,891,000	2,830,000	3,636	3,273,000

<u>IRON ORE.</u>			<u>LEAD.</u>		<u>WOLFRAM ORE.</u>	
1000 Tons	Value (Yen)		Tons.	Value (Yen)	Tons.	Value (Yen)
1910	-	421,000	-	-	-	-
1930	532	2,808,000	129	50,000	11.6	6,000
1931	164	824,000	97	36,000	16.1	7,000
1932	151	749,000	492	64,000	57	30,000
1933	258	1,287,000	783	121,000	152	117,000
1934	176	879,000	1,805	306,000	360	734,000
1935	228	1,279,000	1,728	388,000	875	1,389,000
1936	234	1,429,000	2,738	794,000	1,707	2,294,000

<u>GRAPHITE.</u>			<u>FLUOREPAR.</u>		<u>MOLYBDENITE.</u>	
Tons.	Value (Yen)		Tons.	Value (Yen)	Tons.	Value (Yen)
1910	-	153,000	-	-	-	-
1930	20,073	423,000	2,297	11,000	26	29,000
1931	14,049	232,000	2,648	12,000	24	25,000
1932	16,813	255,000	7,577	94,000	44	56,000
1933	22,677	465,000	9,078	122,000	105	218,000
1934	31,294	524,000	12,100	131,000	103	263,000
1935	45,118	1,207,000	9,722	116,000	105	264,000
1936	40,914	1,010,000	8,740	107,000	80	203,000

Gold. Although the mining of gold had been carried on for centuries by the Koreans, it was not until 1895 that foreigners were able to engage in mining operations, and then only through concessions granted by the Emperor or Imperial Household, in whose hands the entire control of all gold mining was vested. In 1896 the Americans secured concession rights in the Unsan District and within the next few years British, German, French, Russian and Japanese had all secured mining rights in various parts of the country. These concessions frequently led to disputes and bribery, as certain Ministers of State, beside the Imperial Household, were concerned in the granting of concessions for which considerable rivalry existed among the different nationalities. In 1906, the Korean Government enacted laws concerning lode and placer mining which brought the control of all State-owned mines under the jurisdiction of the Minister of Agriculture, Commerce and Industry and regulated the ownership of concessions and the taxes to be levied on mining products as well as limiting the ownership of any concession to 1,000 taubo (826 acres). These laws, as a whole, were extremely liberal and compared very favourably with the Mining Laws of other countries.

After the annexation of 1910, however, the Government-General commenced a survey of all the mineral deposits in Korea taking each province by turn and when this was completed, a new law was passed in 1916 which ordained that mining rights could only be granted to Japanese citizens or to legal corporations created under Japanese liability, these regulations affecting 33 classes of minerals. From that date, foreign mining interests in Korea commenced to dwindle and eventually all were gradually transferred into Japanese hands.

Until 1910, the chief source of gold was auriferous gravels which have been worked from time immemorial. Since the introduction of modern mining methods and machinery by foreigners, the amount of gold won from lode mining has far surpassed that obtained from placer mining. The latter method is still carried on by small groups of Korean miners, and lode ores are also treated by the primitive method of first crushing by means of a hand-operated rocking stone and then by stone grinding and subsequent panning.

TOP SECRET

As regards modern mining, the Koreans have proved themselves adaptable in the use of hand and power drills and work well and efficiently under foreign supervision. In 1915 50,000 were engaged in the mining of gold in the country.

The principal mines are situated at Unsan in North Heian Province; at Shōjo in the extreme north-west; Koshu south of Haijo and at Suiian and Syozgo, beside many others scattered throughout Chosen, as indicated by the report that the Japanese Gold Production Development Company has advanced funds for the operation and improvement of some 250 gold mines throughout the colony. The principal gold refining companies entitled to receive government subsidies include:- The Japan Mining Company at Chinnampo and Unsan, the Japan Nitrogenous Fertiliser Company at Konan; the Sumitomo Mining Company at Gensean; the Chosen Refining Company at Choko; the Mitsubishi Company at Kaishu and the Samsai Mining Company at Ryugampo. Completion of a new gold refinery at Kaishu was scheduled for the early part of 1941, and the Japan Gold Production Development Company was to start production of a large gold refinery at Taishu in North Heian Province.

Production in 1936 was 562,000 ozs. which must have greatly increased in recent years. A recent report stated that the Japanese plan to increase production in 1942 to 1,656,000 ozs., a figure which does not seem impossible judging by the progress made during the years 1930/36, and taking into account the fact that over 32,000,000 yen was spent by the government in the encouraging of gold mining during the two years 1939/40.

Silver. The output of silver is only small and is almost entirely derived as a by-product from gold quartz and, in a small way, from lead and zinc ores. The quantity produced in 1936 was 1,891,000 ozs. and this has since then, no doubt, increased in proportion to the amount of gold produced.

Copper. Copper deposits are found in several regions but not in any large quantities, the largest deposit being at the Koshu mine west of Konan which is reported to produce between 2/300 tons per month, the ore being refined at Chinnampo and Gensean where the Sumitomo Company operates smelters. The Suan Mining Company operates a mine at Mozan about 60 miles east of Haijo which produces about 150 tons per month. Extensive copper deposits have been recently discovered at Konan in North Kaisho Province, which are said to contain 1.4% grade ore and are believed to be the largest deposits so far discovered in the country. The plant for operating these deposits is preparing for an eventual capacity of 500 tons of ore per day. Other deposits are to be found at Shōjo in the north-west close to the Manchurian border, at Kozan in north Kankyo Province and at Kosho in the centre of Northern Korea close to the Yalu River. Total production of the country did not amount to more than 3,636 tons in 1936, but in view of the special

attention paid by the authorities to the mining of these minerals during the past few years, it would seem probable that production in 1942 was at least 10,000 tons.

Lead and Zinc. Little is known about the position of Korea's lead mines, the only important one being about 82 miles south-east of Yotoku on the Heijo-Gensan railway. It is believed that most of this mineral is obtained from the smelting of zinc, which occurs in considerable quantities at Jobisan in Kogen Province and at Jitsugetsu in North Keisho Province. These deposits are being exploited by the Jobisan Zinc Mining Company and are reported to be of 10/20% grade. In May 1941, the Company was reported to have as much as 100,000 tons of zinc ore in its store pile, an ore sorting mill was to be erected and ready to start operations early in 1942. Other zinc deposits are reported to be at Kentoku, Onjin and Toyoha. At Kentoku in the north of Kankyo-Nan-Do Province, there are estimated reserves of 387,000 tons of oxide ore containing 24% zinc and 8% lead. At Toyoha there are three types of ores which average 8% zinc and 5% lead with reserves estimated at 380,000 tons, but there is no information concerning the quality and extent of the Onjin deposits. The ores from these areas are shipped to Chinnampo for concentration where, as previously reported, there are smelting works operated by the Sumitomo Company. There are no figures published regarding the country's production of zinc, but it must be considerably greater than that of lead, probably 3 to 4 times as much, which might mean a production of between 30/40,000 tons in 1942.

Wolfram. The principal deposits of wolfram are at Hyakunen and Kishu in Kokai Province. Rorin in South Heian Province; and Kongo and Neitsu in Kogen Province, whilst yet another mine with a small reduction plant is located at Kokusan in Kokai Province. In May 1941 the Kobayashi Mining Company was reported to be exploiting several newly developed deposits and was constructing an ore sorting mill at Yotoku in South Heian Province. The Kongo Special Mining Company was also at that time reported to be developing a new wolfram deposit in the Diamond Mountains. In order to co-ordinate and develop Korea's wolfram production, arrangements were announced in May 1941 to concentrate the control of all mines in the hands of three companies; the Japan Mining Company; the Japan High Cycle Heavy Industry Company and the Kobayashi Mining Company. The consumption of all domestic wolfram and molybdenite was to be limited to seven principal manufacturing concerns. It is not believed that any of the wolfram deposits in Korea are of a rich nature, with a possible exception of the Kokusan Area which is reported to have produced 10,000 tons of high grade ore during the years 1939/1941. Korean wolfram production in 1935 was 569 tons and 1,110 tons in 1936, this compares with a world production of 12,924 tons and 14,956 tons respectively, it is believed that the country's production is now between 2/3,000 tons annually.

Molybdenum. In 1936 the country's production amounted to 80 tons of concentrates representing 40 tons of pure metal. This compared with a world production of 8,917 tons. No information is available as to the nature or the whereabouts of the deposits of this mineral, but war time demands have no doubt led to increased production since 1936.

Nickel. Until comparatively recently this metal was not known to occur in Korea. It was, however, reported early in 1941 that a nickel deposit had been discovered in a gold and silver mine at Shogensi in Kogen Province. The extent of this deposit has not been made known.

Magnesite and Magnesium. Magnesite ore deposits are very extensive and occur in various parts of the country. In the Province of South Kankyo, the Chosen Magnesite Development Company, a semi-official concern organized in 1939, is exploiting reserves at Tansen which are said to amount to 3 billion tons with a 46% magnesium content. This Company was expected to have had an output of 450,000 tons by the end of 1941 and it is scheduled to start commercial shipments by the end of 1943, after the completion of a railway connecting the Company's works with the Kankyo Government Railroad Line. Magnesium production is carried on by the Chosen Magnesite Chemical Company at Seishin. The Chosen Nitrogen Fertilizer Company at Konan and the Dai Nippon Engyo K.K. at Shingishu. There is also the Japan Magnesite Chemico-Industrial Company which completed a plant at Joshin in North Kankyo Province at a cost of $\frac{1}{2}$ million yen for the manufacture of magnesium bricks and clinkers, chiefly for export to Germany. Another magnesium factory is reported at Sobodo in the Shingishu District operated by the Toyo Kinzoku K.K. (Far Eastern Metal Company) which uses the products of its own salt fields as material for the manufacture of magnesium.

Fluorspar. Japan relies on Korea almost entirely for her supplies of fluorspar, which is an essential element in her production of aluminium. All Korean supplies come from one restricted district in the south-eastern Saneil country of Kokai Province about 49 miles south-east of Kenjiho. In this region there are two, possibly three, main producing mines which are operated by Mitsubishi Iron Manufacturing Company. Production in 1938 amounted to 34,207 tons, since that date, figures have been suppressed, but it is reasonably certain to have increased each subsequent year. Korean supply is of such a quantity as to enable the country to rank as the fourth producer in the world after America, Germany and Russia. It has been estimated that Japanese requirements of fluorspar to produce 100,000 tons of aluminium per annum, planned in 1939 for attainment by 1942, would be over 24,000 tons. Besides this, a further 4,000 tons would be needed for the production of 20,000 tons of magnesium, also planned for attainment by 1942. Fluorspar is also required for the steel

TOP SECRET

industry and Japan's requirements in this direction would probably amount to another 24,000 tons, whilst a further 6,000 tons would be needed for chemicals, enamel ware, etc. Thus Japan's total need for fluorspar might have amounted to as much as 58,000 tons in 1942 which should not have been impossible for Korea to supply.

Aluminium. The type of aluminiferous material occurring in Korea is essentially aluminium shale which is mined at Seizan and Mount Gyokumai. Aluminium plants, therefore, in the Peninsula do not use bauxite and, since 1939, the Government-General has endeavoured, through a subsidy programme, to expand production of aluminium from aluminium shale. In its subsidy regulations the following sources were indicated:- Alum, Alum shale, Phosphate of Alum and clay. Subsidies of 150 yen per ton of alumina were based upon the difference in production costs from these sources as compared with those from bauxite. Since the coming into operation of the hydro-electric power station at the Suiho Dam, on the Yalu River and other hydro-electric undertakings, Korea has now a very large supply of electric power which is an essential factor in any large scale production of aluminium. Consequently, since 1941, this industry has made remarkable progress and, as it is independent of supplies of bauxite on which the Japanese largely depended and which had to be imported from countries which are now at war, Japan has been making special efforts to make Korea the centre of the industry. Three plants have already been transferred from Formosa and three more are preparing to move. It is believed that Shingishu will be made the centre of the industry as it is within easy reach of the electrical power supply from the Yalu River Station at Suiho.

In 1940, the Chosen Riken Metals Company (capital 19 million yen) completed an aluminium plant at Chinnampo at the mouth of the Hanwa River. Materials for production are obtained from aluminium shale deposits in the neighbourhood as well as from rich shale deposits brought over from the Province of Shantung in China. This company also has a plant at Haijo which was scheduled to produce 3,000 tons of aluminium by the end of 1940 and 6,000 tons by 1941. The Chosen Nitrogenous Fertiliser Company (capital 70 million yen) also produces aluminium at its Konan plant (production 12,000 tons) whilst a large plant, probably in the district of Fusenke, was projected in 1933 with an ultimate capacity of 20,000 tons annually. Other companies are the Kokusan Light Metals Industrial Company at Shingishu; the Chosen Denki Kogyo K.K. at Kogen and a small plant with a yearly capacity of 4,000 tons operated by the Tohoju Rikko Aluminium K.K. near Fusan. Also the Oriental Aluminium Company has constructed a plant at Genshodo in North Heian Province at an estimated cost of 45 million yen which was expected to be completed by the end of 1942. Power for this plant will probably come from the Yalu River. The Chosen Aluminium Company is also reported to have commenced construction at a plant at Jinsen south of Keijo at a

cost of 2 million yen, whilst the Seisen Kagaku K.K. (West Korean Chemical Company and sister company of Nippon Soda Company) formed in 1939 with a capital of 30 million yen, has an aluminium factory at Tashite in the Ryusen District in north-west Korea close to Chingishu. This plant was expected to commence operating in 1942.

Further considerable developments in the production of aluminium in the country are likely to take place in the near future. The Japan Times, in an article dated February 4th 1942, recorded the Government's intention to change over its method of aluminium production from the use of bauxite to that of aluminium bearing shale, of which there were large quantities in both Manchuria and Korea. This step was to be taken in spite of the increased cost of production and the necessity for the installation of new equipment.

Graphite. In 1937 Korea's production of 43,801 tons represented over 28% of the world's output. Deposits are extensive and are found both in the north and south of the Peninsula. There are two varieties produced, an "amorphous" graphite, which is chiefly used for furnace linings and the finer quality "flake" graphite, which is of only comparatively recent development. The latter quality strongly competes with Ceylon or Madagascar graphite, which is considered the best in the world and from where Japan, previous to 1940, purchased most of her requirements. In 1939, production had greatly increased and amounted to 86,831 tons, of which 73,218 tons was amorphous and 13,613 tons scale. Reserves are said to be very large and sufficient to supply any demand for years to come. In the Fusan area in the south, the principal producer is the Yamano Graphite Mining Company; while in the northern area around Haijo the outstanding firm is the Shibata Mining Company; almost all of the supplies mined in the country are shipped to Japan for refining.

Phosphate rock. During the past few years, the Government-General has encouraged the increased production of chemical fertilisers by developing the production of phosphate rock, principally found at Tansen in Keikido Province and at Kaijito in North Heian Province. In 1941 it was expected that 60,000 tons could be obtained from these two deposits, although difficulties of transport were not yet fully overcome. The general shortage of fertilisers, combined with pressure to increase the agricultural productivity of the country, has increased the emphasis upon production of phosphates, which it is estimated would have to be increased to 400,000 tons annually in order to meet the growing needs of the Peninsula.

Borax. The discovery of considerable quantities of borax ores at Suikomen in Kekai Province was reported early in 1941.

TOP SECRET

Cobalt. The Ministry of Commerce and Industry announced the discovery of cobalt deposits at Keizan in North Keisho Province in 1941, but the extent of these deposits is not known, though they are reported to contain 3% ore.

Mica. The only information concerning the existence of mica deposits in the country emanate from a Japanese source in May 1937 which reports extensive deposits of this mineral in Hoshu on the border between North and South Kankyo and in the Kisshu districts of North Kankyo.

Coal. Coal is chiefly found in the northern districts of Korea, where 80% of the deposits are anthracite, the remainder being bituminous or lignite. There are virtually no deposits of coking coal. Total reserves in the country are estimated at 1,750 million tons, though it is probable that these will be considerably increased after further development and prospecting have taken place. The principal anthracite deposits, for the most part suitable only for making briquettes, egg coal and similar products for household use, are located in South Heian, Kogen and South Kankyo Provinces with smaller deposits in North Heian and South Zenra Provinces. The best and most extensively worked deposits of anthracite coal are situated near the cities of Heijo, Kaisen and Junsen in South Heian Province and Sanchuko and Neitsau in Kogen Province. Besides anthracite, there are also deposits of bituminous coal and lignite, the most important of which being in North Kankyo Province in the region of Soinei in Kokai Province with smaller deposits in South Heian, South Kankyo and North Keisho Provinces. The mining of coal was on a small scale only a few years ago. In 1930, 884,000 tons were produced which increased to 2,282,000 tons in 1936, whilst the 1939 production amounted to 4,481,000 tons. What coal is exported from the country goes entirely to Japan, who takes the best qualities and imports into Korea in return lower grades, though of a considerably greater quantity. In 1939 exports to Japan amounted to Y.14,258,000, whereas imports from that country amounted to Y.28,432,000. Owing to the recent development in the smelting of iron ore in the North-East Regions, the demand for coking coal has become urgent and this has been partly satisfied by coal imports from Manchuria and North China which totalled Y.11,753,000 in 1939. Since that date, it is believed that the demands for coking coal have continued to increase and that Manchuria is supplying the blast furnaces at Seishin with coking coal mined at Mishan in Mu Tan Kiang Province about 300 miles north of the Korean Border.

In spite of the very considerable increase in the coal production of the country in recent years, distribution throughout the country is believed to be upon a strict priority basis, precedence being given to key industrial units as well as all

transportation companies. Coal for domestic use is exceedingly difficult to obtain, and then only at prohibitory high prices.

Production and Net Imports of Coal.
(tons)

<u>Year.</u>	<u>Production.</u>	<u>Net Imports.</u>	<u>Total Consumption.</u>
1932	1,104,000	456,000	1,560,000
1933	1,307,000	601,000	1,908,000
1934	1,689,000	628,000	2,317,000
1935	1,999,000	718,000	2,717,000
1936	2,882,000	886,000	3,168,000
1937	2,348,000	997,000	3,345,000
1938	3,200,000	921,000	4,121,000
1939	4,481,000	1,049,000	5,530,000

Consumption of coal by use.

<u>Year.</u>	<u>Railways.</u> (^{'000 tons}).	<u>Ships.</u> (^{'000 tons})	<u>Factories.</u> (^{'000 tons})	<u>Other</u> (^{'000 tons})	<u>Total.</u>
1932	342	30	848	340	1,560
1933	377	30	1,140	361	1,908
1934	424	30	1,428	435	2,317
1935	607	30	1,523	557	2,717
1936	671	30	1,775	692	3,168
1937	717	30	1,921	677	3,345
1938	825	30	2,516	750	4,121
1939	900	30	3,820	780	5,530

Iron and Steel.

Iron ore. The occurrence of iron ore in Korea is almost entirely confined to the north-west, central and northern areas of the country. Until 1937, the principal mines were situated at Rigen on the east coast in South Kankyo Province and at Sainei, Inritsu, Kasei and Koshu in Kokkai Province. Little of any of these deposits, with estimated total reserves of 20 million tons, have a metal content of over 50%. In 1937, vast iron ore deposits were discovered at Mosan in the extreme north-east of the Peninsula near the Manchurian border in North Kankyo Province. Whilst the reserves are enormous, estimated at over 1,000 million tons, the quality of the ore is very poor, the iron ore content being only 32%. Exploitation of this area was undertaken in 1938 by the Mitsubishi Mining Company in conjunction with the Japan Iron Manufacturing Company who jointly organised the Mosan Iron Mine

TOP SECRET

Development Company. The type of ore is magnetite and very similar to that of the Anshan Region in Manchuria mined by the Showa Steel Works and, being of a refractory nature, has to undergo the same treatment by preliminary roasting and then concentrating before being charged into the blast furnaces for reduction into pig iron. This process brings the iron content of the concentrated ore up to about 54 to 57% and it is in this state that the iron ore is shipped to Japan, or else subsequently treated for pig iron production at the Japan Iron Manufacturing Company's works at Seishin situated about 50 miles south-east of the mines.

Prior to the development of the Mosan Mines, iron ore production in the country had only progressed at a slow pace, in fact the average output during the years 1931-36 only amounted to 202,000 tons which compares with an output of 532,000 tons in 1930. After the outbreak of the "China Incident", which was no doubt a determining factor in the decision to develop the low grade Mosan ores, production immediately started to increase rapidly low grade ore shipments to Japan in 1940 being estimated at over 2 million tons.

Pig iron and steel. Both the production of pig iron and steel in Korea is handicapped by the lack of sufficient and suitable quantities of coking coal. In order to overcome this difficulty, considerable imports have to be effected from Manchuria and North China of good coking coal, but even then the difficulty of transport and the comparatively long distances entailed will always be a serious deterrent to any iron and steel development on a large scale in the country.

Pig iron production, which in 1936 amounted to 155,000 tons and 168,344 tons in 1937, was estimated at about 200,000 tons in 1938 and 1939. Steel production in 1934 was 60,000 tons and rose to 94,400 tons in 1935, but in 1936 it declined to 87,000 tons. Although figures are not available since that date, it is believed that production has not expanded beyond 100,000 tons. In 1939 and 1940, reports indicate that both pig iron and steel output was restricted owing to a shortage of coking coal, although output capacity had increased, both by an expansion of existing facilities and by the erection of new mills and blast furnaces. Owing to recent reports, which indicate that the entire supply of coking coal from the Mishan coal fields in Manchuria will be transported to Seishin for use of the steel and iron works there, it is possible that production may be stepped up during 1942/43. The output of the Mishan coal mines was estimated to have been 600,000 tons in 1941 and the rail haulage to Seishin would involve a distance of almost 400 miles. As Manchuria is also very short of sufficient coking coal, and the Showa Steel Works were actually using some Mishan coal in 1940, it might be possible that Korea will have to go short of this type of coal for several years and that the development of the pig iron and steel industry will

have to take second place to the mining and concentration of ores for shipment to Japan.

The Mitsubishi Mining Company and the Japan Iron Manufacturing Company are the two pioneer concerns of Korea's iron and steel industry. The first mentioned has a foundry at Kenjiho on the west coast south of Chinnampo where high grade steel for armour plates and small arms and shell cases are manufactured, the company has been an important supplier of iron and steel construction materials for many years. The Japan Iron and Manufacturing Company has also large steel works operating in the same neighbourhood and both these companies have also, since 1937, established iron foundries and steel mills at Seishin on the north-east coast which utilises the Mosan ores. In 1939 a 700 ton blast furnace was completed at Seishin by the Japan Iron and Manufacturing Company while a little later, the Mitsubishi Mining Company installed two furnaces, capacity not known, for manufacturing steel direct from low grade ore by the Krupp process, two additional furnaces were also said to have been completed by the end of 1940.

In 1937 it was reported that the Sumitomo interests were erecting a smelter at Gensan, whilst the Mitsubishi Company was establishing an iron foundry or rolling mill at Shingishu, but no further details of these undertakings are available. In 1939, the Japan High Cycle Heavy Industry Company, which manufactures special steel by an electric process, had completed the installation of a 10 ton steel furnace at Joshin in North Kankyo Province. The Company's plant in this area is credibly believed to have produced 20,000 tons of high speed cobalt, manganese and stainless steel in 1938.

The Chosen Electro Metallurgical Company opened a new plant at Funai, North Kankyo Province in 1940 where production of silicon iron was started. Power is derived from the Funai hydro-electric plant in the vicinity. In October 1940 the Chosen Electric Steel Manufacturing Joint Stock Company commenced operating a plant erected at Fusan in the south, producing iron and steel castings, wrought steel and railway material and other heavy equipment. In 1940 the Chosen Daido Steel Manufacturing Company (a new company formed by the Oriental Development Company and the Daido Steel Manufacturing Company), was reported to have established an iron ore refinery near Heijo. The Chosen Riken Metals Company was also said to be constructing a plant at Jinsen near Keijo for the manufacture of steel by the electric process, and a joint enterprise consisting of the Taiden Steel Manufacturing Company and the Japan Gold Production Development Company commenced construction of a plant at Heijo for the manufacture of steel drilling equipment for the mining industry which was scheduled for completion early in 1941.

TOP SECRET

From the foregoing, it will be seen that Korea has, during the past few years, made considerable progress in developing the iron and steel industry, although handicapped by inferior ore and a severe shortage of coking coal. There is little doubt that these efforts are attributable to Japan's war effort and the imperative need for the production of as much iron as possible, and does not emanate from any natural economic factor prevailing in the country, except possibly the cheapness of labour. As this is, however, an industry which entails the employment of a high proportion of skilled and semi-skilled labour, it is doubtful whether even cheap Korean labour plays any important part, except for the actual mining of iron ore. It might be said, therefore, that after the cessation of hostilities and economic factors for the cheap production of iron and steel reassert themselves, the Korean industry will suffer a severe setback, as did the mining industry after the last war, unless considerable quantities of better grade iron ore and coal are discovered in the meantime.

3. AGRICULTURE AND FOOD.

Owing to the mountainous nature of the country, only about one-fifth of the area of 86,244 square miles is under active cultivation (10,888,000 acres), though it is estimated that there is still 6% which can be brought under the plough. The staple crop is rice, followed by barley, millet, soya beans, wheat, oats and rye. Besides cereals, other important crops are cotton and ginseng, whilst sericulture is the leading subsidiary industry engaged in by farmers and has been much encouraged by the Government in recent years.

Rice. The average Korean is inclined to be lethargic and devoid of ambition and prior to 1910, agriculture was carried on in the most primitive way. The Japanese have, however, done much in recent years to teach the farmer methods for development of the land on scientific lines. Model farms and agricultural experimental stations have been set up and associations have been formed in most towns and districts which loan money to the farmers and help them over difficult periods. There is little doubt that, as a result of these methods and the introduction of artificial fertilisers, very great progress has been made in the increased production of crops and a general improvement in the lot of the farmer. On the other hand, there is no disguising the fact that almost half of the country's rice crop is shipped to Japan at prices which do not appear to give an adequate return to the farmers, who have to depend largely on millet as their chief form of diet and even import large quantities from Manchuria.

Korea is normally the chief source of imports of rice into Japan; thus during the period 1901-38 64% of Japan's imported rice came from Korea as compared with 32% from Formosa and 4% from other sources. These imports from Korea average about 12% of the total of Japan's rice consumption. The average annual export of Korean rice to Japan during 1931-38 was 1.2 million tons, but in 1939, when a severe drought affected Korea, it fell to 857,000 tons, Korea's rice crop for that year being only 2.04 million tons as compared with 3.4 million tons, the previous year. In 1940 production rose to 3.1 million tons and was followed with a crop of 3.5 million tons in 1941. In that year, Japan's rice crop due to bad weather, only amounted to 2 million tons compared with an average crop of 9.3 million tons during the years 1935-39. It will thus be seen that Japan depends largely on Korea for her additional rice supply, and attaches great importance to furthering rice production in that country and accounts for the special efforts which have been made resulting in an increase in the crop from 1.5 million tons in 1910 to 3.5 million tons in 1941. There are three factors which have made possible this remarkable advance in the country's production of rice:-

Firstly, the system of irrigation has been thoroughly reorganised and intensified. Whilst numerous irrigation ponds and dams existed before the country was taken over by the Japanese, these had been mostly neglected and were fast disappearing. In 1917, new regulations were introduced which, with subsidies granted by the authorities to 190 Associations, not only brought the old systems back again into operation, but also introduced many more, thus enabling the growing of rice in many fresh areas. By 1936, as much as 139 million yen had been expended on irrigation works and there were at that time 195 associations actively engaged in construction work operating over an area covering 536,000 acres.

Secondly, the quality and quantity has been improved by the use of better varieties and in the method of cultivation.

Thirdly, the introduction of the use of artificial fertilizers, which have been supplied at economic prices, as much as 73 million yen's worth having been consumed in 1936.

These improvements, especially in the crop production per acre, are reflected in a comparison between 1910 and 1936 crops. In 1910 there were 3,307,500 acres under rice cultivation giving a yield of 52 million bushels or an average of 15.72 bushels per acre. In 1936 the acreage under rice cultivation had increased to 4,067,160 acres and the yield to 119,487,000 bushels or an average of 29.4 bushels per acre. This represents about 17 cwt

to the acre and compares with 81 to 83 cwt. per acre in Japan and 9 and 10 cwt. produced in Siam and the Netherlands East Indies.

Barley. After rice, barley is the most import crop, both on account of the area under cultivation (2,468,000 acres) and as a staple food for the poorer groups in the country. It should be noted, however, that owing to the improvements in the use of commercial fertilizers, a certain amount of both barley and wheat in the Southern Provinces is sown on rice land after the latter has been harvested. The 1936 production of barley and wheat amounted to 1 million and 230,000 tons respectively.

Millet is also of great importance among the cereals grown. Because Korean farmers cannot generally afford to eat the rice they produce, millet is raised and also imported from Manchuria.

In 1936 the crop amounted to 714,000 tons which was supplemented by 143,000 tons imported from Manchuria.

Soya beans rank next to rice in importance as an article of export to Japan. In 1936, the area under cultivation was 2,075,000 acres producing 540,000 tons, of which 178,000 tons were sent to Japan.

Red beans are grown almost exclusively for local consumption. In 1936 the area under cultivation was 563,000 acres which produced 110,000 tons.

Oats and rye. Both these are cultivated, though the latter in only a small degree. 400,000 tons of oats and 83,000 tons of rye were harvested in 1936.

Hemp occupies an important position among the special products of Korea. In 1910 only 46,500 acres were under cultivation producing 6,500 tons, by 1936 the area had increased to 66,000 acres which produced a crop of 17,800 tons.

Sugar beet. Experiments carried out for a number of years with improved seed appeared to warrant the conclusion that this could be grown on a commercial scale in the Heijo district where a beet sugar factory was erected in 1920. The plant, however, had to close as both the soil and the climate proved eventually ill-fitted for the growing of sugar beet, and the cost of sugar production proved much too high.

Cotton has been grown in Korea from early times, but only to a small extent. In 1906 American seed was introduced which led to a considerable increase in cultivation and this has been encouraged by the authorities, especially in the Southern Regions. In 1933, 431,000 acres were devoted to cotton growing producing 31,500 tons of ginned cotton. From this date, a 10 year plan was inaugurated aiming at an ultimate production of 83,300 tons from the cultivation of 927,500 acres of land. The 1938 crop, however, only amounted to 41,600 tons, and although some increase in production is possible, this could only be obtained at the expense of other products necessary for Korean livelihood.

Ginseng. A medical root, highly valued by Chinese and Koreans, is a special product of the Peninsula and is controlled by the Monopoly Bureau of the Government. The plant has to be carefully attended for six years before it is ready for treatment, which consists of an elaborate process of steaming and exposure to carbonic oxide and then drying either by sun or by fire. This produces a red ginseng, but ginseng which is not treated with carbonic oxide and dried in the sun or by fire only remains white. The former variety is more highly esteemed by the Chinese who purchased the greater part of the crop. In 1936 the crop was valued at 2 $\frac{3}{4}$ million yen, of which 1.28 million yen was exported. Red ginseng is valued by the Chinese as a blood restorer, giving energy and health. It is believed to be a counteractive of opium. White ginseng, however, is so harmful to the opium smoker that it might cause his death.

Tobacco. This is a government monopoly and can only be grown by permission from the authorities. Previous to 1928, tobacco was permitted to be grown for private use only, but since that date this privilege was withdrawn, with the result that the crop fell sharply from 1928 when 54,000 acres were under cultivation to 1,933 when the area was reduced to 34,000 acres. Both the acreage and the crop harvested have, however, improved in recent years, particularly in the yield per acre which in 1936 amounted to 1,037 lbs. as against a yield of 840 lbs. in 1928.

Sericulture. The climate of Korea is suitable for the cultivation of the silk worm since there is a scarcity of rainfall during the rearing season. Small government subsidies have encouraged the industry whilst the introduction of machine reeling has enhanced the quality of the silk produced. The 1938 crop amounted to 2,160 tons of raw silk.

Fruits. Owing to the favourable conditions of both climate and soil, there are many kinds of fruit grown in the country. In recent years, every encouragement has been given to substitute selected species for the native ones which were generally inferior in quality, in consequence some of the fruits now grown, such as apple, pear, grape, peach, persimmon and chestnut, are just as good and, in some cases, particularly the apple, superior to any grown in Japan. The export of fruits and nuts out of the country in 1936 was valued at almost 3 million yen.

OUTPUT OF STAPLE CROPS.

<u>RICE.</u>			<u>BARLEY.</u>			<u>WHEAT.</u>		
<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>	
<u>1,000 bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bu.</u>	<u>Mn.Yen.</u>	
1931.	78,571.	369.	38,669.	35.		8,559.	11.	
1932.	80,913.	309.	39,620.	42.		8,801.	16.	
1933.	90,056.	342.	37,546.	48.		8,722.	18.	
1934.	82,749.	416.	39,571.	55.		9,098.	19.	
1935.	88,531.	490.	43,323.	73.		9,569.	25.	
1936.	96,085.	540.	33,729.	65.		7,945.	25.	
1937.	132,646.	777.	48,485.	95.		10,054.	32.	
1938.	119,489.	762.	36,714.	-		10,207.	-	

<u>CATS.</u>			<u>MILLET.</u>			<u>RYE.</u>		
<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>	
<u>1,000 bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bushels</u>	<u>Mn.Yen.</u>	
1931.	3,297.	4.8	22,720.	31.		4,688.	2.3	
1932.	4,143.	7.0	27,418.	44.		4,436.	2.0	
1933.	5,064.	10.1	25,468.	40.		2,401.	2.6	
1934.	6,361.	14.6	18,881.	42.		2,243.	2.6	
1935.	8,054.	21.2	24,062.	58.		2,074.	2.6	
1936.	9,717.	28.3	25,072.	62.		2,550.	3.3	
1937.	13,722.	37.8	28,908.	70.		2,797.	3.6	
1938.	10,915.	-	25,923.	71.6		2,490.	3.3	

<u>SOYA BEANS.</u>			<u>RED BEANS.</u>			<u>SWEET POTATOES.</u>		
<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>		<u>Quantity.</u>	<u>Value.</u>	
<u>1,000 Bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bushels</u>	<u>Mn.Yen.</u>		<u>1,000 bushels</u>	<u>Mn.Yen.</u>	
1931.	20,454.	32.	4,272.	8.1		126,720.	6.2	
1932.	21,830.	46.	4,341.	11.3		131,430.	6.0	
1933.	22,552.	44.	4,530.	11.4		159,420.	5.8	
1934.	18,870.	45.	4,321.	11.7		163,400.	6.1	
1935.	21,656.	60.	4,623.	14.3		208,200.	8.5	
1936.	18,731.	63.	3,757.	15.0		195,630.	8.3	
1937.	21,102.	69.	4,406.	16.4		246,200.	9.4	
1938.	19,147.	68.	3,935.	15.8		302,940.	11.9	

OUTPUT OF INDUSTRIAL CROPS.

<u>COTTON.</u>			<u>HEMP.</u>		<u>TOBACCO.</u>	
<u>Quantity tons.</u>	<u>Value.</u>	<u>Quantity tons.</u>	<u>Value.</u>	<u>Quantity tons.</u>	<u>Value.</u>	
<u>Mn.Yen.</u>	<u>Mn.Yen.</u>	<u>Mn.Yen.</u>	<u>Mn.Yen.</u>	<u>Mn.Yen.</u>	<u>Mn.Yen.</u>	
1931	23,012	9.2	19,292	4.9	16,147	4.8
1932	30,553	20.4	19,428	5.1	19,556	5.8
1933	31,542	19.9	19,400	5.4	16,256	4.8
1934	30,750	25.8	17,781	5.5	15,128	5.2
1935	42,458	36.3	18,691	6.2	21,531	7.3
1936	27,180	22.5	17,660	6.5	20,844	6.8
1937	47,620	32.1	17,715	6.8	26,212	11.1
1938	41,666	-	15,672	8.7	28,753	12.1

<u>GINSENG.</u>			<u>PERILLA.</u>		<u>SESAME.</u>	
<u>Quantity tons.</u>	<u>Value.</u>	<u>Quantity 1,000</u>	<u>Value.</u>	<u>Quantity 1,000</u>	<u>Value.</u>	
<u>Mn.Yen.</u>	<u>Bushels.</u>	<u>Mn.Yen.</u>	<u>Bushels.</u>	<u>Mn.Yen.</u>	<u>Bushels.</u>	
1931	525	2.0	260	.6	185	.7
1932	587	2.3	270	.7	190	.8
1933	435	2.0	275	.7	195	.8
1934	557	2.1	250	.7	185	.8
1935	605	2.6	295	.9	195	.9
1936	670	2.7	235	.8	175	.9
1937	645	3.0	295	1.0	195	1.1
1938	550	2.7	225	1.0	175	1.2

4. FISHERIES.

Korea is bounded on three sides by the sea giving a coast line of over 9,000 miles. The seas are rich in various types of fish, the principal of which are sardines, which account for 25% of the catch; mackerel, pollock, sea bream, cod and yellow tail, also whales and shell fish. In 1938 the total value of fish and aquatic products amounted to over 96 million yen, about 830,000 persons being employed in the industry.

Sardine oil production is largely exploited throughout the country, there being more than 1,000 plants, though most of them are on a small scale. Production in 1940 amounted to 145,800 tons.

5. LIVESTOCK.

Cattle. The raising of cattle is indispensable to Korean farm life for they provide the greater part of the labour supply, especially in the rice fields. Korean cattle are of a hardy constitution and provide, in addition to labour, a useful source of the supply of meat of which the average Korean is inordinately fond. The number of head has greatly increased since 1910 when it was 700,000. In 1936, the number had risen to 1,700,000 and enabled as many as 70,000 to be exported to Japan.

Sheep, which were almost unknown in the country before 1910, now number 27,000, this stock having been raised from a certain number imported from Manchuria and Australia.

Korean horses are small and poorly grown and efforts have been made to improve the breed by importing the sturdy Mongolian pony.

Goats, pigs and fowls are on the increase, the Japanese having improved the strain to quite a considerable extent by importing breeding stock from other countries.

6. FORESTRY.

At the time of Japanese annexation of Korea in 1910, reckless felling had inflicted serious injury to the Korean forests; since then the Japanese Government has endeavoured, by a systemised re-planting, to repair the damage done and great progress has been made both by State and private effort and by a strict control over the felling of trees. Approximately 65% of the Korean Peninsula is regarded as forest land, but, except for the areas near the Yalu River and along the upper reaches of the Tumen River, as well as the foot of Mount Hakuto, the quality of the timber is exceedingly poor. Although the forest area amounts to 60% of that of Japan, lumber production equals only 12% of Japan's total output and is not sufficient to meet local demand, necessitating considerable yearly imports which, in 1939, were valued at Yen 39,184,000. It will take many years before the full benefits of re-afforestation are felt, but the following table shows what had been accomplished up to the end of 1939:-

<u>Province.</u>		<u>Area with</u> <u>trees.</u> <u>(sq. miles)</u>	<u>Area under</u> <u>saplings.</u> <u>(sq. miles)</u>	<u>Area planned</u> <u>for afforest-</u> <u>ation (sq. miles)</u>
<u>South</u>	Keisho Nan-do.	2,327	377	157
	Zenra Nan-do.	2,646	311	172
	Zenra Hoku-do.	1,702	174	65
	Keisho Hoku-do.	4,393	307	269
	Chusei Nan-do.	1,337	356	128
	Chusei Hoku-do.	1,527	298	99
<u>Central</u>	Keiko-do.	2,176	268	139
	Kogen-dol	4,853	1,657	1,114
	Kokai-do.	2,838	557	168
<u>North-West</u>	Heian Nan-do.	3,018	126	164
	Heian Hoku-do.	5,722	1,401	592
<u>North East</u>	Kankyo Nan-do.	6,732	1,455	1,024
	Kankyo Hoku-do.	4,804	765	361
Total:-		<u>44,075</u>	<u>8,052</u>	<u>4,452</u>

List of some of the most common timber trees.

Birch	Hornbeam	Larch
Common Oak	Ash	Manchurian Walnut
Maple	Red Pine	Japanese Hemlock
Willow	White Bark Fir	Mulberry
Poplar	Spruce	Persimmon.

7. POWER AND FUEL.Electric Power.

The first electrical enterprise in Korea dates back to 1899 when an American citizen built a small thermal plant at Keijo which operated a tramway in the city and supplied a limited amount of electric light. Work of a similar nature was started in Fusan in 1902 and Jinsen in 1906. These three undertakings, which had a combined capital of Y.3,300,000 and a capacity of 1,380 k.w., remained the only evidence of electrical enterprise in the country until after the annexation by Japan in 1910. From this date onwards, numerous plants were erected throughout the country, the nature of which was almost all thermal, until 1931 when the Chosen Chisso Hiryo Kaisha (Chosen Nitrogen and Fertilizer Company) built a hydro-electric plant near Kanko, capacity 130,000 k.w., then the largest plant in the country. By 1933 there were 56 electric producing undertakings in Korea having a total capacity of 304,000 k.w., but even then, all were steam driven plants with the exception of 2 or 3. Plans had, however, already been made for making use of the many sources of water power which the physical conditions of the Peninsula provided, and in 1933 the development of the two tributaries of the Yalu River, the Choshin and Kosuin, was commenced by the organisation of the Choshin River Hydro-Electric Power Company followed by the Yalu River Project in 1937. In the meantime, a large steam power plant was being erected in Kogen Province to supply current to Fusan and other cities in the south. By 1936, although the number of electric producing companies had dropped to 21, the total capacity had risen to 524,000 k.w. and was represented by a capital of 242,000,000 yen and by 1939 this capacity had increased to 954,000 k.w., although the number of companies had been reduced to 15. By 1940, the electrical supply of the country became to be regarded as of national importance, and in consequence, smaller companies were being absorbed into the larger concerns and culminated in October 1941 by the Government-General taking over control of the entire production by the merging of all undertakings into one great electrical concern having a capital of 400,000,000 yen. This, however, did not include the Yalu River Project, which was already under governmental control, and partly owned by the Manchurian authorities. Some of the more important electrical undertakings are as follows:-

Choshin River Hydro-Electric Power Company.

The Company was formed in 1933 and by 1937 had completed two power stations on the Choshin River with a total capacity of 250,000 k.w. Power from the stations is transmitted by the Korea Power Transmission Company to the cities of Heijo and Keijo on the west coast and to Kanko and Seishin on the east. The first of these plants was finished by the end of 1935, the station generating 140,000 k.w. The second station, which had a capacity of 112,000 k.w., was completed in January 1937. A third station was commenced at Tokari in September 1937, the projected capacity of which was 106,000 k.w. This was to be obtained by water released from Plant No. 1 which was to pass through a 3 mile aqueduct and drop nearly 1,000 feet to the new plant. The current from this station was to provide power for the various chemical industries at Konan, Naiko and Hongu. The Choshin River is believed to have a maximum capacity of 320,000 k.w.

Chosen Power Transmission Company.

The Company was primarily formed to transmit the power from the Choshin River Hydro-Electric Power Company to Heijo and by the end of 1937 it also built power lines to Keijo. The Company also obtained authorisation to develop the power of the Kosulin River and started work which was due for completion in 1940/41. Nothing further has been heard concerning the progress of this work, which was planned to have an output of 220,000 k.w. and which is believed to be the maximum capacity for the River.

Yalu Power Project.

Inaugurated in 1937 with a capital of 100,000,000 yen, this is the largest electric producing concern in Korea. The Company is partly owned by the Japanese and Manchurian Governments and partly by the Noguchi interests, which also control most of the hydro-electric power concerns in Korea under the name of the Chosen Nitrogen and Fertilizer Company. In 1941, the capital of the company was increased to 200,000,000 yen, the Manchurian share being 100,000,000 and a similar amount owned by the Chosen Nitrogen Fertilizer Company. This form of joint undertaking between the two countries was adopted on account of the power being derived from stations on the Yalu River which forms the boundary between Korea and Manchuria, the entire output being equally divided.

The Yalu River Power Project envisages an ultimate production of 1,600,000 k.w. which is to be derived from dams to be constructed at Suiho, Gishu, Igen, Shuan, Jigi, Rinki and Kogen. Up to the present, electric installation work has only proceeded on the dam at Suiho and it is believed that, owing to the scarcity of

technical equipment, the development of the remaining six will have to wait the termination of hostilities. On the other hand, work on dam construction itself will most probably continue, since a report in March 1942 states that the Company was seeking authorisation for doubling its capital and for the building of two new installations at Ichon and Weiyuan.

Suiho Dam.

This dam, which is also referred to as the Suifeng Dam, was completed in 1941 when the first turbine generator commenced operating on the 1st June of that year. It is situated on the Korean side of the Yalu River about 75 miles upstream, is 106 metres high, 898 metres long having a capacity of 3,200,000 cubic metres. It contains a reservoir 20 miles long with a storage capacity of 7,300 million cubic metres of water and is designed to produce ultimately 640,000 k.w. by the erection of seven units each having a capacity of 92,000 k.w. Progress in the erection and commencement of operations of these units is as follows:-

First unit	developing 92,000 k.w.	commenced operating	1/6/41.
Second	do.		1/7/41.
Third	do.		Jan. 1942.
Fourth	do.		8/1/43.

By January 1943, there were, therefore, four units in operation producing a total of 368,000 k.w., whilst the fifth unit was reported under construction and is expected to be finished by the end of the year. Of the four completed units, Nos. 1 and 3 operate for supplying current to Manchuria, whilst Units 2 and 4 supply Korea. These units are all of Japanese make, the turbines having been manufactured by the Dengyosha Prime Mover Works Limited, Kamata, Tokyo, and the generators by the Shibaura Engineering Works also at Tokyo.

Chosen Nitrogenous Fertilizer Company.

This Company is owned by the Noguchi interests and is regarded as the pioneer of hydro-electric undertakings of the country and had the entire work of building the Suiho Dam under its exclusive control. In 1931, the Company operated the largest hydro-electric power unit then in existence in Korea, the capacity of which was 130,000 k.w. This was increased to 200,000 k.w. after 1935 and in 1942 it was reported to have reached 350,000 k.w. power being supplied from three mountain lakes with three dams and 10 power houses situated not far distant from Kanko in South Kankyo Province on the north-east coast. Plans have been formulated for increasing the capacity to 500,000 k.w. in order to provide power for the ever-growing industrial development at Konan where the Company has a nitrogen fixation plant producing over 400,000 tons of ammonium sulphate.

Korea Power Company.

The Company in 1935 commenced building a steam plant, now believed to have a capacity of 100,000 k.w., at Neietsu in Kogen Province to supply current to Fusan and other cities in the south. The work was completed in 1937 and a transmission line to carry 154,000 volts extending 100 miles from the plant to Taikyu via Shoshu was simultaneously completed.

Diamond Mountain Electric Railway Company.

A hydro-electric plant was completed by this Company at Chudairi in August 1936 with an output of 2,600 k.w., believed to have considerably increased since then.

There are other companies engaged in electrical production, but the extent of their activities is not known. Units are, however, believed to have been built, or in course of construction, of Kokai near the border at Manpochin; at Funai south-west of Rashin in the extreme north-east and at Koryo on the east coast in the province of Kogen.

Principal Power Plants in Operation
in 1933.

<u>Name of Company.</u>	<u>Location.</u>	<u>Water Power</u> <u>k.w.</u>	<u>Steam Power</u> <u>k.w.</u>
Chosen Denki K.K.	Ranan, North Kankyo.		1,000.
Unknown	North of Yuki.		4,000.
Chosen Chiaso Hiryo Kaisha.	Minsen		4,000.
Chosen Nitrogen Fertiliser Co.	North of Kanko, S.Kankyo	130,000.	
Taikyu Denki K.K.	Taikyu, North Keisho.		1,500.
Seido Denki K.K.	Seido, North Keisho.		2,800.
Chosen Gas - Denki K.K.	Fusan, South Keisho.		9,000.
Moppe Electric Light Company.	Moppe, South Zenra.		1,600.
Minami Chosen Denki K.K.	Ryoshu, South Zenra.		1,420.
do.	Gunzan, North Zenra.		2,300.
Taiden Denki K.K.	Taiden, South Chusei.		1,400.
Keijo Denki K.K.	Keijo, Keikedo.		10,000.
do.	Ryuzan, Keikedo.		10,000.
Seisen Godo Denki K.K.	Seisen, South Heian.		10,000.
Chosen Denki K.K.	Heijo, South Heian.		1,000.
Shingishu Denki K.K.	Shingishu, North Heian.		1,400.

Fuel Oils.

Oil Refineries. The chief oil refining centre in Korea is situated at Gensan on the east coast where the Chosen Petroleum Company (Chosen Sekiyu Kaisha) began construction of an oil refinery in May 1935, which was scheduled to start operating in July 1936. In May 1937, it was reported that this plant had an annual productive capacity of 250,000 tons of crude oil and was provided with equipment to produce heavy oil, gasoline and grease. The refinery has been reported to be the largest in the empire, both in respect to its size and equipment and derives its supplies of crude oil from Saghalien Island and from sources in the South Sea Area. Since 1938 the Company has expanded its operations, and in 1939 additional equipment was purchased in the United States for the production of lubricating oil.

Oil Storage. The principal oil storage facilities are said to be located at Gensan, where large tank farms have been constructed in recent years and at Keijo, where the Rising Sun Petroleum Company has storage accommodation for both oil and petroleum products. There are also limited oil storage facilities in tanks located at Fusan, Reisu, Jinsen, Chinnanpo, Heijo (on an island in the Daido River south of the city) and possibly new underground tanks at Tashito Port at the mouth of the Yalu River.

Coal Liquefaction. While petroleum has so far not been discovered in Korea, the North and South Kankyo Provinces contain deposits of brown coal which is suitable for coal liquefaction purposes. The Chosen Coal Industrial Company (Chosen Sekitan Kogyo Kaisha) a subsidiary of the important Noguchi-owned Chosen Nitrogenous Fertilizer Company (Chosen Chisso Hiryo Kaisha) has established a factory for the production of synthetic petroleum at Eian, North Kankyo Province, and at Agouchi in conjunction with the Japanese Navy.

According to official Japanese Press Reports in Korea, the Eian plant operated experimentally for several years prior to 1937, and was ready to commence production of heavy oils during the last six months of that year, when the amount of coal handled by the Company was said to have been 200,000 tons or double the capacity of similar plants in Hokkaido and Karafuto in Northern Japan. In 1938, experimental operations were begun in Agouchi by the same Company and it is believed that this plant is now producing considerable quantities of crude oil.

Alcohol. In May 1937, construction work was commenced at Shingishu at a cost of several million yen by the Chosen Musuishi K.K. (Korean Absolute Manufacturing Company Limited). The plant is situated half a mile west of the town on the south bank of the

Yalu River and is believed to have been in operation for several years. It covers an area of 550,000 square yards and is claimed to be the fourth of its kind in the world producing alcohol by means of the Scholler-Haig Process, a German method based on the saccharification of wood, using wood choppings and other waste wood as material. It is understood that the ultimate production of the plant when finished was to be about 7,000 tons of alcohol obtained from 60,000 tons of wood waste.

6. MANUFACTURES AND INDUSTRIAL ESTABLISHMENTS.

Before the "Manchurian Affair" of 1931, little encouragement had been given by the Japanese Authorities for the industrial development of Korea. It was felt that the cheapness and abundance of labour might seriously compete against Japanese industry, as was already proving to be the case in China, so that development in the country had been chiefly confined to providing a good transport system, by the building of roads and railways, coupled with a certain amount of mining activity, especially with regard to gold and coal, of which there are considerable and well distributed deposits.

After 1931, however, the intensive industrial development of Manchuria, which followed the declaration of the "State of Manchukuo", caused the Japanese to change their attitude towards Korea. It was now becoming apparent that, from a geographical standpoint, the country was ideally situated to serve as an advance base of operation in the execution of the policy of "continental development" to which Japan had now become committed as a result of her exploitation of Manchuria. It was realized that the country was strategically located, as it was a bridge over which passed railway lines to Manchuria, North China and Siberia, and formed an important alternative route to Japan's direct sea and railway communications via Dairen. The "China Incident" in 1936 still further accentuated the necessity for the development of the Peninsula and it is from this date that Korea's industrial expansion became most marked as is shown from the following table:-

Value of the production of manufacturing industries.
(in '000 yen)

	<u>1932.</u>	<u>1933.</u>	<u>1934.</u>	<u>1935.</u>	<u>1936.</u>	<u>1937.</u>	<u>1938.</u>	<u>1939.</u>	<u>1940.</u>
Textiles.	47197.	55327.	67791.	82328.	99477.	141154.	164821.	201352.	
Metals	10346.	14714.	17383.	34321.	38366.	50766.	91966.	136092.	
Machinery & Tools.	8313.	7513.	9481.	11525.	7399.	16565.	26799.	53226.	
Ceramics.	9840.	11142.	12472.	17563.	21876.	25072.	35877.	43338.	
Chemicals.	49555.	70519.	91151.	147834.	196431.	304948.	352819.	501750.	
Lumber & Woodwork.	5021.	6050.	7200.	7800.	11411.	11737.	15054.	21060.	
Printing & books.	9676.	9549.	11238.	12744.	13133.	16304.	16949.	19374.	

TOP SECRET

Value of the production of manufacturing industries. (cont'd)
(in '000 yen)

	<u>1932.</u>	<u>1933.</u>	<u>1934.</u>	<u>1935.</u>	<u>1936.</u>	<u>1937.</u>	<u>1938.</u>	<u>1939.</u>	<u>1940.</u>
Foodstuffs.	104259.	122730.	137670.	169420.	199883.	238033.	277208.	328353.	
Gas and Electricity.	11069.	10987.	12831.	39804.	39989.	40076.	24502.	30462.	
Other Industries.	59675.	64382.	78835.	91027.	103842.	114653.	134124.	163270.	
Total:-	314951.	372913.	446052.	614366.	730807.	959308.	1140119.	1498277.	1873000.

The industrial expansion as depicted above, however, requires substantial correction for price changes which must necessarily modify the extent of the progress which would appear to have been made during the past five years. It has been calculated that, while the value of industrial output (exclusive of gas and electricity) increased from 690.8 million yen in 1936 to 1,115.6 million yen in 1938 equalling almost 62%, the total volume of production had only advanced by 6.2%. The average wholesale price increase, based on the totals of the various goods produced, showed an increase of 52% between the years 1936-38, so that a very large proportion of the gains then recorded was attributable to increase in values and not to increase in production. Nevertheless, certain industries have registered very great advances, such as:- metals, machinery and tools and chemicals, which, among other things, comprise the production of pig iron, machine tools, mineral oils, fish oil and fats, rubber manufactures and fertilisers.

Data with respect to the distribution of factories by scale of enterprise are lacking. The position, however, is somewhat similar to that in Japan. In key industries there are a few dominant producers established on a modern scale basis by such concerns as Mitsui, Mitsubishi, Kanegafuchi, Nissan and Noguchi. The preponderance of establishments, on the other hand, even in the metals, machinery and tools and chemical industries, are on a small scale with a limited productive capacity. In 1939 there were 5,676 establishments employing less than 30 persons out of a total of 6,953, whilst there were only 149 concerns employing more than 200 hands. The following table classifies the factories under the number of hands employed as at the end of 1939:-

Number of Employees per Factory 1939.

<u>Factories.</u>	<u>5-30</u>	<u>30-100.</u>	<u>100-200.</u>	<u>200-1000.</u>	<u>Over 1000.</u>	<u>Total number of Employees</u>
Textiles.	412	131	22	33	10	47,384
Metals.	232	48	6	7	2	13,672
Machinery & Tools.	455	116	22	18	2	24,745
Ceramic.	253	65	13	11	-	11,316
Chemicals.	1,273	253	59	30	3	52,293
Lumber & Woodwork.	295	51	12	2	-	7,465
Printing & Books.	264	38	8	3	-	6,905
Foodstuffs.	2,130	170	32	16	-	35,547
Gas and Electricity.	25	7	1	1	-	939
Other Industries.	337	60	14	11	-	12,179
Total:-	5,676	939	189	132	17	212,459
Ratio:-	81.7%	13.6%	2.7%	1.8%	.2%	

Before 1932 it would have been true to say that the large scale production areas of the country were concentrated in the regions of Keijo, Fusan, Chinnampo and Heijo. Developments during the past 10 years, on the other hand, have been especially marked in the northern part of the Peninsula, especially in the Provinces of North and South Kankyo and North Heian, which has been rendered necessary and desirable on account of the proximity of raw materials and electric power in the neighborhood and of improved port and railroad transportation facilities. The several places which call for particular attention are:-

Rashin and Seishin in the north-east, where large scale port and harbour developments have taken place on account of strategic rail connections with the Manchurian Railway system and the presence of large coal and iron fields in the district; Joshin, Rigen and Konan, further down the east coast, where large industrial establishments have been set up in consequence of the availability of coal, iron and other minerals and timber in the immediate hinterland, coupled with the electric power development from the Chosen Nitrogen hydro plant in the district; and finally, Shingishu in the extreme north-west on the Manchurian border. Development of this area, which is close to the mouth of the Yalu River, is based upon the electric power now available from the Suiho Dam. The industrial centres most recently developed and directly associated with the power project have been built on the level area extending south from Shingishu to Tashito, the port on the Korean side and south-west from Antung to Datung the port on

TOP SECRET

the Manchurian side. Both these ports are free from ice interference in the winter owing to their exposure to sea action and, unlike Dairen, do not require the use of ice breakers during the periods of most intense cold. They were opened for traffic at the end of 1942 and represent the outcome of a joint undertaking by the Manchurian Government and South Manchurian Railway commenced in 1939 at a cost of 200 million yen, which was designed to make the mouth of the Yalu River an ice free port capable of handling a very large quantity of Manchurian goods, the chief of which are expected to be coal and iron from the rich Tungpientao region, situated only 140 miles distant from Antung and, which area, has recently been connected with the new ports by rail. Large scale plants have been constructed all along the railroads which parallel the river up to Antung and Shingishu. Industries located in this area included iron smelting, using the rich ores from the Tungpientao region in Manchuria, a large alcohol plant, zinc and lead smelters and aluminium and magnesium plants, the intention being to make the Shingishu area the centre of the aluminium producing industry. The population has greatly increased since development started, most of the labourers having been brought from Southern Korea. One of the largest irrigation projects in Korea has been undertaken in this neighbourhood in order to facilitate food production, and there is every indication to show that Shingishu and its environs will become one of the most important single industrial concentrations in Korea and Manchuria.

Chemicals and Fertilisers. By far the largest concern in the Korean Chemical Industry is the Chosen Nitrogenous Fertilizer Company, established in 1927 by Mr. Noguchi (one of Japan's foremost industrialists). Its factory is situated at Konan in South Kankyo Province and is not only the largest in the country, but probably as large as any in the Japanese Empire. In 1933, it was announced that the ammonium sulphate capacity of the plant amounted to 400,000 tons annually. Shortage of power at that time, which was derived from the Company's own hydro-electric station, had limited production to 220,000 tons, but plans were then being carried out for increasing the power plant from 130,000 kws. to 200,000 kws. in order to make possible the full productive capacity of the works. By 1935, the Company's power plant had increased to 200,000 kws. and by 1942 it was reported to be generating 250,000 kws. with plans already formulated for an increase to 500,000 kws. Power, therefore, for an enormous output of chemical products is available and there is little reason to doubt that at least 400,000 tons of ammonium sulphate were being produced from this source alone in 1942.

In 1934, the Chosen Nitrogenous Fertilizer Company completed, or commenced work on subsidiary factories to harden fish oil, liquefy coal, manufacture explosives, extract oil from soya beans and produce acetate and calcium carbide. The Company also engages in the manufacture of superphosphate of lime in addition to its production of sulphate of ammonium.

In 1938, further chemical products were being produced by the Company such as sulphuric acid, methanol, nitric acid, caustic soda and synthetic fertilizers. The intention to increase the fertilizer production to 600,000 tons was announced in 1939, but difficulties were encountered from the lack of materials and the plan had to be abandoned. At about the same time, experiments were being carried out to produce phosphate of diammonium from apatite, which if proved successful, would eventually replace superphosphate of lime, production of which was handicapped by the necessity to import phosphate rock from other regions.

Caustic Soda - bleaching powder. The Chosen Nitrogenous Fertilizer Company's soda factory at Konan began operations in December 1935 with a daily production of 40 tons of caustic soda, 48 tons of hydrochloric acid and 48 tons of bleaching powder. In 1943 the Company was reported to be producing calcium carbide at its plant at Shingishu using the electric power from the Suho Dam.

Other chemical plants in Korea, concerning which information is not available, except for their name and location, are:-

North Korea Oxygen Industry Company with a plant at Seishin; North Korea Paper Manufacturing and Chemical Company (Oji interests) with a plant at Kissan; Chosen Chemical Industry at Tansen; Nippon Nitrogen Fertilizer Company at Hongu and the Chosen Kagaku Kabushika Kaisha (Mori interests) at Kogen; Jansen Nitrate and Chemical Industry north-east of Heijo and Konan Nitrate Fixation and Chemical Works at Kanko. The Chosen Nissan Chemical Industrial Company at Chinnampo was reported in 1940 to be producing 60,000 tons annually of superphosphate of lime and 30,000 tons of heavy superphosphates.

Salt. Before 1907, the small quantity of salt that was being manufactured in the Peninsula was produced by means of forced evaporation, most of the country's needs being supplied from China and Japan. In 1908, the Korean Government started experimenting with salt production by means of solar evaporation, which proved sufficiently encouraging as to warrant large scale undertakings which were commenced at Syuan near Jinsen and at Koryo Bay near Chinnampo, and from this date the manufacture of salt became a Government monopoly. By 1930, these two places had salterns covering a total area of 2,940 acres and other places along the coasts of the three provinces, Keiki, South and North Heian, were being developed for salt production with the object of adding a further 6,370 acres. By 1936 the saltern acreage had increased to 15,235 acres and production was then 216,000 tons. This was still insufficient to meet domestic needs, which at that time amounted to 371,600 tons. Development had, therefore, continued, though not on a sufficient scale to make the country independent of outside supplies. In 1938, the area had slightly increased to 16,141

acres and production, which varies considerably in accordance with weather conditions, had gone up to 332,700 tons. In spite of this record production for the country, as much as 153,000 tons were imported, making the domestic requirements for that year as much as 485,700 tons. No doubt a large proportion of this salt is being used for the chemical industry, since Korea's total consumption for 1928 did not exceed 335,400 tons. Until 1921, table and refined salt had to be imported from abroad, but shortly after this date, a refinery was set up at Shuan, and in 1937 the Japan Salt Company was also engaged in this business with a plant at Heijo.

Cement. During 1939, cement production was estimated at 1,200,000 tons. Because of a coal shortage, existing plants during that year operated below capacity. Nevertheless, the Government announced plans for the construction of additional plants in 1940 in order to produce sufficient cement to meet ever-increasing demands. The Onoda Cement Company, a Mitsui concern, has mills at Komosan and Sennairi near Gensan as well as at Heijo. In January 1937, the Company was constructing or planning to construct, additional mills at Bunkei and Sanchoku and at about the same time the Ube Cement Company was also constructing a mill at Ryutoho and the Asano Cement Company was arranging to set up mills at Daido and Sharin. There is a cement plant reported to be operating at Junsen 25 miles east of Heijo and the Chosen Cement Company operates at Kaishu. Korea's cement requirements have recently been greatly increased by the industrial development going on in the country necessitating the construction of many buildings; but the greater part of the demand emanates from the construction of dams for the development of hydro-electric power, which has been going on since 1938, the Suiho dam on the Yalu River alone having taken 750,000 tons.

Spinning and Weaving. According to the 1938 factory statistics, spinning and weaving accounted in that year for 15% of the country's total factory output. In recent years, there has been a tendency for leading Japanese spinning and weaving concerns to establish large mills in Korea. In 1934, the Toyo Spinning Company began the erection of a branch mill at Jinsen where 31,448 spindles and 1,280 mills were to be installed with the number of spindles to be increased to 150,000 before December 1935. In November 1935, a branch mill of the Kanegafuchi Spinning Company (Kanebo) was put into operation at Kosu in South Zenra Province. This mill employed 2,600 workers and operated 50,000 spindles as well as 1,000 mills. Kanebo opened a larger mill at

Yaitoh at Keijo in 1936. This mill set up with the most modern equipment in fireproof buildings, had a monthly capacity of 2,200,000 yards of cotton textiles. The same firm, late in 1936, announced plans for the construction of branch factories in Taiden, Koshu and Heijo. In addition, a hemp textile mill was projected for erection at Zenshu. The Dai Nippon Spinning Company had also mills planned or under construction in January 1937 at Suigen and Seishin. In December 1942, it was reported that Kuraba Cotton Mills of Japan were transferring 20,000 spindles and 500 looms to Keiki Province where an extensive hemp factory is to be built. In November of the same year, the Kanegafuchi Spinning Co. had decided to establish a new hemp production company by the purchase of the existing Chosen Hemp and Cotton Spinning Company with a capital of 3 million yen. This new concern will not only undertake hemp production, but also engage in the manufacture of hemp yarn and tissues employing the existing machinery comprising 5,000 spindles and 250 looms.

There have also been efforts to establish a rayon industry in Korea, though it is believed that production up to as late as 1940 was negligible. In 1940 experiments were being conducted at the Heijo mill of Kanegafuchi Spinning Company for production of a new substitute fibre known as "Kanerallia" which was to be produced from reed pulp, coal and lime and which was declared to be more durable than staple fibre. The Kanegafuchi plant was to have an annual capacity of 3,000 tons of this material.

Sardine Oil. Sardine oil production in 1940 amounted to 145,800 tons. More than 1,000 sardine oil plants, most of them on a small scale, are to be found along the east coast where Seishin occupies the most important position and where the Chosen Yushi Kabushiki Kaisha (Chosen Fish Oil Company Limited) operates a factory on a large scale. A method for processing sardine oil for conversion into substitute oil for motor cars was announced in 1940, although doubts have been expressed of any extensive production having yet commenced. The Mitsui Bussan Kaisha is reported to have developed in 1940 a new process for hardening fish oil to be used in the production of soap, wax, glycerine and other products. The Kyoda Fat and Oil Company, a Mitsui subsidiary, has a plant at Seishin. The Chosen Marine Products Company has been established with a capital of 300,000 yen to construct and operate a refrigeration plant at Fusan capable of storing 840 tons of frozen fish.

Glycerine. The Chosen Nitrogenous Fertiliser Company is said to be one of the most important glycerine producers in Korea, but it is not certain whether production is carried on at its Konan plant or elsewhere. The Chosen Oils, Fats and Explosives Company produces glycerine at its Jinsen plant, the Chosen Nitrogen and Explosives Company produces glycerine at Konan; and the Chosen Explosives Manufacturing Company has a plant at which glycerine is produced at Kaishu.

Sugar. The Japan Sugar Company at Keijo, established in 1920, commenced manufacturing sugar from beets grown on its own farms. This was discontinued in 1931 as it was proved too costly and the quality of the beets grown did not come up to expectations. The factory now operates with raw sugar imported from Formosa and in 1936 was reported to have refined 47,000 tons.

Flour. The Chosen Flour Mills Company (Chosen Seifun Kaisha) at Keijo, Chinnampo and Kaishu has a capital of 2,580,000 yen. This Company is a subsidiary of Nisshan Flour Mills, Tokyo. Another Company operating in the country is the Hokoku Seifun Kaisha which manufactures flour, vermicelli and biscuits also at Keijo; while the formerly American owned starch plant at Keijo operated by Corn Products Company is now under the control of a Japanese concern, no Americans being any longer connected with it.

Pulp. The Shingishu branch of Kanegafuchi is using reeds and timber from the lower reaches of the Yalu River for the manufacture of pulp and staple fibre. The plant is situated at Benbido and has been installed since 1939. The Oji Paper Company of Japan was one of the first companies to manufacture paper as well as paper pulp and have been established at Shingishu since 1919. While there is no timber grown in the vicinity of Shingishu itself, large quantities are floated down the Yalu River and, for this reason, this area is likely to develop considerably in this line now that ample power is obtained from the Suiho Dam. In 1936 the Oji plant produces 16,000 tons of wrapping paper and over 17,000 tons of paper pulp most of which was exported to Japan. Another pulp plant controlled by the Oji Paper Company that of the North Chosen Paper Manufacturing Chemical Industry Company (Hokusen Seishi Kagaku Kogyo Kaisha) at Kisshu north of Joshin, transferred from paper pulp to rayon pulp production, its capacity in November 1938 being estimated at 30,000 tons. The plant at Kisshu is, according to a Japanese source, the largest in the Empire and the only one using Sarsen stone in the pulverising process. Further equipment was reported to have been installed in the Kisshu mill in 1939.

In 1933, the Kamei United Lumber Company (Kamei Todo Nokuzai Kaisha) began experimental operation of a plant at Shingishu producing rayon pulp from sawmill waste, the plant was then believed to have a capacity of 1,000 tons per year. In 1938, the Kanegafuchi Spinning Company began the production of rayon pulp from "river reeds" at its plant in Benbido, Shingishu, with a reported capacity of 7,000 tons per year. The same Company was also constructing a rayon pulp mill at Yuki in North Kankyo Province early in 1937. These pulp plants in the Shingishu district derive a large portion of their material from the sawmill waste of the Korean Government's sawmill situated in the area which is said to be the largest in the Japanese Empire. The mill has an annual capacity of 270,000 cu. metres which compares with 67,500 cu. metres, the largest mill in Japan.

General. In 1942 the Japanese reported that the value of daily necessities manufactured in Korea in 1939 represented 26.4% of the entire industrial production of the country. Most of this production is carried out by the "cottage industry" of the country, namely, from small concerns much of which is carried out in the homes of the people. Although this class of industry has undergone considerable expansion since 1931, such as the manufacture of glassware, rubber goods, enamel ware, pottery and knitted goods, output has declined since the outbreak of the China Incident owing to a shortage in required materials. It was reported, for instance, in 1939, that the production of rubber and rubber soled shoes had been restricted by 50% because of reduced imports of crude rubber, though it is likely that this industry will now have revived with the plentiful supply now obtainable from Malaya. There are, however, other industries that will continue to suffer, such as textiles and knitted goods, for want of sufficient supplies of raw materials. The ceramic industry is now producing sufficient glassware to meet local demands, while the country has recently not only become self-sufficient in washing soap, but has actually exported to Japan. The canvas shoe and boot industry is one of the largest industries of its kind in Korea. It is concentrated at Heijo where the following firms operate:-

Hisado Gomu Kogyo Sho.
 Naito Ko Gomu Kogyo Sho.
 Sosho Gomu Kogyo Sho.

The Sanwa Gomu K.K. with a capital of 765,000 yen has a large canvas shoe and boot factory at Fusan with branches in other parts of the country and in Manchuria, the Company also produces gas masks. One of the largest tannery and shoe factories in Korea is the Chosen Leather and Shoe Manufacturing Company whose head office and plant is situated at Yeitoh. The company contract for the government and were reported to have supplied shoes and rubber soled tabs for the Japanese Army in Malaya and Burma.

9. TRANSPORT.

(a) Roads.

It can truly be said that, previous to the Japanese annexation of Korea in 1910, there were no such things as roads in the Peninsula except four short highways that had been constructed two years before. After the annexation, the Japanese made steady progress in the construction of first, second and third class roads which eventually opened up the country in all directions and brought the interior into contact with coastal regions thereby stimulating the movement of products for export. The work was carried out in three stages covering a period of 30 years. The first stage, commenced in 1910, was concluded in 1917, during which period 6,126 miles of first, second and third class roads

had been constructed at a cost of 40 million yen. The second stage completed in 1922 brought the total of completed roads up to 9,360 miles, whilst by 1938 as much as 17,430 miles had been constructed. Since then work has been steadily going forward, not only in building new roads, but improving the old ones and constructing better and stronger types of bridges than most of those previously erected.

When the Government first put into operation its road building scheme, it was laid down that all first class roads were not to be less than 31 feet in width, second class at a minimum width of 18 feet and the third class 13 feet. The first and second class roads were built, and are maintained, at the Government's expense, but the third class road comes under provincial control and its upkeep is a matter which concerns the local authorities. This latter type of road, and a large proportion of the two better classes, were built by compulsory service and much of the land required was requisitioned. These methods have, however, now been largely dispensed with, though the upkeep of the third class road is still carried out by the local authorities at the expense of the people in the immediate vicinity.

Large scale road development is proceeding in the extreme north-east in the upper basins of the Yalu and Tumen Rivers, for which purpose a special appropriation of 8,380,000 yen was made in 1938. This will provide 440 miles of first and second class roads and 185 miles of third class roads in this region. The work, however, is not expected to be finished for some time. According to the latest available information, which dates back to 1937, the length of roads then constructed was 7,350 miles of the first and second class category and 7,148 miles of the third class, which represented 89 and 78% respectively of the total projected network. The roads have since then become increasingly improved so as to provide for the ever-increasing demands for automobile services and nearly every local centre is now well connected with its nearest town.

(b) Railways.

The first railway to be constructed in Korea dates back to 1899 when a line 18½ miles long was laid between Keijo and Jinsen. In 1904 the Fusan-Keijo line was completed and by 1905 Keijo had been linked up with Shingishu on the north-western border, thus providing Korea with a railway running the entire length of the Peninsula. From this main line various branches have been built on either side in the south linking it up with the interior and the south and south-west coasts. Owing to the mountain range running down the length of the east coast, railway development has been retarded in this area. A line, however, cuts across the Peninsula in the centre running north, north-east

from Keijo to link up with the Port of Gensan 140 miles away. From there it follows the entire length of the north-eastern coast linking up the new and important harbours of Seishin and Rashin. Finally, in order to develop the central northern portion of the country, a line was built running from Heijo to Manpochin close to the Yalu River. These three northern railheads all connect with the Manchurian Railway System, at Shingishu by the building of the 3,000 feet steel bridge across the Yalu River opposite Antung, at Manpochin where the railway connects with the Tungwha-Kirin Railway at Tsian, and at Nanyo in the extreme north-eastern corner which connects with the Mutankiang and/or Kirin railways. It will thus be seen that from Keijo traffic can be diverted so as to enter Manchuria at three different points and traverse that country along three separate railway systems. The principal lines, together with the mileage, is summarised as follows:-

					<u>Miles.</u>
<u>NORTH-WESTERN LINE.</u>					
Heijo-Chinnanpo.	...	...	...	...	34
Kokaikoshu-Kenjiho	...	...	...	...	8
Daido-Shokori.	...	...	...	...	15
Reibi-Hakusen.	...	...	...	...	6
Junsen-Kokai.	...	...	...	...	157
<u>NORTH-EASTERN LINE.</u>					
Gensan-Yujo.	...	...	...	...	333
Yujo-Kainei.	...	...	...	...	53
Yujo-Seishin	...	...	...	...	6
Kainei-Keirin	...	...	...	...	7
Kainei-Yuki.	...	...	...	...	138
Kogen-Jonai.	...	...	...	...	18
Jonai-Junsen.	...	...	...	...	77
Hokusei-Shinhokusei	..	...	...	...	6
Kaisen-Shinanshu	...	...	...	...	18
Keisanchin-Kisshu	...	...	...	...	88
Rinkodo-Kakugen	...	...	...	...	63
<u>MAIN LINE.</u>					
Fusan-Keijo.	...	...	...	...	282
Keijo-Antung	...	...	...	...	312
<u>SOUTHERN SECTION</u> (West of the main line)					
Sanrosin-Shinsu.	...	...	...	...	68
Shogen-Chinkai.	...	...	...	...	15
Junten-Shoteiri	...	...	...	...	84
Koshu-Tanyo.	...	...	...	...	14

carried forward:- 1,802

Miles.

brought forward:- 1,802

(East of the main line)

Taikyū-Eisen.	...	...	...	...	24
Fusan-Keishū.	...	...	...	...	70
Eisen-Kakusan	...	...	...	...	46

SOUTH-WESTERN LINE.

Moppo-Taiden.	...	...	...	...	163
Riri-Reisui.	...	...	...	...	124
Riri-Gunsan.	...	...	...	...	15

CENTRAL LINE.

Keijo-Jinsen.	...	...	...	...	19
Ryusan-Gensan.	...	...	...	...	140
Anpen-Joyo	...	...	...	...	<u>120</u>

Total:- 2,523

Besides the foregoing State-owned railways, there are five principal privately-owned lines, four of which are branches running east from the Keijo-Fusan line and one running west, they are:-

Miles.

Kinsen-Anto.	...	...	...	...	74
Tyoten-Chusu.	...	...	...	...	60
Tenan-Eunichyuk.	...	...	...	...	44
Suigen-Ryochyu.	...	...	...	...	46
Tenan-Gunsan.	...	...	...	...	<u>137</u>

361

The four places east of the Keijo-Fusan line, Ryochyu, Eunichyuk, Chusu, are now being linked up to Keijo to the North and Eisen to the south by a new line which is expected to be completed in 1942. This will serve as an alternative route from Fusan to Keijo and will help to develop the central portion of the south of Korea as well as relieve the heavy traffic on the main Fusan-Keijo railway, which has greatly increased in recent years. Another short line 33 miles long links up Shusen with East Keijo and an electric railway runs from Tatugo on the Keijo/Anpen railway to Kongo in the Diamond Mountains.

Two gaps still remain to be constructed. The short distance between Shinsu and Junten in the extreme south, a matter of only about 40 miles (now completed), and the much longer gap along the east coast from Joyo to Kakusan about 150 miles in length. It is understood that construction work is already proceeding on this latter undertaking.

Most of the Korean Railway System is of the standard gauge and, where the narrow gauge exists, it is now being converted; the whole system is efficiently run and has ample train services.

The rolling stock is of Japanese manufacture of American type both passenger and goods, comprising 400 locomotives, 900 carriages and vans and 4,500 wagons. Well-equipped workshops are at Soryo outside Fusan, at Ryusan junction outside Keijo and at Heijo.

Work has recently been intensified in double tracking the main Fusan-Antung line and, although the work is believed to be far advanced, the duplication of many bridges and the enlargement of a great number of tunnels renders progress somewhat slow.

Railroad terminals. Extensive railroad and shipping terminals exist at Fusan, Jinsen, Chinnampo, the new port of Tashito, Rashin, Seishin, Konan and Gensan. A new large railway yard has also been constructed along the main railway line at Suishaku about 5 miles north of Keijo at Seiryori south and east of Keijo (an extension of the Ryuzan yards) and at Heijo about 5 miles north of the city on the railway line to Antung.

Bridges. Important bridges are found along the main railway line from Fusan to Antung as follows:-

About 40 miles north of Taikyu across the Rakotu River (one span of about 100 metres in length; another partially completed), one railway and one vehicular bridge about 500 metres in length across the Han River immediately south of Keijo; a 4-span single track bridge across Imjin River about 20 miles south of Keijo; a 5-span single track bridge across the Pyongnando River about 20 miles north of Keijo; 2 parallel railway bridges across the Daido River about 600 metres long at Heijo; single track railway bridges with single spans (400 ft. and 500 ft.) across Anju and Pakchun Rivers north of Shinanshu.

The most important single track railway bridge crosses the Yalu River at Antung. This bridge is about 700 metres long and has 16 spans and a centre drawbridge about 120 ft. long. An additional track will cross the Yalu River at the top of the Suisho dam on a railway line which will connect Teishu in Korea with Mukden.

Tunnels. Due to the mountainous character of the Korean topography, there are numerous tunnels along the principal railway lines throughout the Peninsula. Perhaps the most important of these tunnels are those lying along the main railway line between Fusan and Antung, where the line passes through mountainous terrain between Taikyu and Taiden. An important series of two

tunnels are found immediately north of the Keijo railway station. Another important tunnel occurs on this line about 30 miles north of Heijo. It should be observed that along the principal railway lines of Korea most of the tunnels have been constructed with separate bores for each track spaced 100 to 200 yards apart for strategic reasons.

Railway stations. A new railway station and large freight yard with repair shops and round houses have recently been constructed about 5 miles north of Heijo along the main line to Antung. The extensive development of a new railway station and yard is reported in progress at Seiryori 5 miles east of Keijo on the Gensan Line, where an extensive freight distribution centre is now being developed. A new freight yard and railway station is reported under construction about 5 miles north of Keijo at Suishoku on the main line to Heijo. Besides the above-mentioned railway stations, it is believed that extensive expansion has taken place with regard to the railway station facilities at Rashin, Seishin, Gensan, Fusan, Reishui, Moppe, Chinnanpo and Tashito Port. The principal locomotive repair shops are believed to be located at Fusan, Taikyu, Ryusan, Heijo and possibly at Shangishu.

(c) Aviation.

Aircraft Factories.

A large aircraft factory was reported to be nearing completion in 1942 at a site about 3 miles east of Heijo across the Daido River. It is located about 2 miles east of the military airfield and, presumably, will employ electric power from the Suiho Dam on the Yalu River. Another assembly plant in this vicinity is said to be located near the railway station at Mirin west of Heijo on the south side of the Daido River. An airplane factory and bomb-loading plant was reported in July 1942 to be in operation at Fuhel about mid-way along the railway line between Keijo and Jinsen. Another factory is reported to be working at Kenjiho on the west coast north-east of the town, which is believed to be employing aluminium produced at Chinnanpo. It is thought possible that an aircraft industry is being built up around the new port development at Tashito on the north bank of the Yalu River at its mouth, where a large airfield has been built. There is also a possibility that new aircraft plants are being constructed in the vicinity of Gensan.

Airfields.

There are numerous airfields distributed throughout Korea as follows:-

At Kawani just south of the Russian border; at Rashin

south-west of the city; at Gensan to the north-west of the city (1 mile long and $\frac{1}{2}$ mile wide); at Urusan and at Luzan (halfway between Taiden and Keijo); at Taikyu; at Chinkai in the south, where a large airfield is located north-west of the city; at Moppo north of the city; Koshu at Keijo on an island south-west of the city and, possibly, another airfield near the foot of the Kinpo Mountain, with underground hangars across the Han River 15 miles west of Keijo; at Fuhai near the aircraft factory reported above; at Kaishu on the west coast 30 miles north of Jinsen; at Kenshiho; at Tashito at the mouth of the Yalu River; at Shingishu south of the city near the railway and at Quelpart Island on the south-west side, where there is also a seaplane base.

Aviation.

Although mountainous, the country has many areas along the west coast which can be made into excellent landing grounds and provide regular stepping stones for air inter-communication between Japan and Manchuria. The Government in 1929 subsidised the Japan Air Transport Company which opened a regular air service between Tokyo and Dairen via Keijo, which included the transport of both mail and passengers. The "Shin" Air Service Company also started operating a regular air service in North and South Kankyo Province. Commercial airports were created at Shingishu, Seishin and Taikyu in 1936 at which place wireless stations were also erected. Although there is little information available concerning recent developments of civil flying in Korea, it is known that there is a daily service between Keijo and Hsinking in Manchuria and Tientsin and Tsingtao in North China. Gensan, Taikyu, Kanko, Seishin and Tumen are all linked up by air with Fukucka in Japan. Recent reports indicate that there is constant air activity over Keijo, which appears to be the chief Korean airport and there is little doubt that very great use is now being made of the country as a refuelling basis for the ever-increasing Japan, Manchuria and North China Air Service.

(d) Rivers and Canals.

The important rivers in Korea are the Yalu, which flows south-west into the Yellow Sea at Antung on the Manchurian border; the Daido into South Heian Province, which is navigable for 75 miles as far as Keijo; the Kan on which Keijo is situated which flows westwards across the Peninsula to the Yellow Sea; the Rakuto which flows from north to south through the two provinces of north and south Keisho and empties in the Korea Strait near Fusan; the Mok-po, now known as the Eisen, which flows through the Province of Zenra; and, finally, the Tumen the only large Korean river which flows into the Sea of Japan. The latter forms the Boundary between Korea and the south-eastern region of Manchuria and, towards its end, bounds the Ussuri Maritime Province for a short distance before emptying into the sea south of Possiet Bay.

Owing to the narrow width of the Peninsula and to the mountain range that runs down north to south along the east coast, almost all rivers run in a westerly direction over a comparatively short distance and thus, on account of their small size and swift flowing current, are of little value as a means for inland transportation. Even the two largest rivers, the Yalu and Tumen, are only navigable for a short distance. The Tumen for only 60 miles, whilst the Yalu presents difficulties to anything but small craft immediately above Antung which is only 17 miles from its mouth. On the other hand, the disabilities that render most Korean rivers unnavigable have proved a valuable means of providing water power for many hydro-electric plants that have been built during recent years, the most important source of this power being derived from the Yalu River and its two tributaries, the Chosin and Kosuin. Besides those already mentioned, there are smaller rivers and innumerable streams which supply the necessary water for the large rice cultivation of the country. Many of these waterways are very quickly affected by the rainfall becoming torrents in the wet season and almost dried up at other times of the year. For this reason the authorities have expended considerable sums in river conservation, mostly directed to prevention of damage by floods which, in fact, cause much more damage to crops than the lack of water in a dry season.

In 1925, river conservation work was commenced on six rivers at a total cost of 52,700,000 yen and considerable grants were made to provincial governments in the years 1931/1934 for the improvements of the Rivers Kan, Kin, Biko, Suigen and many other smaller streams. In 1936, a River Improvement Investigation Committee was convened by the Government-General which was designed to construct protective works along the Rakuto River as well as to restore damaged forests. The appropriation for this purpose amounted to 78 million yen and rendered possible the restoration of the 563,000 acres of land which had become devastated by floods.

10. POSTS AND TELEGRAPH.

Postal Service.

The first postal service with Japan was established in Fusan in 1876 when the port was opened up to foreign trade. This was followed later by the opening of post offices in other Treaty Ports. In 1896, the Korean Government introduced a modern postal system which in 1900 joined the Universal Postal Union of Japan. It was, however, placed under Japanese control in 1905 and all foreign mail matter was dealt with by the Department of Communications in Japan Proper. In 1922, the Korea postal system became an independent unit and by 1933 there were 1,039 post, telegraphic and telephone offices in the country.

Telegraph Service.

In 1884 the first telegraph service with Japan was established by the laying of a submarine cable between Fusan and Shimonoseki which, until 1910, was under foreign control. This was taken over by Japan in that year and since that date telegraphic communication with Korea has developed to a considerable degree. All cities and towns are now linked up, there being as many as 896 operating offices in 1936.

Telephone Service.

In 1902, Keijo and Jinsen, a distance of 20 miles, were the first places to be connected by telephone. In 1907, it was possible for Keijo to communicate with Fusan in the south and by 1921 Keijo was linked with Moppo and Gensan and 1926 it was possible to converse with Mukden. By that time most of the principal cities in Korea had a telephone service and the number of subscribers had increased to 26,265. Following the "Manchurian Affair" in 1931, telephone communications between that country and Korea was greatly developed and in 1936 it was possible for the Korean capital to communicate with such far distant places as Harbin, Mukden and Hsinking. A cable was laid in 1932 between Fusan and Shimonoseki which enabled communications to take place between Keijo and most of the cities in Japan, while the area in north-east Korea, which at that time was receiving increased attention, was being linked up with the Manchurian service. In 1936, there were 791 telephone offices in Korea with a total of 42,605 subscribers, which would appear to indicate that the service is not very much used by the public.

Radio Stations.

In 1923, a wireless receiving station was erected in Keijo to receive messages from ships operating in coastal waters and since then many other radio stations have been set up. Those known to be operated are situated at the following points:-

At Keijo station JODK is located on a hill in the centre of the city immediately behind the British Consulate General. The transmitting apparatus for this station is said to be situated near the north bank of the Han River about five miles south of Keijo. A large radio station is located near Sogna about 15 miles south-west of Keijo along the railway line to Jinsen. Radio stations are also located at Rashin, Gensan, Fusan, Taikyū, Chinkai (?) (naval radio), and Shingishu, although information concerning the exact sites of these stations is not at present available. A large new naval and military radio station is reported to have been constructed north of Moppo on the south-west coast of Korea. The radio station at Chinnampo is close to the Daido River on a hill near the centre of the city. The Keijo radio station is situated on a hill near the south bank of the Daido River about one mile west of the railway bridge.

11. SHIPPING - PORT FACILITIES.

Shipping.

Before 1910 there existed a few small shipping concerns which were under Government protection, these were all amalgamated in 1912 into one big company named the Choson Mail Steamship Company which was almost entirely concerned with inter-port traffic or with trading with Japanese ports. At that time, the registered tonnage only amount to 9,300 tons, and this was represented by 88 small steamers, little better than junks from a cargo carrying point of view. Although the number of steamers increased to 425 in 1936, the size of these vessels still remained very small averaging only 147 tons. At that time there were in addition 995 sailing boats with a total tonnage of 36,000 tons. All steamers of any size are Japanese owned, in spite of Korea's very considerable coastline, the country is entirely deficient in any large size ships and does not participate in ocean-going traffic.

The entire coast is now well lighted, the number of navigation aids consisting of 188 lighthouses which operate at night, 144 by day and 25 stations which give out fog signals, the latter being concentrated on the southern coast as this region is subject to prolonged foggy spells in the late autumn.

Shipbuilding and ship repair facilities.

The principal shipbuilding and ship repair facilities are believed to be located at the following points:-

Rashin (probably a naval base), Seishin (near which point the Japan Iron Works are located), Gensan (a large naval and air base on the harbour), Fusan, Reisui, Chinkai (where a large naval base is reported to be under construction, Chinnampo (near the site of the largest steel works in Korea, located at Kenshiho), and possibly new ship repair facilities at Tashito on the Yalu River. There may also be important ship repair facilities located at the naval base on the eastern end of Quelpart Island off the south coast of Korea.

Fuel Storage and Bunkering Facilities.

Fuel oil storage and bunkering facilities are reported to be located at Gensan, Fusan, Reisui, Jinsen (limited facilities only), Chinnampo and possibly at Tashito Port (at the mouth of the Yalu River).

Coal bunkering and storage facilities are thought to be located at Rashin, Gensan, Fusan, Reisui, Chinkai, and Chinnampo.

At Chinnanpo there are coaling cranes and docks which are situated on the river bank near the centre of the city, with connecting railway lines to Heijo. Ocean-going vessels can come alongside these docks.

Warehouses.

Large warehouses are located at Fusan near the dock area, at Chinnanpo along the river bank in the centre of the city (constituting one of the principal rice storage depots for Korea), at Tashito Port on the south side of the Yalu River at its mouth, at Eitohe (just south of Keijo), at Gensan and Rashin, and in the vicinity of Heijo across the river to the south and east and near the new railway yards north of the city.

12. MILITARY ESTABLISHMENTS.

Barracks and military posts.

Although information concerning military establishments must necessarily be limited, the following data has been collected:-

The north border of Korea, along the Yalu River, is known to be heavily fortified with pill-boxes and gun replacements. Barracks and military posts have been reported at Shingishu about 1 mile north of the city and at Heikedo and Sosan 80 and 100 miles respectively, east of Shingishu along the Yalu River. The most heavily fortified zone, however, extends along the Tumen River on the Russian border, where heavy fortifications have existed for many years. A large military depot and barracks are believed to be located at Kawani north-west of Rashin along the Tumen River valley. At Rashin, an extensive military establishment has been constructed which include barracks said to be large enough to accommodate over 100,000 men. There are barracks of considerable extent at Gensan north of the town along the coast, and the development of the large naval base at Chinkai is believed to include the construction of extensive naval military barracks in that area.

Beside the northern border areas, the most important concentration of military establishments is to be found in the vicinity of Heijo. Within the city there are the old military barracks, which accommodate 20,000 troops and which are situated just north of the main railway station. Large new barracks have, however, been recently constructed on the east side of the Daido River near the south Heijo railway station, and an additional barracks of large extent is said to have been built several miles east of the river near a line of hills where coal mines are being operated. It is also reported that barracks for the flying personnel have been built on the military airfield north-east of Heijo across the Daido River. At Hyuzan, a suburb south of Keijo, extensive barracks have been constructed at the foot of Namsan Hill to the south-west of the town and military facilities and barracks are to be found 3 miles south of the city of Taikyu.

Arsenals.

An extensive explosives depot is located in the vicinity of Kaishu on the west coast 60 miles south of Chinnampo. This consists of one of the most important chemical plants in Korea operated by the Japan Explosives Company, who manufacture explosives for filling shells and bombs as well as for other military use. Steel is supplied by electric furnaces located at Kenshiho and electric power is supplied from the Suiho Dam on the Yalu River. The plant is said to cover an area of 40 acres and to have a number of smoke stacks, two of which are over 100'0" in height. Storage facilities for the explosives are believed to be mainly underground. Production several years ago was said to have been 1,000 tons of explosives per month.

At Heijo, the Kanebo spinning mills are now reported to have been converted for the manufacture of munitions. The plant is situated on the south-east bank of the Daido River near the south Heijo railway station; there are at least two very tall smoke stacks at this factory. Possibly new underground depots have been constructed about 1 mile to the west of a large new railway yard recently developed north of the city. A large arsenal with several tall smoke stacks is located at the edge of the Daido River on the north bank near the railway bridge. This arsenal covers many acres of ground and lies to the west along the old railway freight yards on the main Heijo Railway Station where there is also an aircraft assembly plant.

A powder plant operated by the Nissan Powder Company is reported to be situated at Konan on the east coast, it is located north-east of the magnesium plant and about half a mile north of the city at the edge of the Bay. Another powder plant operates about 4 miles south-east of Jinsen near the salt vats at Nando, whilst a bomb-filling plant exists at Fuhei 15 miles south-west of Keijo on the Jinsen railway. A torpedo-bading plant and arsenal is believed to be in operation at Reisui (Chinkai) in connection with the naval base there. Secret, probably underground munitions depots are reported to be situated at Hoiraun on the east coast about 50 miles south of Joshin and 40 miles north of Gensan. A large powder factory, which also produces poison gas, has recently been reported operating in the vicinity of Rashin.

13. TRADE AND COMMERCE.

Korea is favourably situated for carrying on extensive trade with her immediate neighbours. Japan, less than 150 miles distant by sea in the south-west, is a large consumer of most of Korea's products; Manchuria, in the north, is now readily accessible by a network of railways and China, in the west, with the important ports of Tientsin, Tsingtao and Shanghai, is easily

reached by both junk and steamer. The trade of the Peninsula, both exports and imports, has increased from a combined total of 50 million yen in 1910 to over 2,395 million yen in 1939, most of the exports consisting of raw materials and imports of manufactured articles. The most marked period of progress dates from 1921 when the customs tariff was revised and the import duties on goods coming from Japan were abolished. After 1936, when the Japanese commenced their intensive industrial development of Manchuria, a further noticeable increase in the general trade of the Peninsula took place, the trade with Manchuria showing considerable gains. The following tables show the progress of Korea's trade since 1910:-

Exports ('000 yen)

	<u>Japan.</u>	<u>Other Countries.</u>	<u>Total.</u>
1910	15,378.	4,535.	19,913.
1915	40,901.	9,319.	50,220.
1920	169,381.	27,637.	197,020.
1925	317,288.	24,341.	341,629.
1930	240,694.	25,852.	266,546.
1935	485,893.	64,902.	550,795.
1936	518,047.	75,265.	593,312.
1937	522,445.	113,097.	635,542.
1938	710,540.	169,066.	879,606.
1939	736,883.	269,911.	1,006,794.

Imports ('000 yen)

	<u>Japan.</u>	<u>Other Countries.</u>	<u>Total.</u>
1910	25,348.	14,434.	39,782.
1915	41,535.	18,159.	59,694.
1920	143,112.	106,174.	249,286.
1925	234,623.	105,388.	340,011.
1930	278,194.	88,854.	367,048.
1935	558,813.	100,589.	659,402.
1936	647,918.	114,499.	762,417.
1937	735,413.	128,138.	863,551.
1938	921,346.	134,582.	1,055,928.
1939	1,229,417.	159,031.	1,388,448.

In point of importance, Japan takes predominant place. An average of the trade figures during the past 30 years shows that 83% of the exports and 86% of the imports were shipped to and came from that country, the trade with which is considerably aided by the absence of any customs duties. After Japan, Manchuria takes second place with an average of 12.8% for exports and 7.3% for imports, whilst China, during the years 1928 and 1929, has become the most prominent of the remaining countries trading with the Peninsula. After excluding the trade with the three

countries mentioned, there remains but little commercial activity with other nations as is shown below:-

Exports by Countries.
('000 Yen)

	<u>1932.</u>	<u>1933.</u>	<u>1934.</u>	<u>1935.</u>	<u>1936.</u>	<u>1937.</u>	<u>1938.</u>	<u>1939.</u>
Japan	282,144	315,854	407,693	485,893	518,047	522,445	710,540	736,883
Manchuria	22,867	40,588	48,358	50,034	55,533	71,527	122,003	205,149
China	947	1,598	2,007	3,312	3,702	4,842	22,155	33,567
Others	5,395	10,587	7,308	11,556	16,030	36,728	24,908	31,195
Total:	311,353	368,627	465,366	550,795	593,312	635,542	897,606	1,006,794

Imports by Countries.
('000 Yen)

	<u>1932.</u>	<u>1933.</u>	<u>1934.</u>	<u>1935.</u>	<u>1936.</u>	<u>1937.</u>	<u>1938.</u>	<u>1939.</u>
Japan	258,670	339,817	439,622	558,813	647,918	735,413	921,346	1,229,417
Manchuria	39,723	40,765	46,681	49,016	59,402	62,227	58,050	80,459
China	3,772	5,858	7,796	16,448	15,148	10,367	12,217	10,334
Others	18,140	17,745	25,050	35,125	39,949	55,544	64,315	68,238
Total:	320,305	404,185	519,149	659,402	762,417	863,551	1,055,928	1,388,448

Exports. As mentioned before, the bulk of the country's exports consist of raw materials, of which by far the most important is rice, followed by fertilizers, soya beans, raw silk and cotton. In the absence of published figures regarding metal exports since 1936, it is impossible to give any reliable data, but the value of mineral products in 1936, which included gold, iron, steel and coal, amounted to 110 million yen and, as very great developments have taken place in recent years in the mining and steel industry, there is little doubt that the present day value of the exports of these materials must be very large and probably rank next to rice in importance.

Imports. The two particular items of import that stand out in the way that rice does in the export trade are, silk and rayon tissues and machinery (of which a large part consists of railway material). Various kinds of manufactured articles required as daily necessities are imported, the most important of which are besides those already mentioned, woollen and cotton cloth, bicycles, rubber shoes and fertilizers. Quite a considerable quantity of coal is imported, the quality being inferior to that which is

shipped to Japan. Other raw products of importance consist of millet, a large quantity coming from Manchuria, sugar from Formosa and salt from China, Korea still not producing enough salt in her own territory to meet domestic needs. Timber is also another big item in the import list as well as fuel oil, but the figures for the latter have not been published since 1936.

The following tables give the values of some of the staple articles of both export and import:-

Staple Exports ('000 Yen)

1939.

	<u>To Japan.</u>	<u>To other countries.</u>	<u>Total.</u>
Rice.	149,366	25,272	174,638
Soya beans	21,074	-	21,074
Fish	14,489	6,732	21,221
Apples	-	4,413	4,413
Cotton	11,872	-	11,872
Silk	33,635	-	33,635
Coal	14,285	-	14,285
Graphite	5,553	-	5,553
Timber	2,223	9,518	11,741
Cement	-	4,497	4,497
Fertilizer	53,229	-	53,229
Total:-	305,726	50,432	356,158

Staple Imports ('000 Yen)

1939.

	<u>From Japan.</u>	<u>From other countries.</u>	<u>Total.</u>
Rice	13,492	-	13,492
Flour and Wheat	15,074	-	15,074
Sugar	12,085	-	12,085
Woollens	22,303	-	22,303
Silk and Rayon	125,863	5,775	131,638
Paper	17,200	-	17,200
Timber	39,184	1,784	40,968
Coal	28,432	11,753	40,185
Cement	5,827	-	5,827
Machinery	131,636	-	131,636
Millet	-	19,655	19,655
Soya Beans	-	11,475	11,475
Salt	-	2,750	2,750
Total:-	411,096	53,192	464,288

14. CURRENCY AND FINANCE.

Currency. Prior to the annexation, there existed no definite system of coinage in the country. The sole money circulating among the people being a bronze coin called "Yopchun", the value of which fluctuated frequently and proved an unstable medium of exchange. After 1910, Japanese currency was introduced and gradually replaced all Korean coins so that the money now in circulation is entirely Japanese, as far as subsidiary coins are concerned, but the note issue is mostly of the Bank of Chosen, although in yen denominations.

Banks. The three leading banks of Korea are the Bank of Chosen, the Chosen Industrial Bank and the Chosen Savings Bank. Besides these, there were six other ordinary banks in 1938 having a combined paid-up capital of 13,181,000 yen. Other principal financial houses consist of the Chosen Trust Company, together with a number of Credit Associations and Mutual Loan Companies and the Oriental Development Company. The latter concern is a joint Japanese Korean undertaking which was formed in 1908 for exploiting the resources of the country. The capital, at the time of its formation, was 10 million yen, but since then has been gradually increased until, in 1940, it amounted to 50 million yen, of which 42.5 million yen was paid-up. The chief activities of the Company are agriculture and colonization which are not confined to Korea alone, but also extend to Manchuria, North China and the South Sea Islands. Funds are supplied and land allotted to colonists from large areas which the Company has acquired for development purposes. In 1939, 450,000 acres of forest and rice land were being developed, of which 25,000 acres had been allotted to settlers.

State Finance. In 1903, the finances of the country were in such a chaotic condition that a Japanese financial advisor, Baron Megata, was appointed to investigate and restore order out of the confusion that existed both in the taxation and currency systems. Some of the important revenues such as those derived from the ginseng monopoly, mining taxation, and the granting of concessions, were in the sole possession of the Imperial Household, so that the existing government had the greatest difficulty in compiling the annual budget. The reforms that were introduced in 1904 effected a clear distinction between Imperial and State Revenue and transferred to the Government certain sources of revenue which had previously been monopolized by the Imperial Court. A central bank was established to act as the National Treasury and the system of taxation was improved and equitably imposed so that revenue was greatly increased. In 1910 Budget figures amounted to 24 million yen and from that date remarkable progress has been made as shown in the following table:-

1940 Budget.

<u>Revenue.</u>		<u>Expenditure.</u>	
Taxes	84,898,000	Royal Household.	1,800,000
Stamp receipts.	18,791,000	Government General.	6,836,000
Government undertakings.	308,357,000	Judicial Courts.	4,587,000
Miscellaneous.	4,127,000	Prisons.	7,090,000
Sale of State property.	1,292,000	Local Governments.	29,687,000
Public loans and borrowings	164,768,000	Education.	5,069,000
National grants.	12,904,000	Agriculture and	
Surplus from 1939 budget.	26,613,000	Forestry.	13,128,000
Special profits tax.	8,448,000	Customs.	1,802,000
Travelling tax.	1,029,000	Communications.	23,754,000
Tax on commodities.	9,868,000	Monopoly Bureaux.	42,582,000
Temporary borrowings.	6,000,000	Railways, upkeep &	
Food and amusement tax.	3,030,000	construction.	288,251,000
Miscellaneous.	5,975,000	National Debt	
		amortization.	35,220,000
		Subsidies.	41,032,000
		Public Works.	27,726,000
		Land Improvement.	1,522,000
		Encouragement for	
		gold mining.	21,145,000
		Relief Funds.	6,698,000
		National Defence.	41,291,000
		Miscellaneous.	56,880,000
<hr/>		<hr/>	
¥. <u>656,100,000</u>		¥. <u>656,100,000</u>	

Revenue. The bulk of the revenue of the country (1940 80%) is derived from profits on governmental undertakings and from public loans. Comparatively little is obtained from direct taxation, the chief sources of which are the land and the liquor taxes.

Expenditure. By far the largest item of expenditure comes under the heading of railway upkeep and construction. In 1940, this amounted to over 288 million yen out of a budget total of 656 million yen. During the six years 1935-1940, as much as 937 million yen had been spent on the railway development of the country. Apart from railway expenditure, there is no large item devoted to public works, the items appearing in the 1940 Budget, closely following the previous six years' allotments with two exceptions. The National Defence Account received the substantial sum of 41,291,000 yen. This account was first started in 1937 with an allotment of 1,900,000 yen which was increased to 11,034,000 yen in 1938 and 26,979,000 in 1939. The other item comes under the heading "Encouragement for gold mining" which, until 1939, when a contribution of 10,119,000 yen was made, had not previously appeared in any Budget. Until 1920, the country

had been dependent on aid from the Japanese Government to meet its Budget deficits, but from then onwards not only has the budget been balanced, but a surplus realized which, in recent years, has steadily increased. On the other hand, it is clear that the balancing of the budget and a surplus of revenue over expenditure has only been accomplished at the expense of heavy borrowings which reached the high level of over 164 million yen in 1940. This was double that of the previous year, in itself a record for Korean Budgets, and six times that of 1935. The National debt has, therefore, been growing at a rapid rate and was estimated to have amounted to 838 million yen in 1940 as against 498 million yen in 1935 and 178 million yen in 1919.

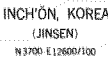
BUDGETS 1911-1940.

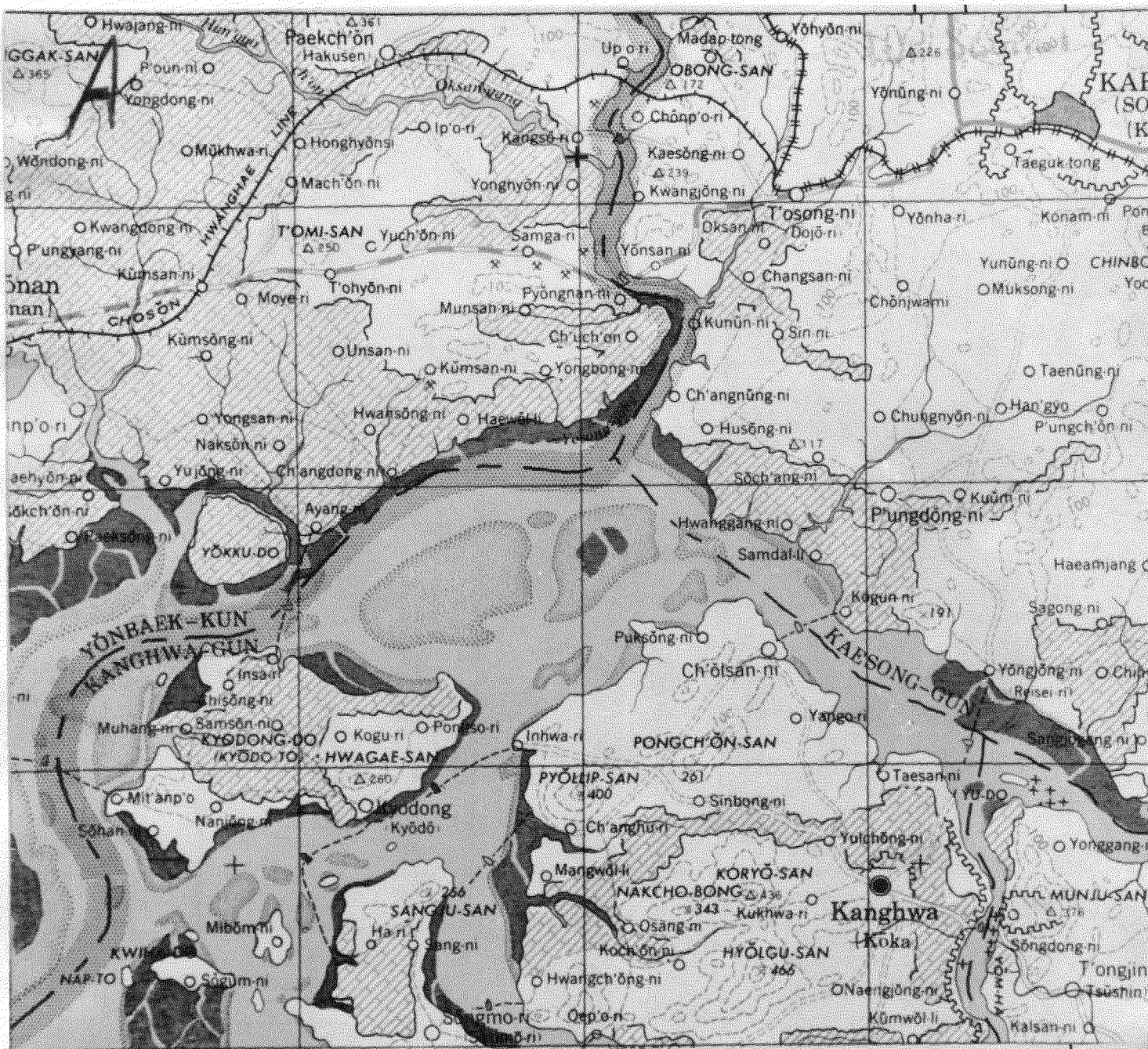
REVENUE.

EXPENDITURE.

<u>Year.</u>	<u>Ordinary.</u>	<u>Extraordinary.</u>	<u>Total.</u>	<u>Ordinary.</u>	<u>Extraordinary</u>	<u>Total.</u>
1911	24,067,583	24,674,199	48,741,782	27,891,437	20,850,345	48,741,782
1920	69,347,820	55,450,640	124,798,460	67,209,819	47,107,041	114,316,860
1925	142,521,064	34,561,318	177,082,382	136,867,730	41,214,652	178,082,382
1930	202,057,540	37,672,243	239,729,783	186,672,827	53,056,956	239,729,783
1935	240,463,427	49,803,987	290,267,414	210,991,070	79,276,344	290,267,414
1940	416,173,000	239,927,000	656,100,000	336,382,000	319,718,000	656,100,000.

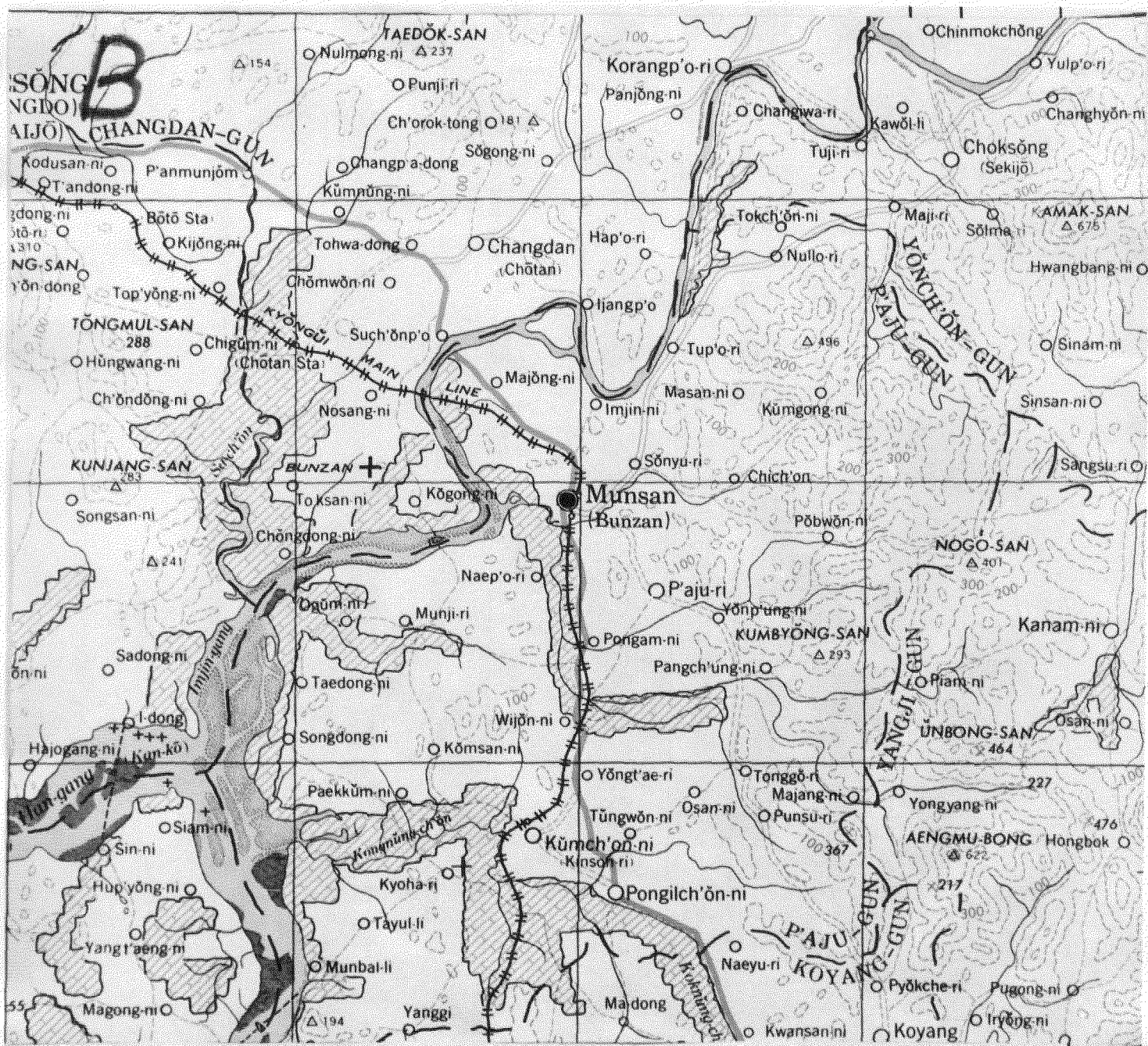
K. CHARTS AND MAPS



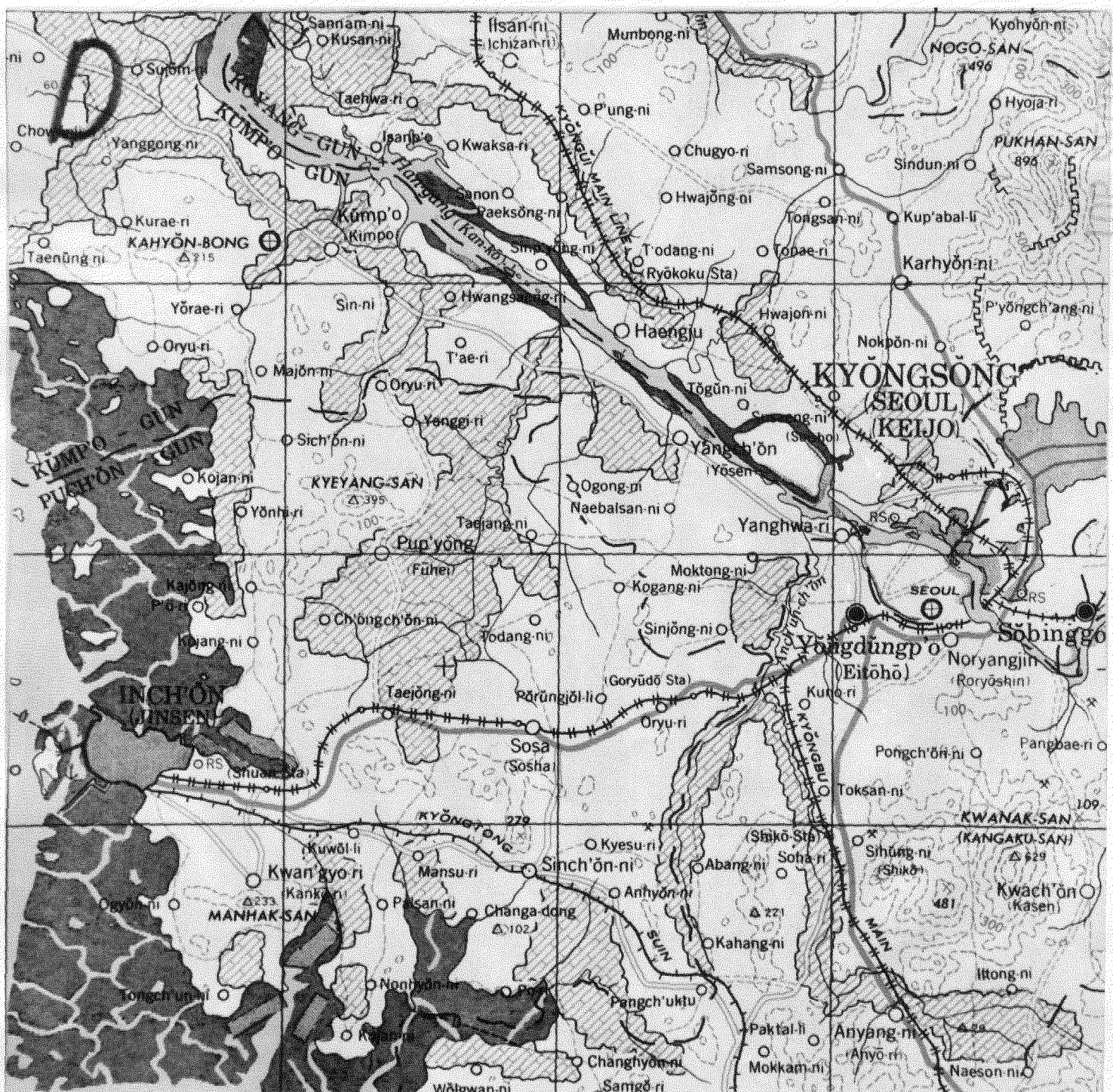


TOP SECRET

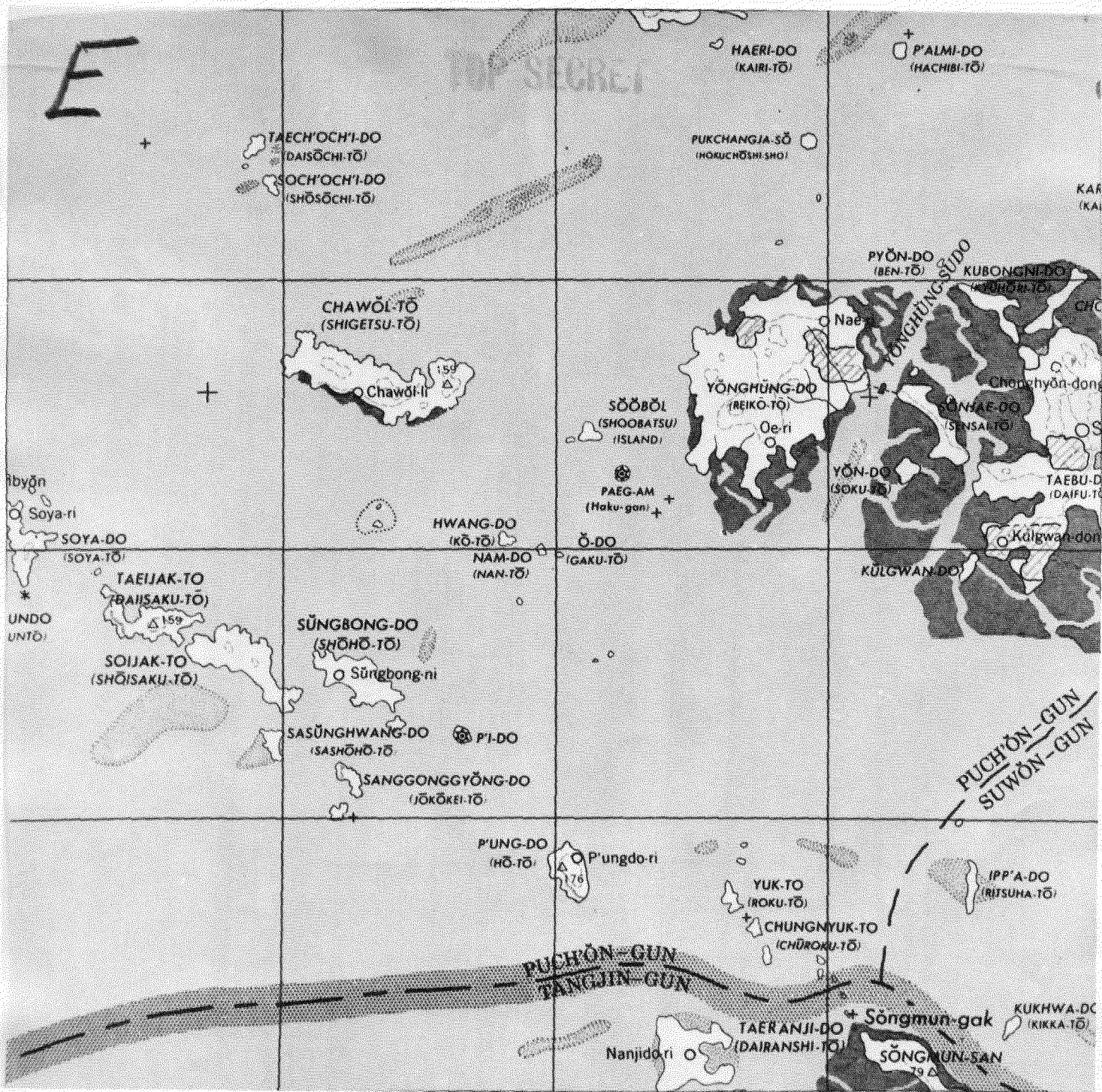
TOP SECRET

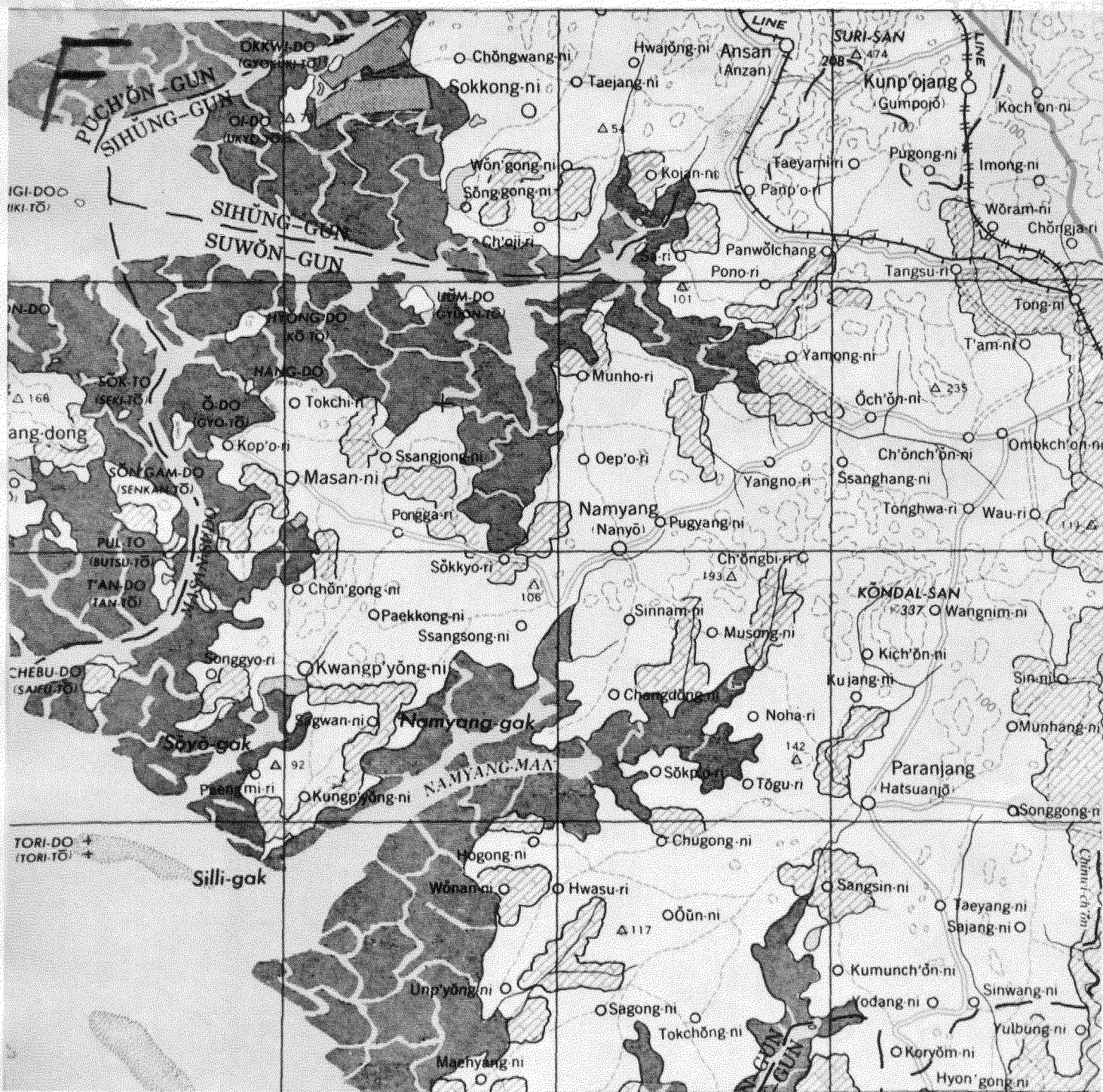




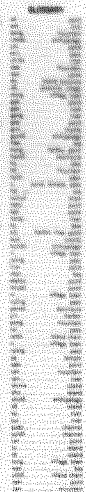


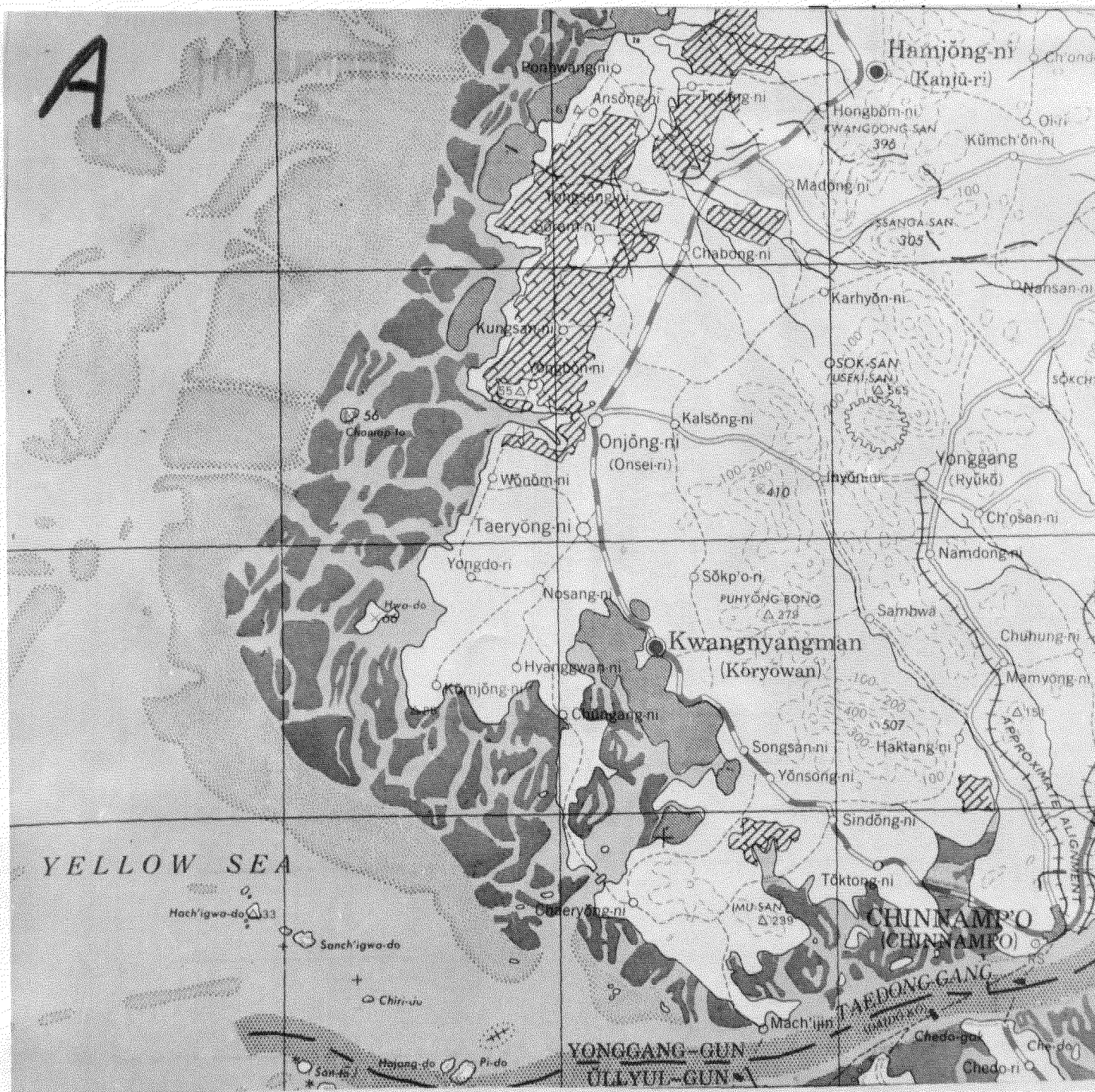
TOP SECRET



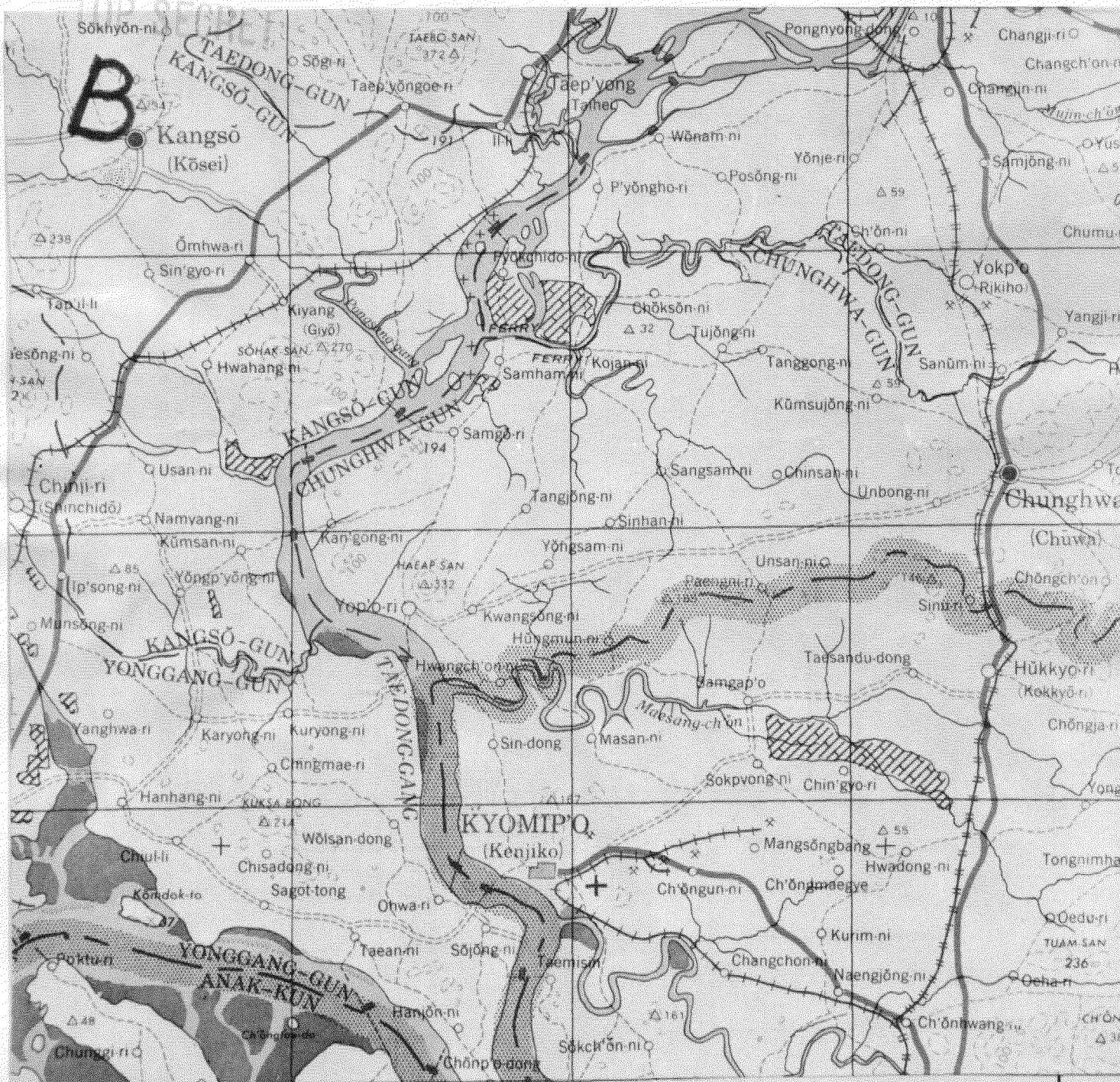


TOP SECRET

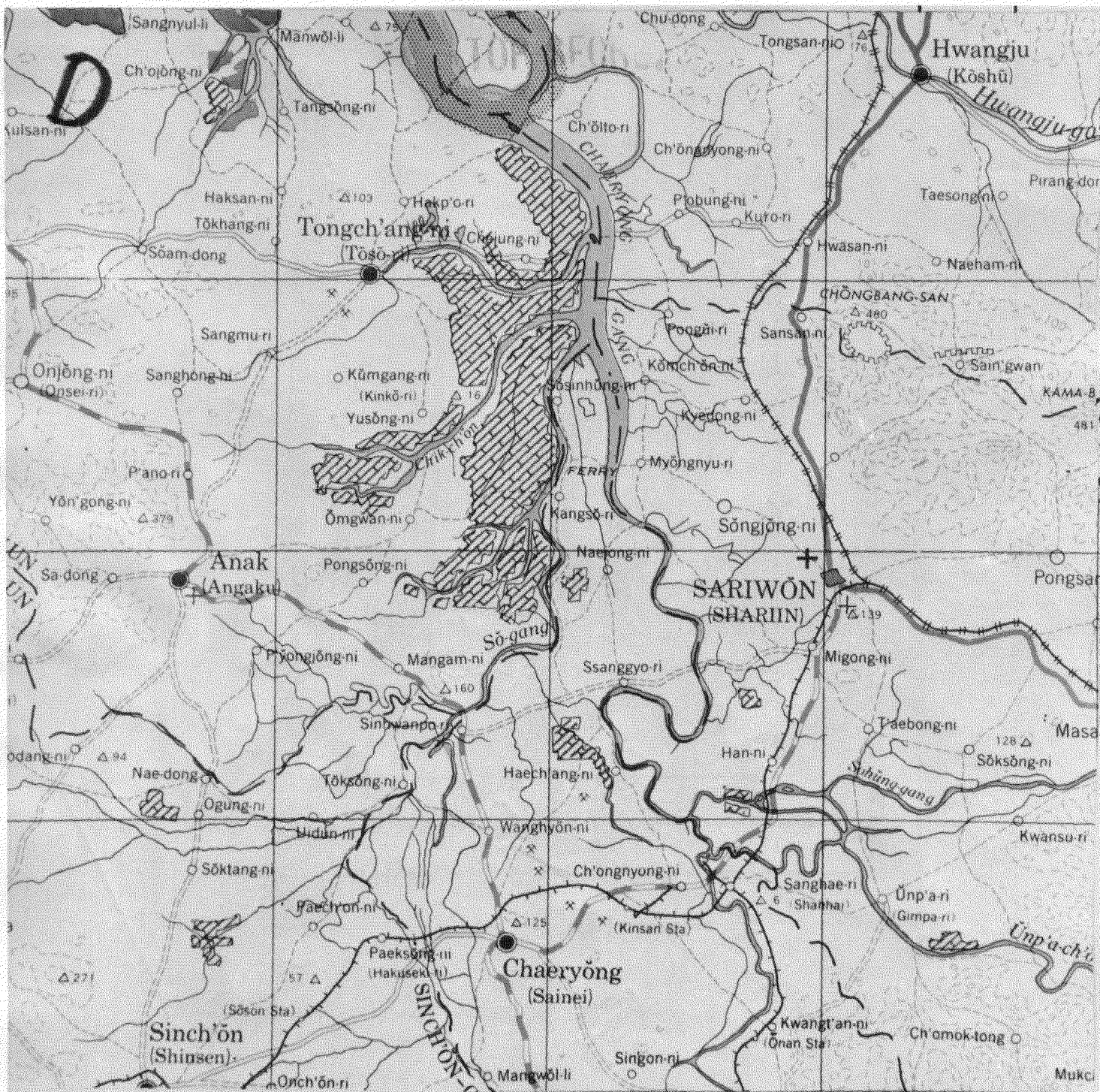




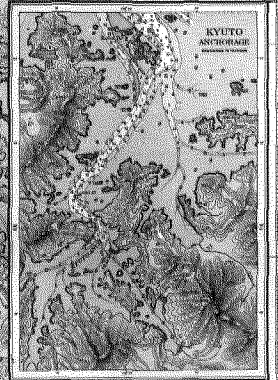
TOP SECRET

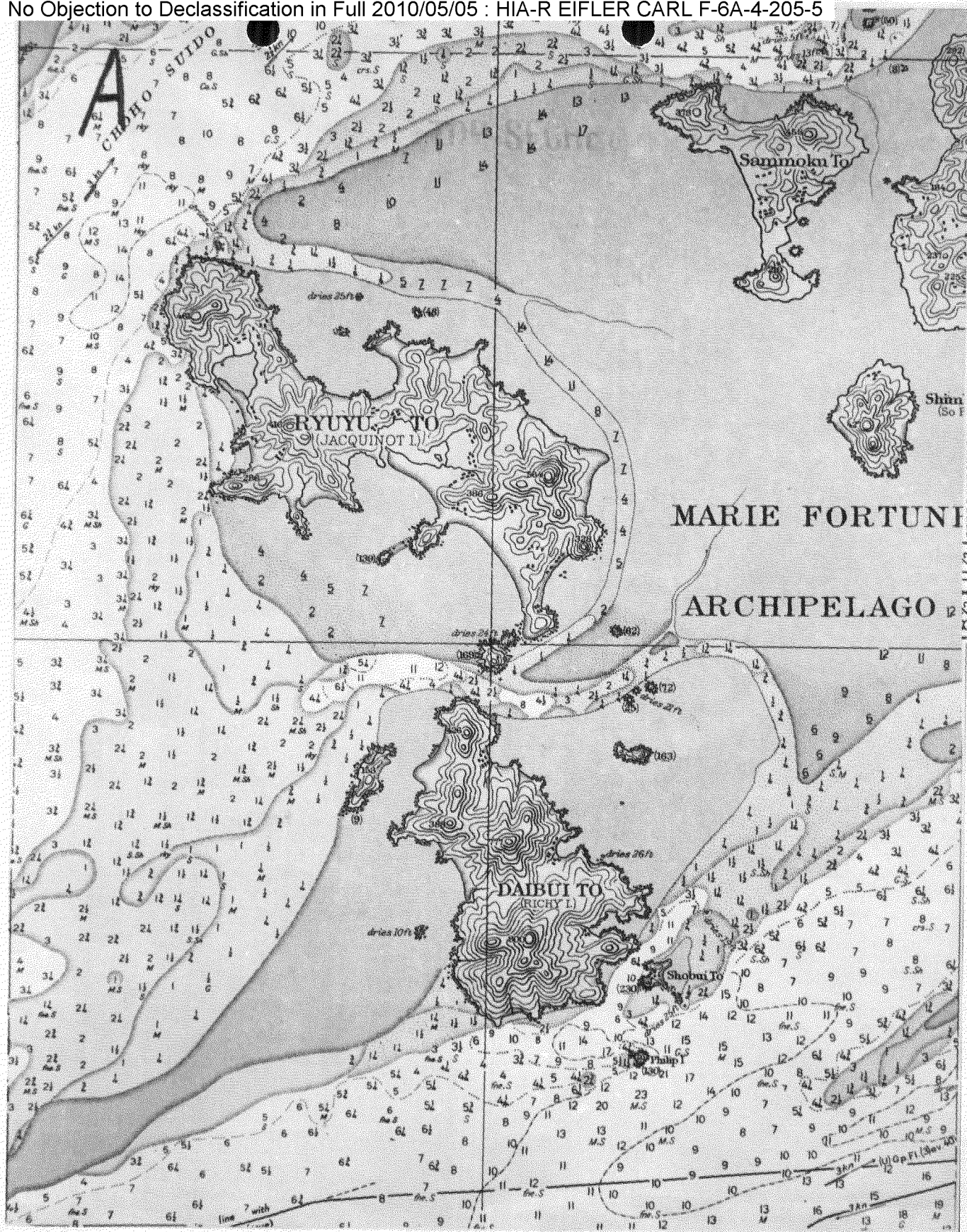


TOP SECRET

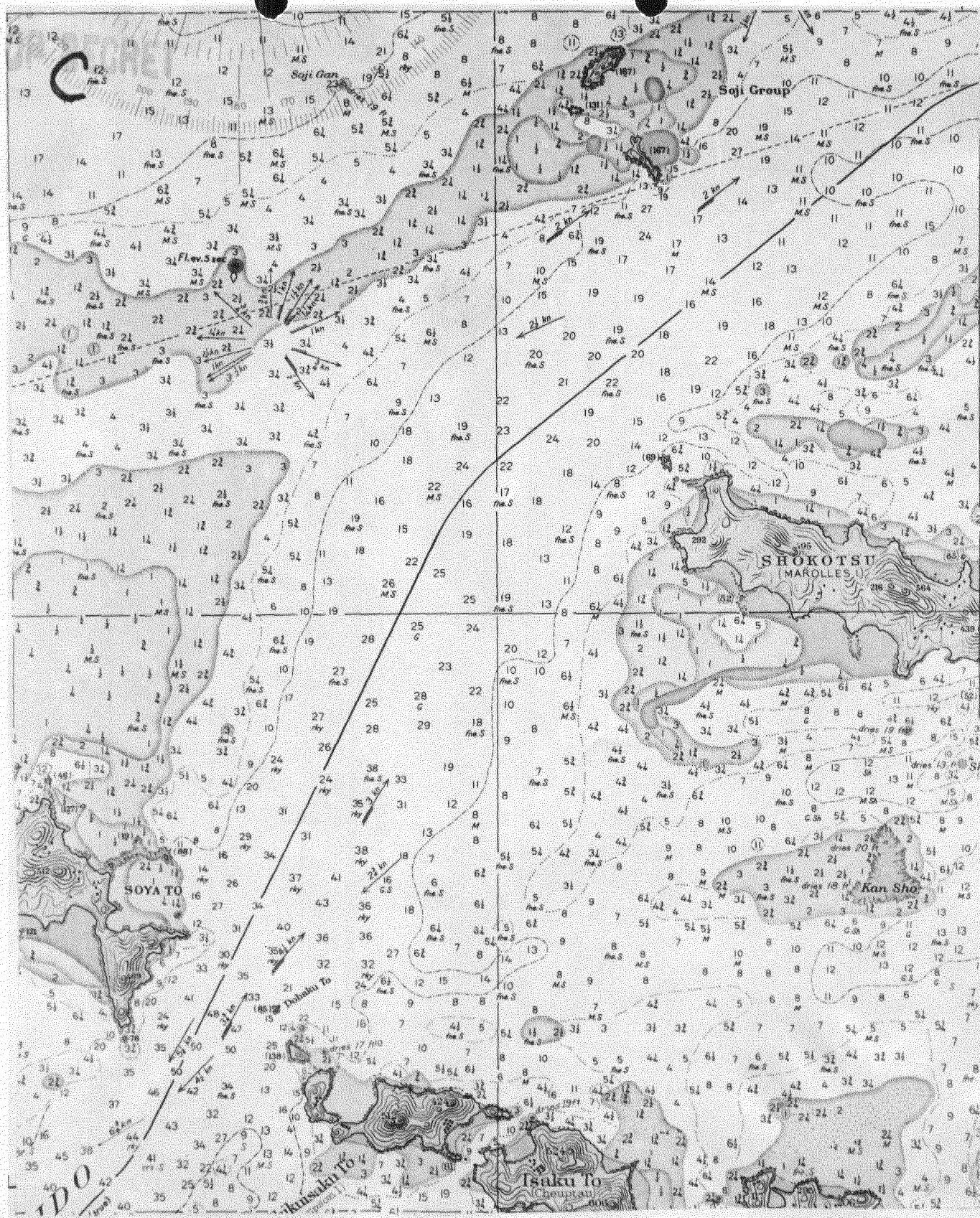


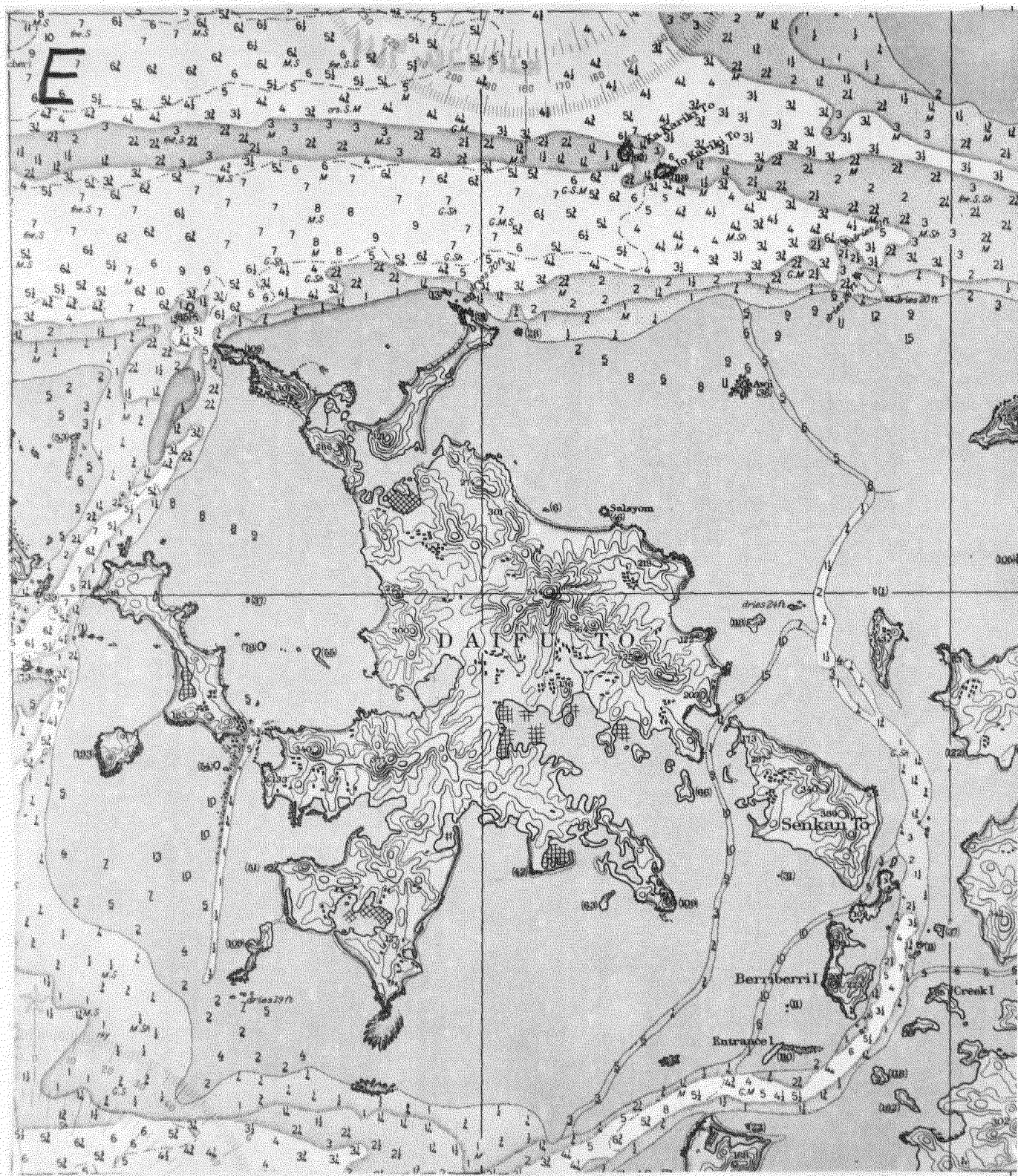
TOP SECRET





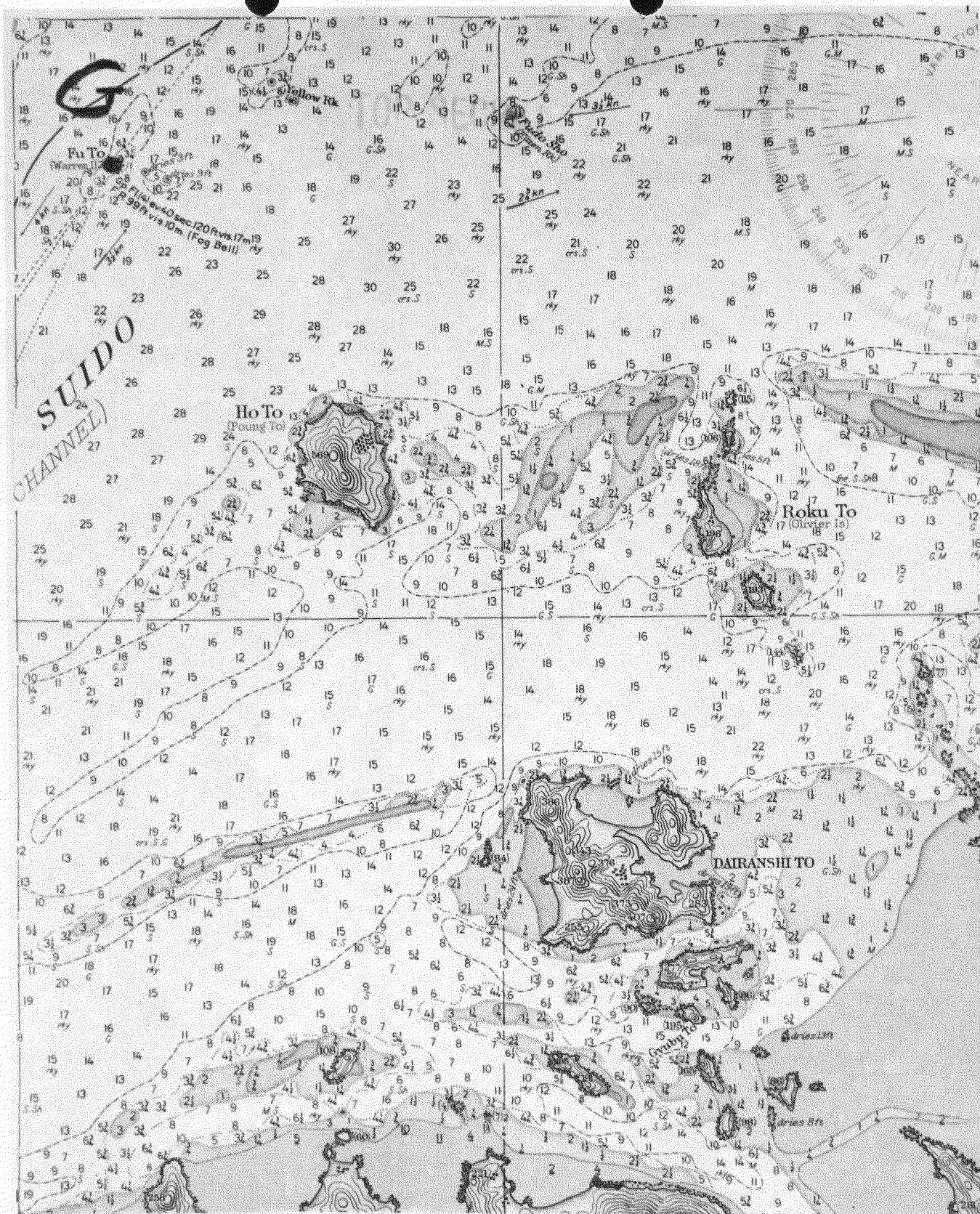




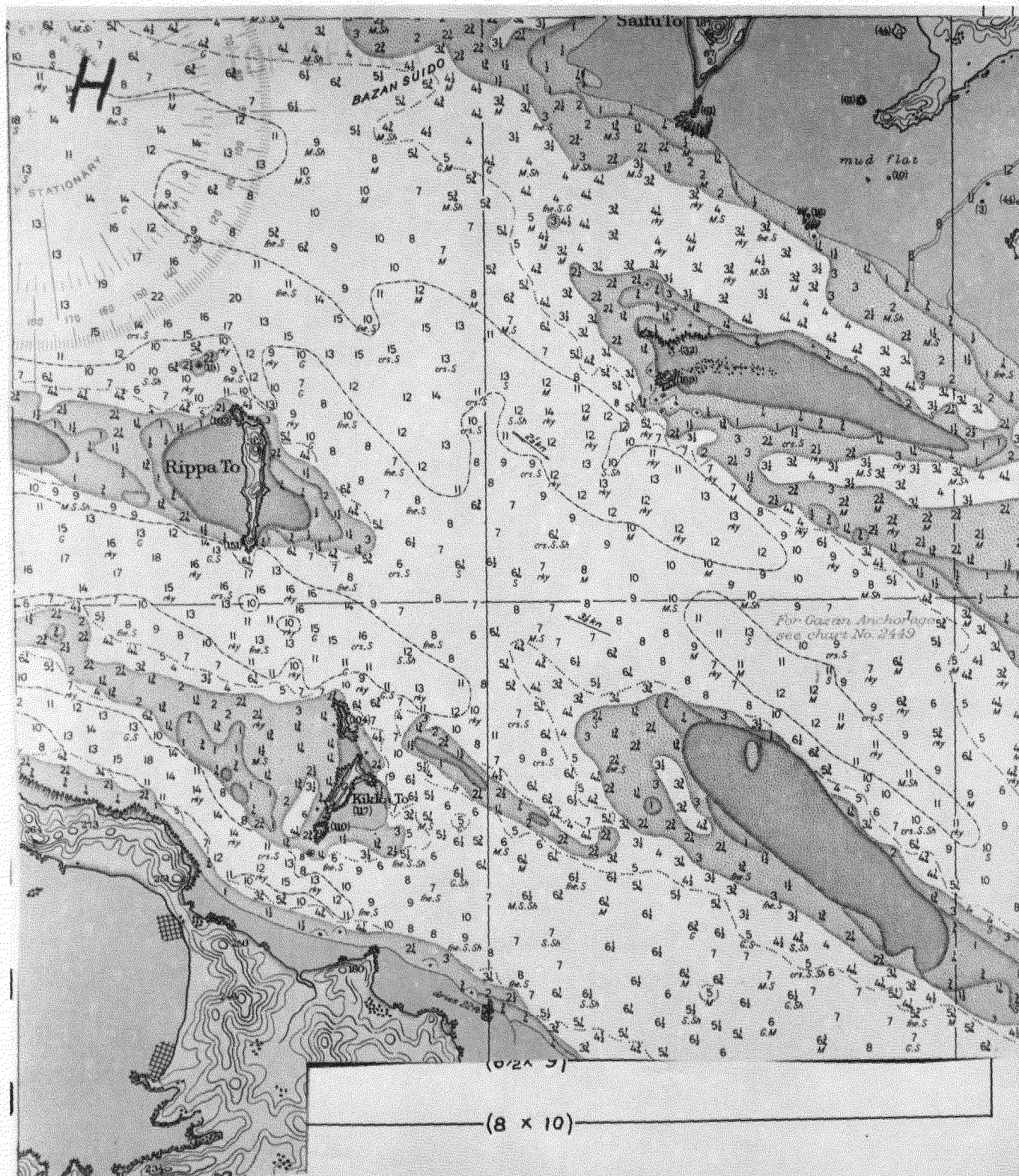


TOP SECRET





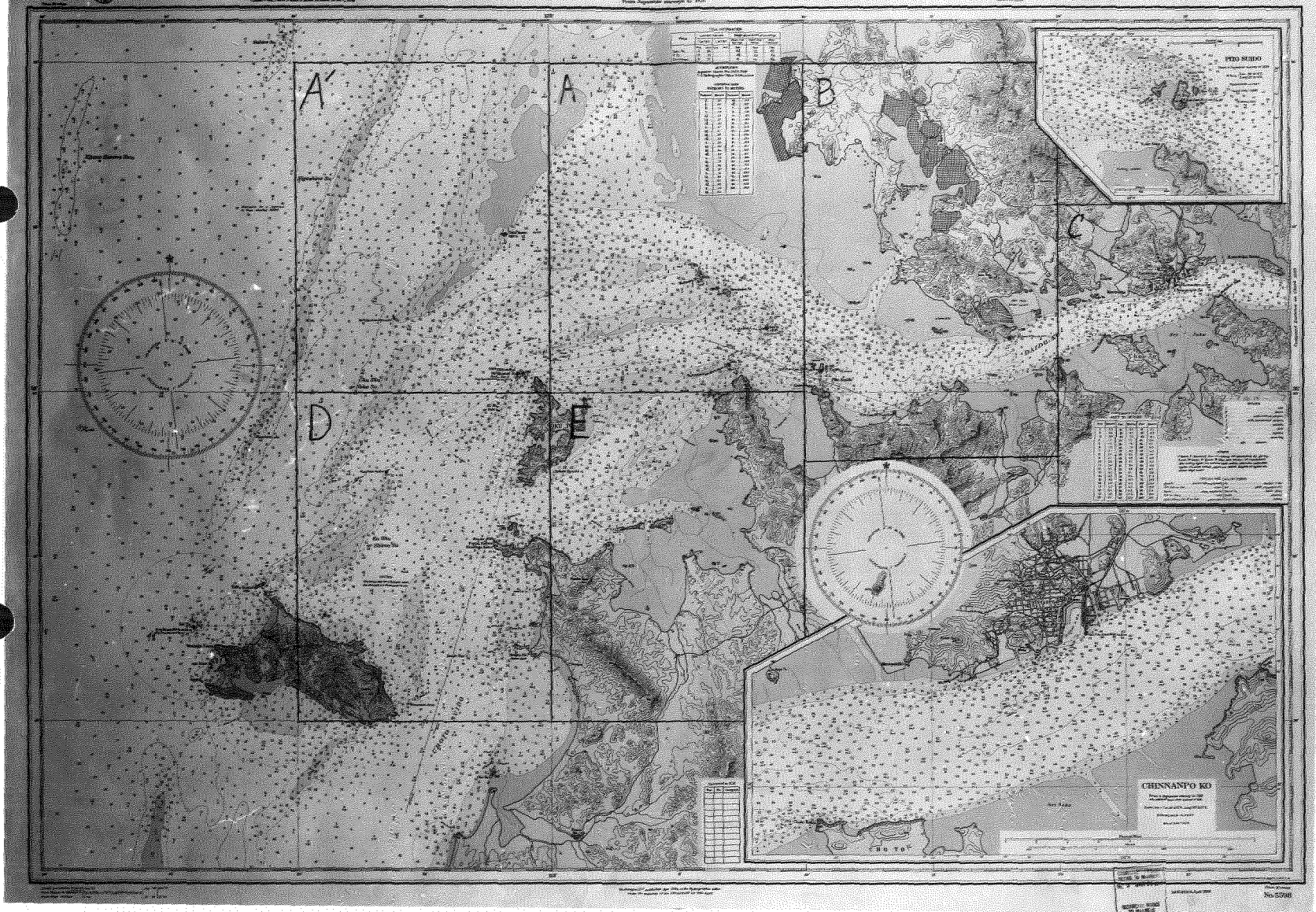
TOP SECRET

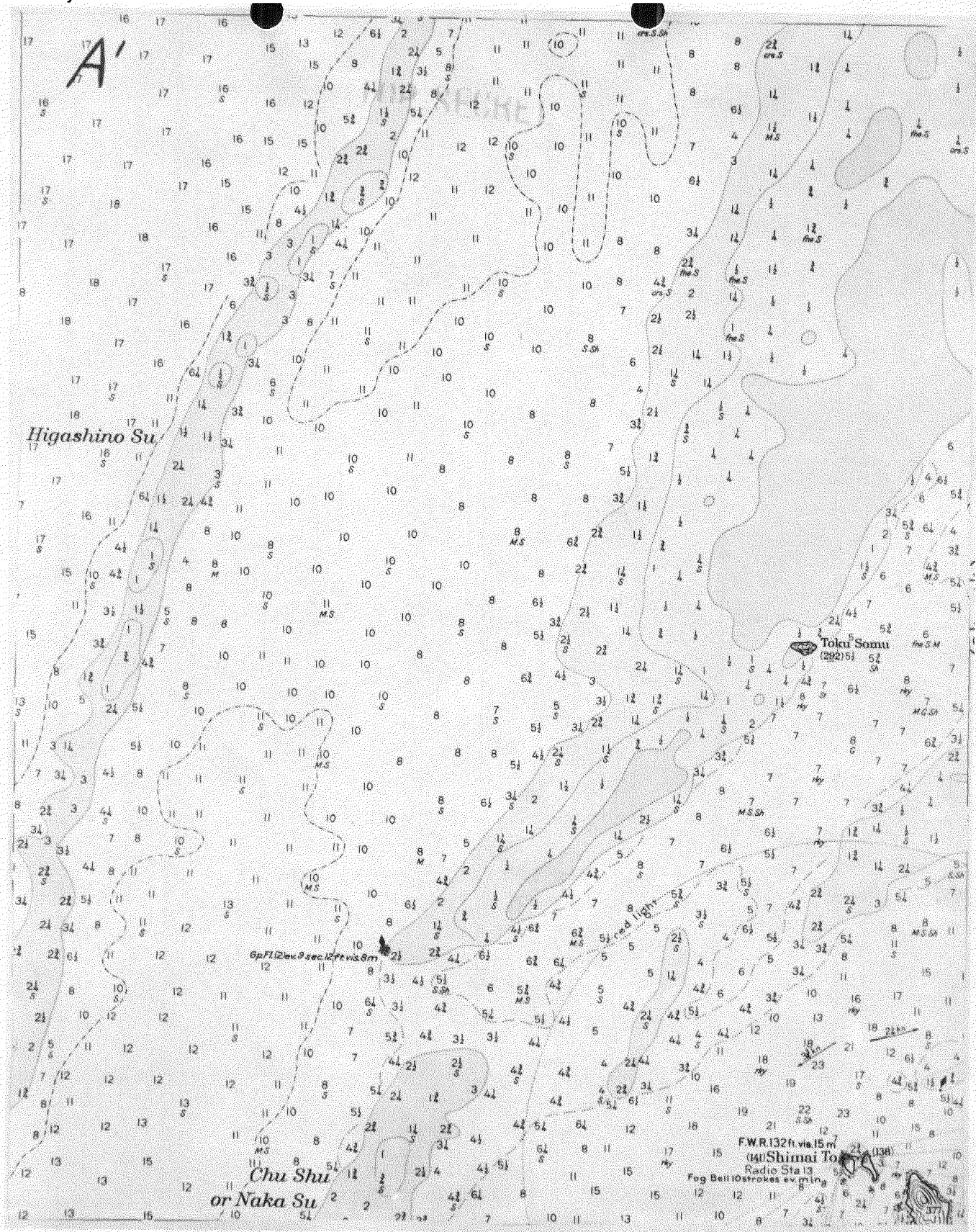


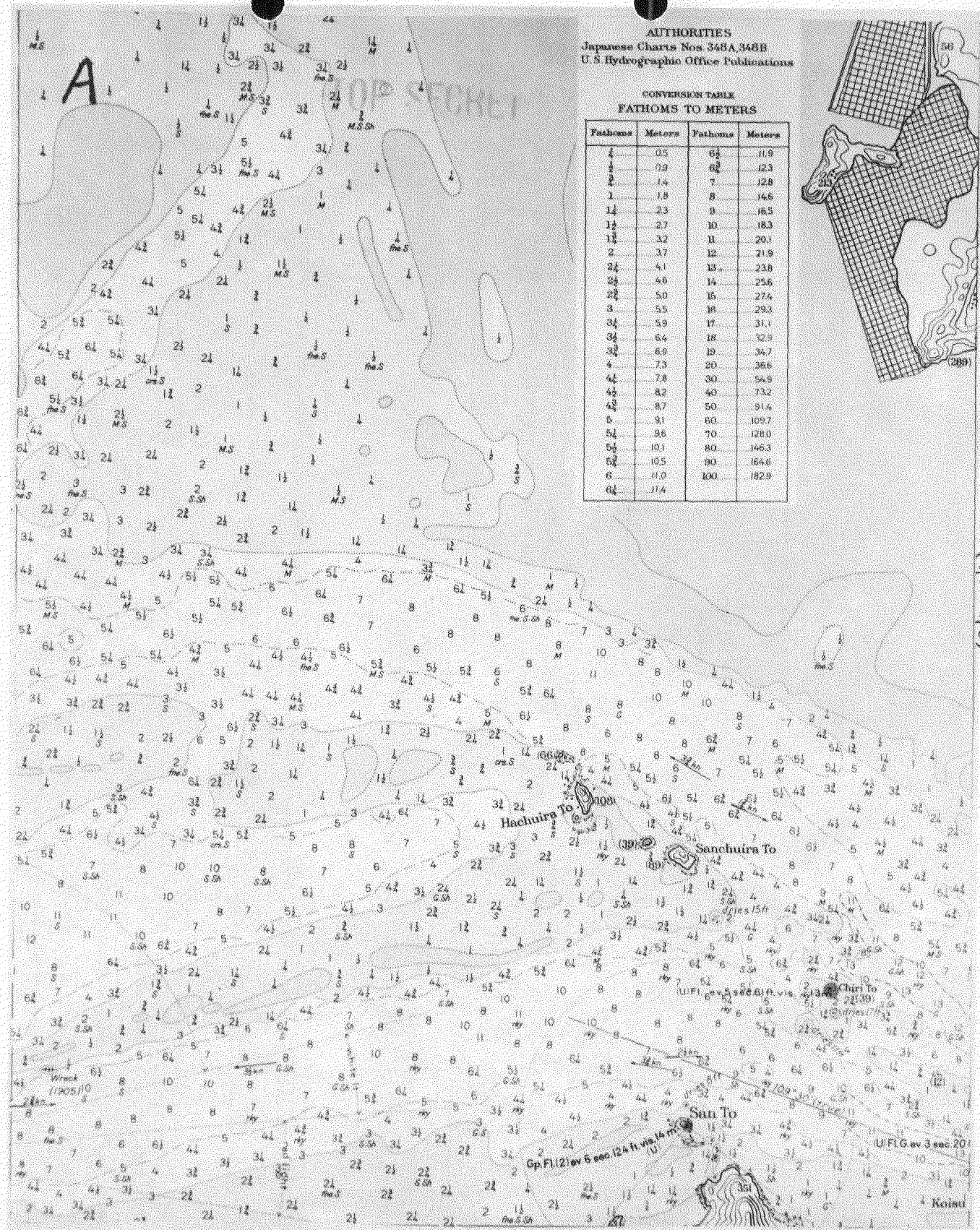
TOP SECRET

22.

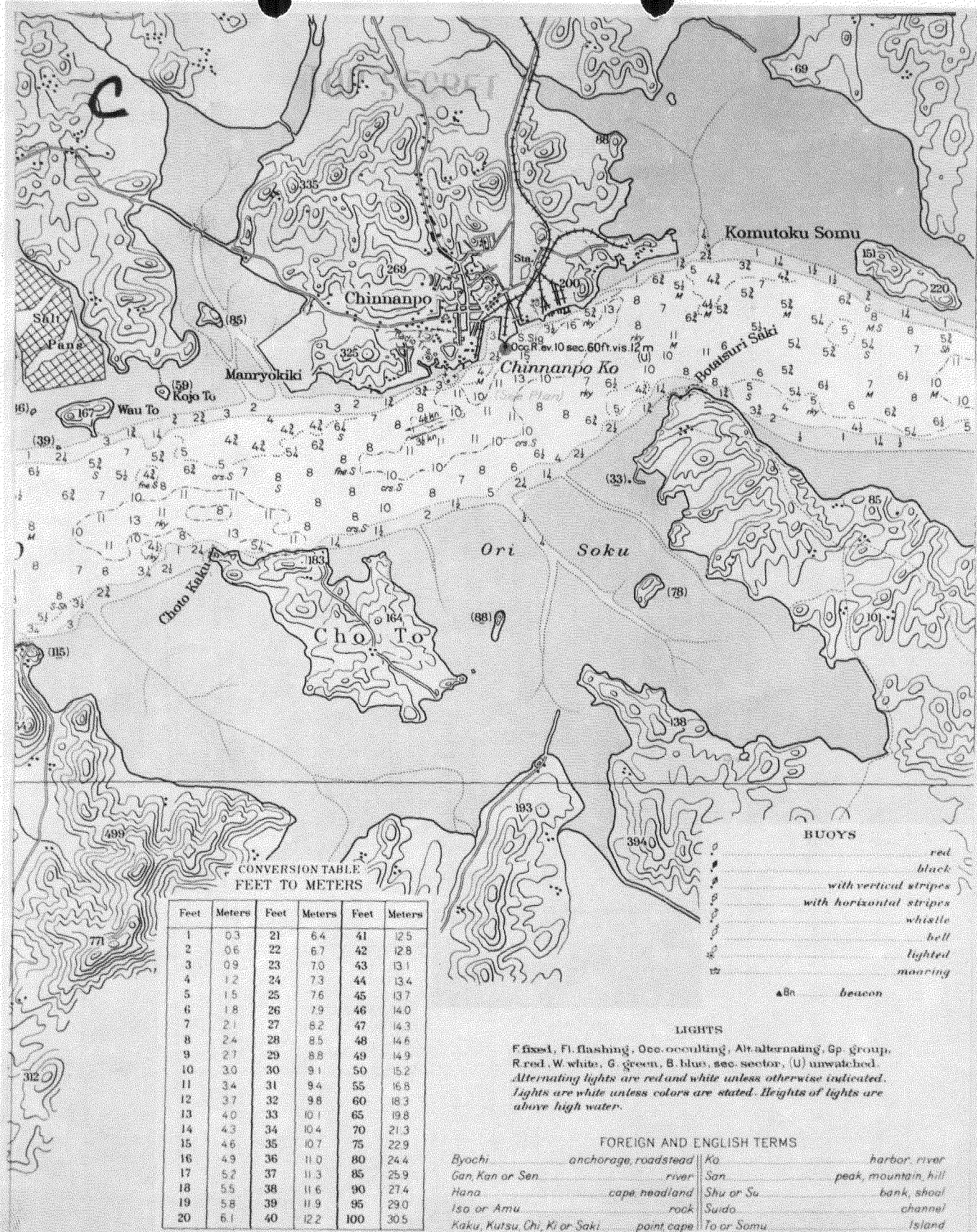
CHINNONO ISLAND, WEST STRAIT
APPROACHES TO DAIDO KO
(TIDON CAN)

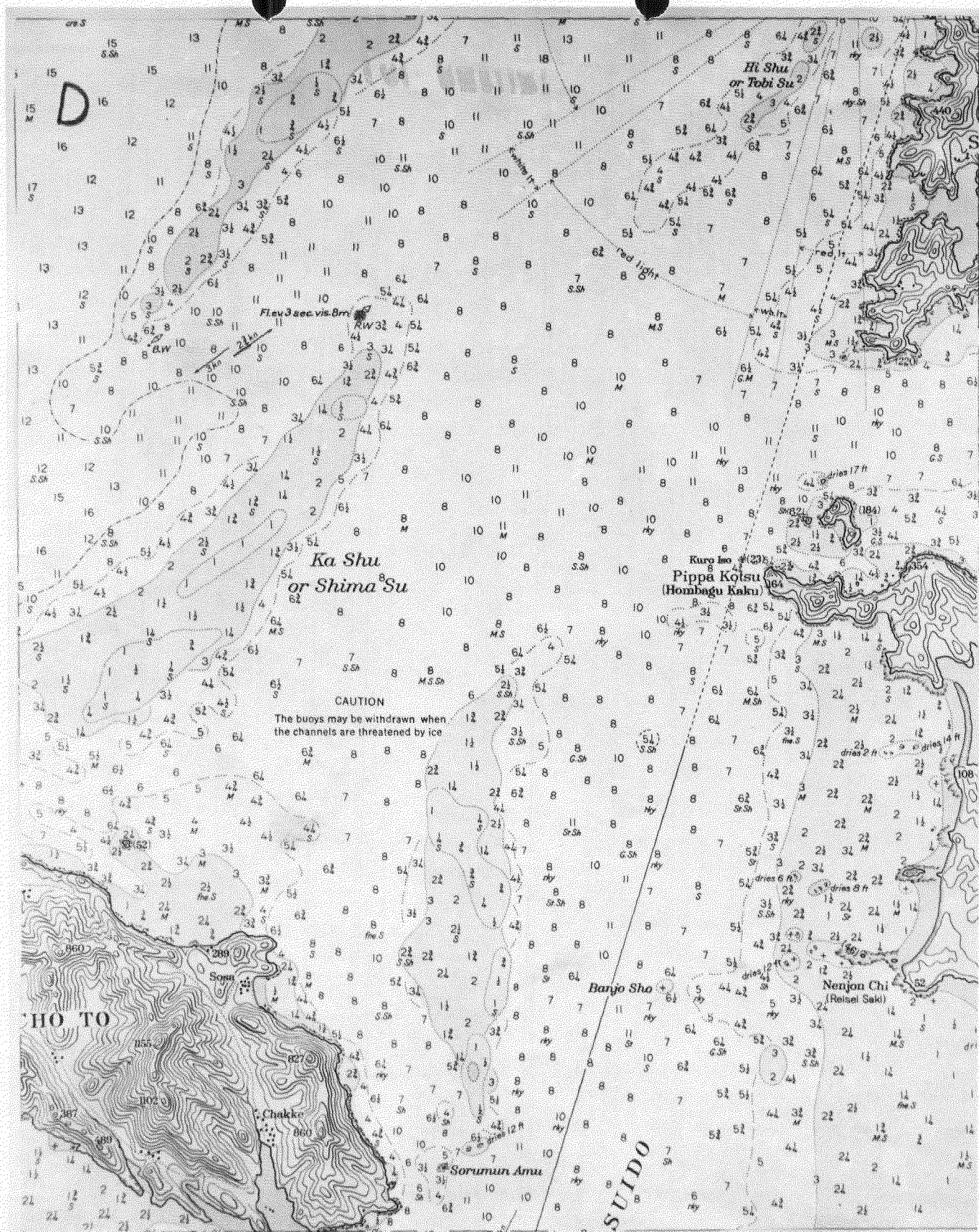




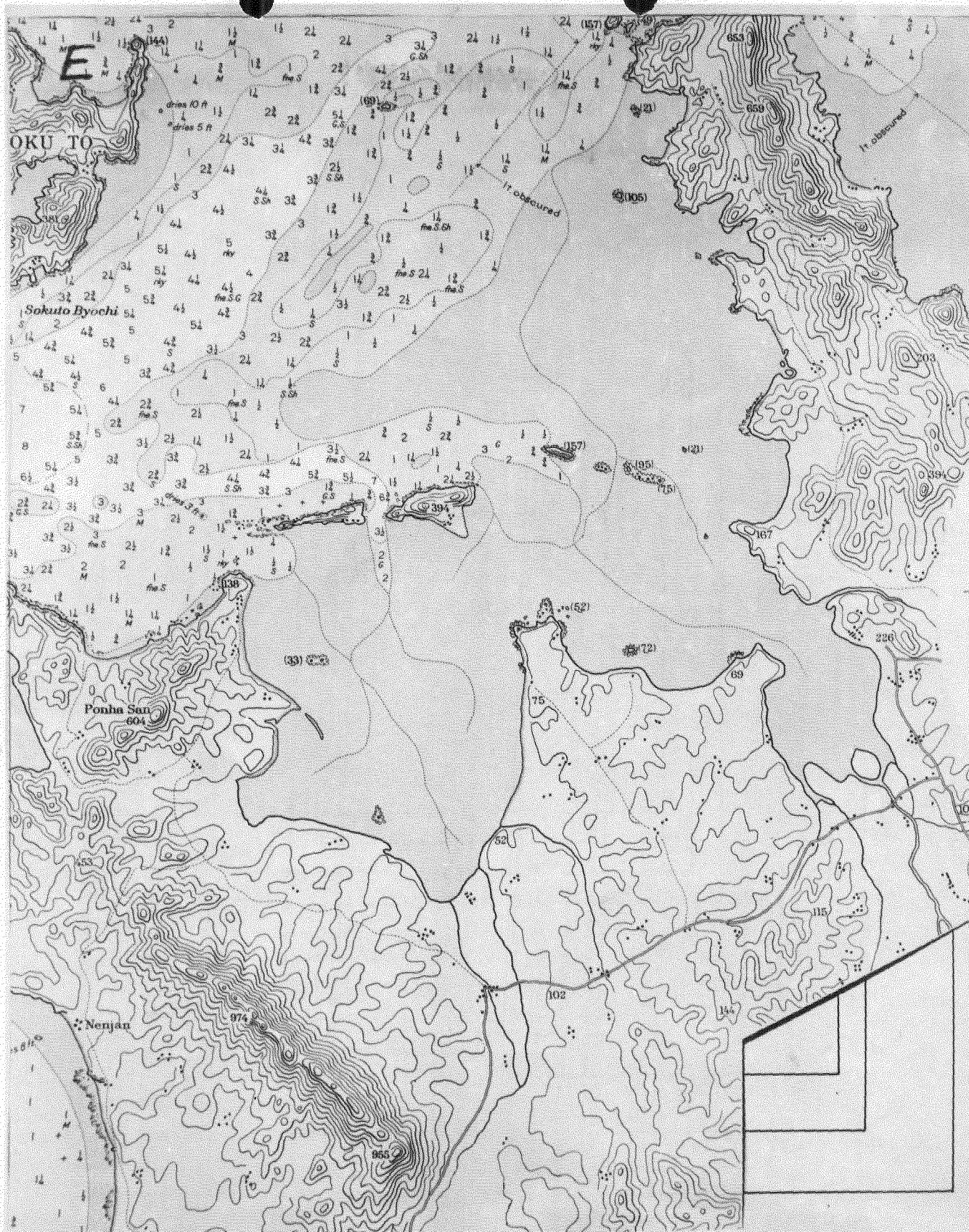


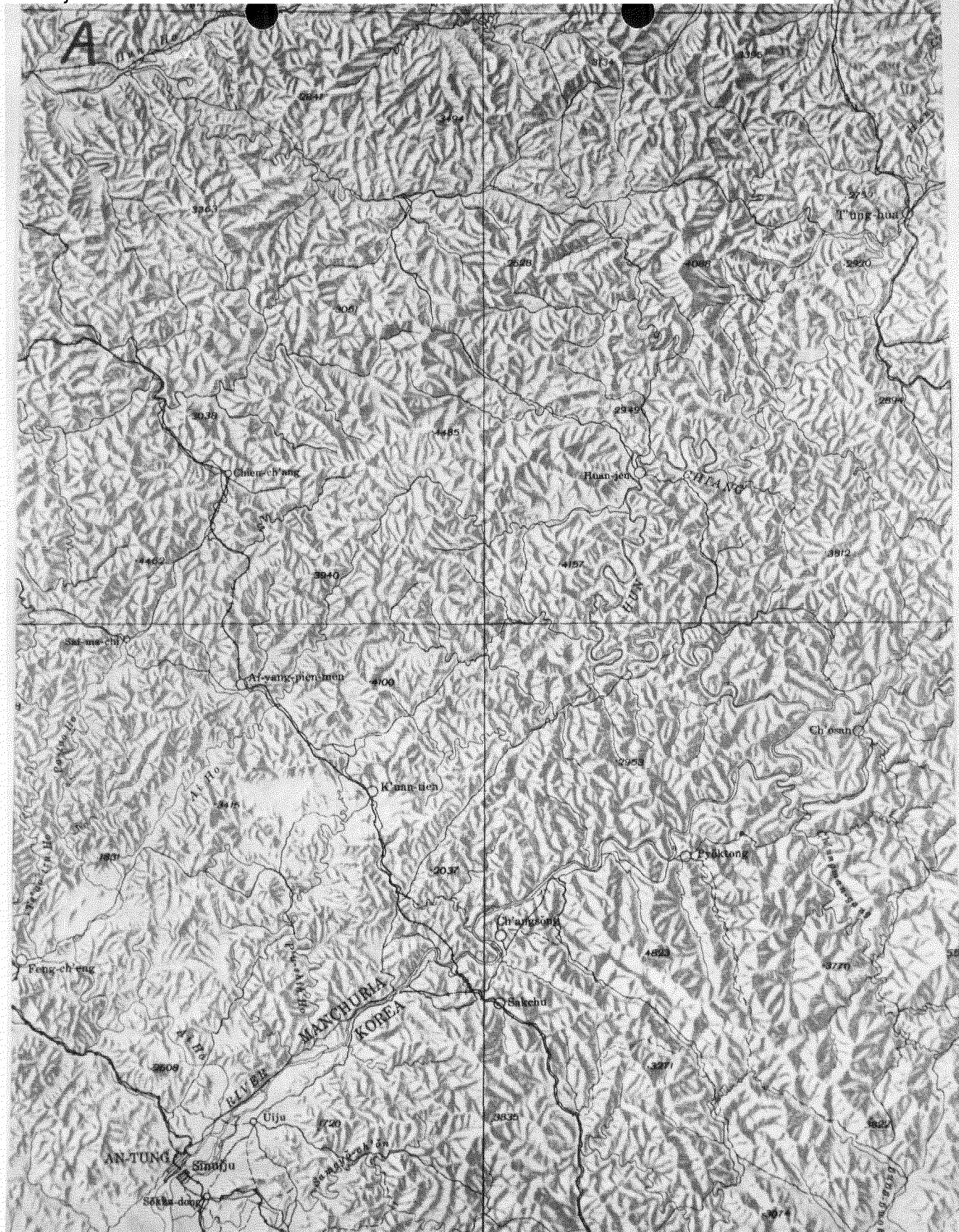


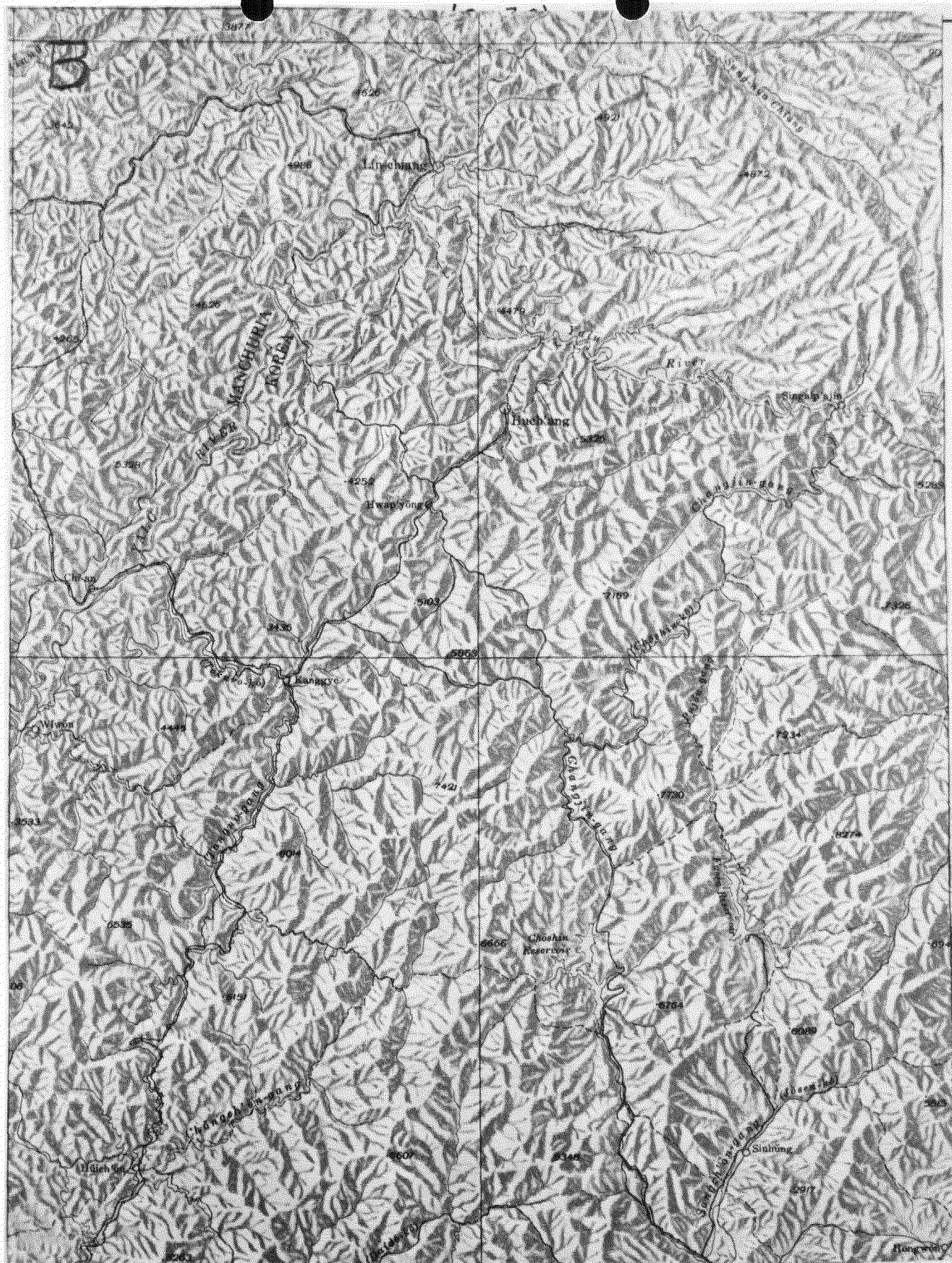




TOP SECRET



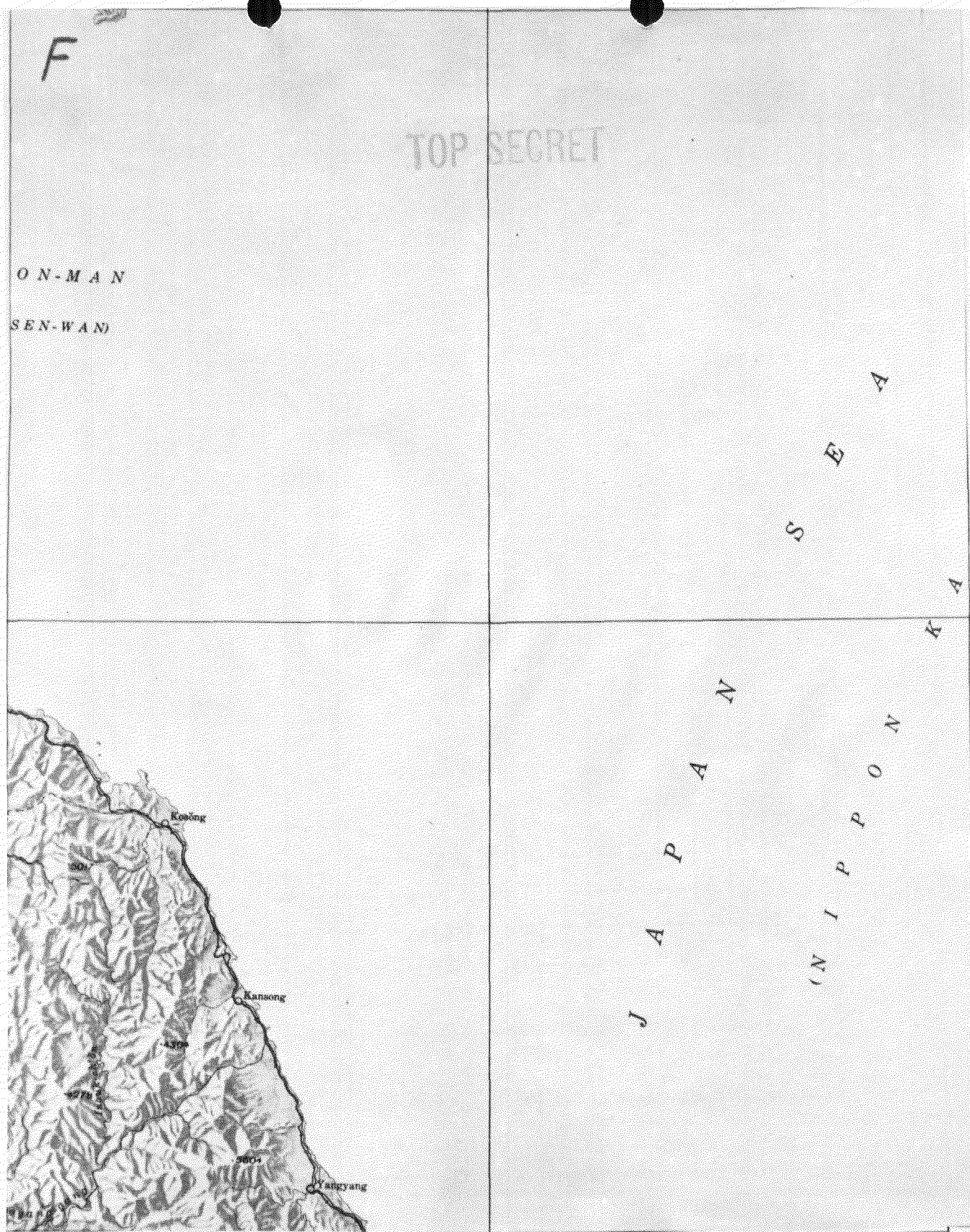




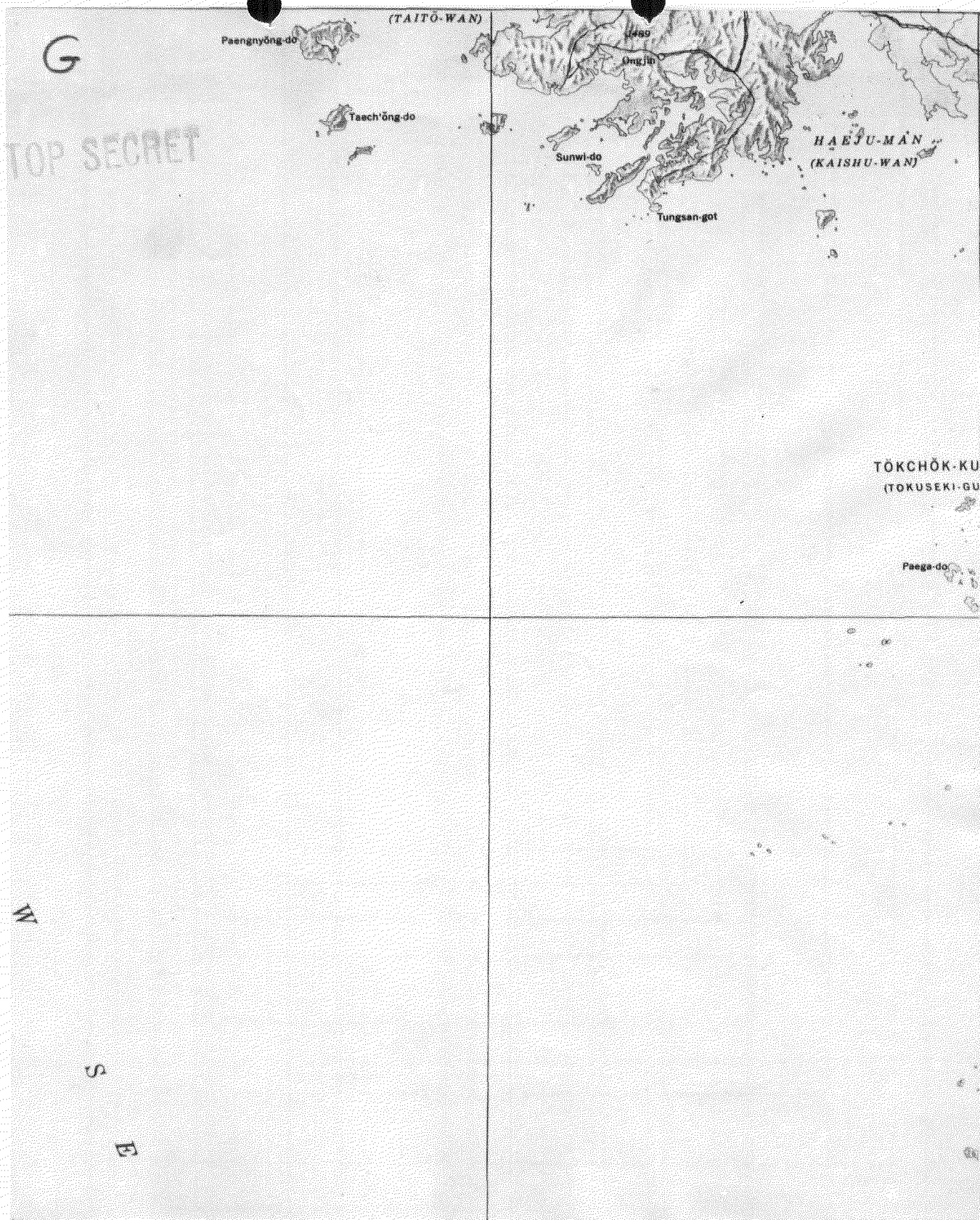








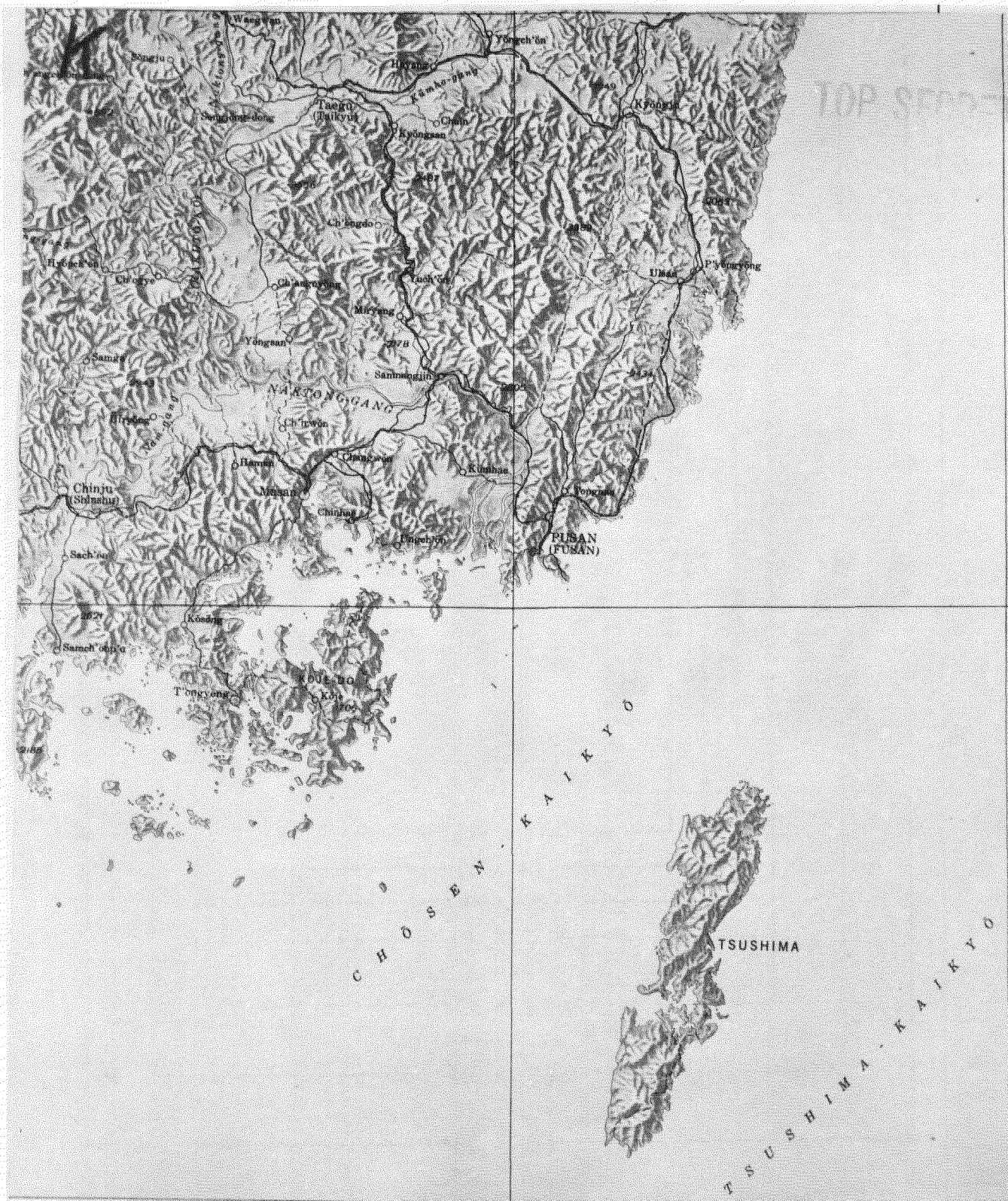
TOP SECRET

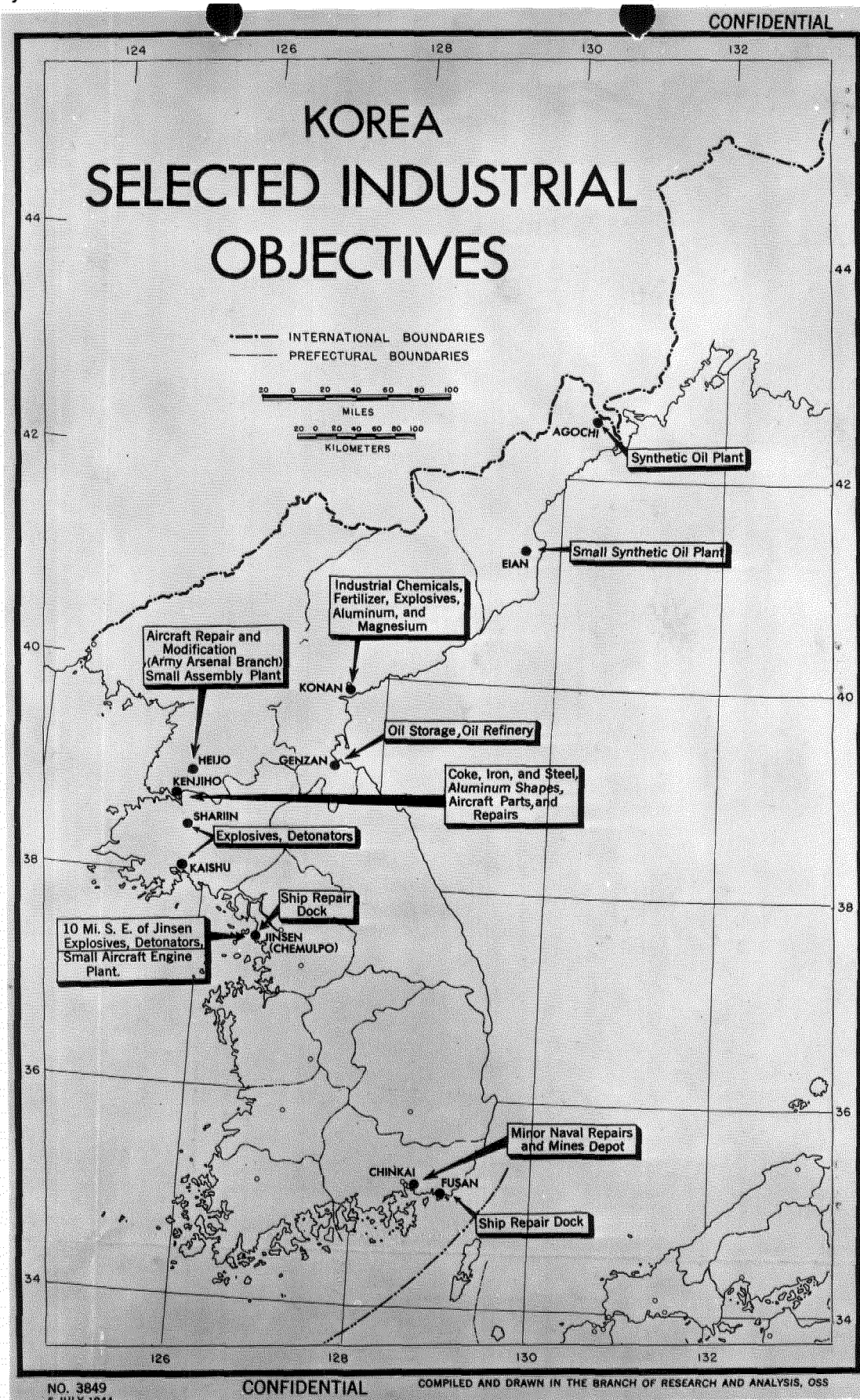


TOP SECRET

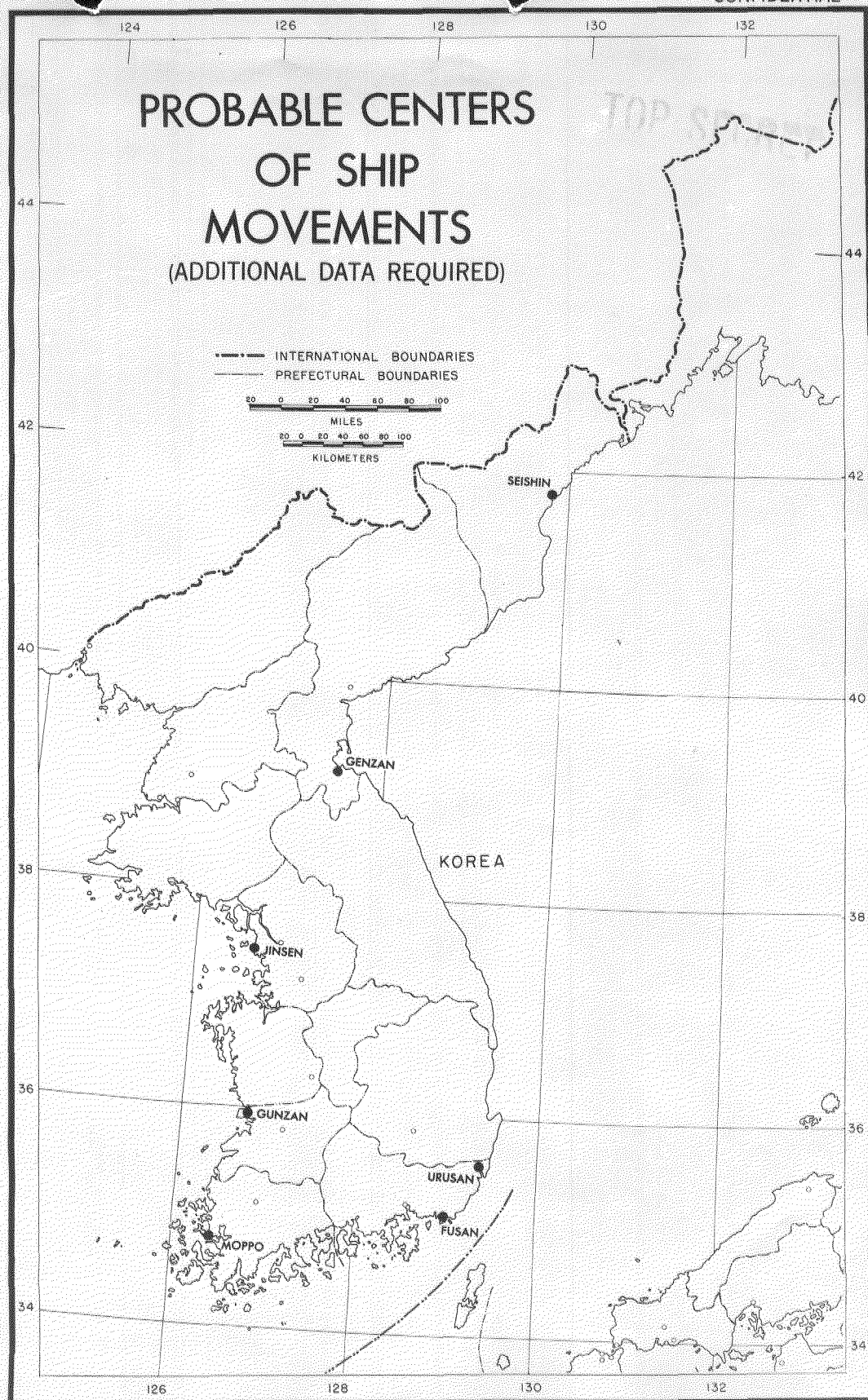


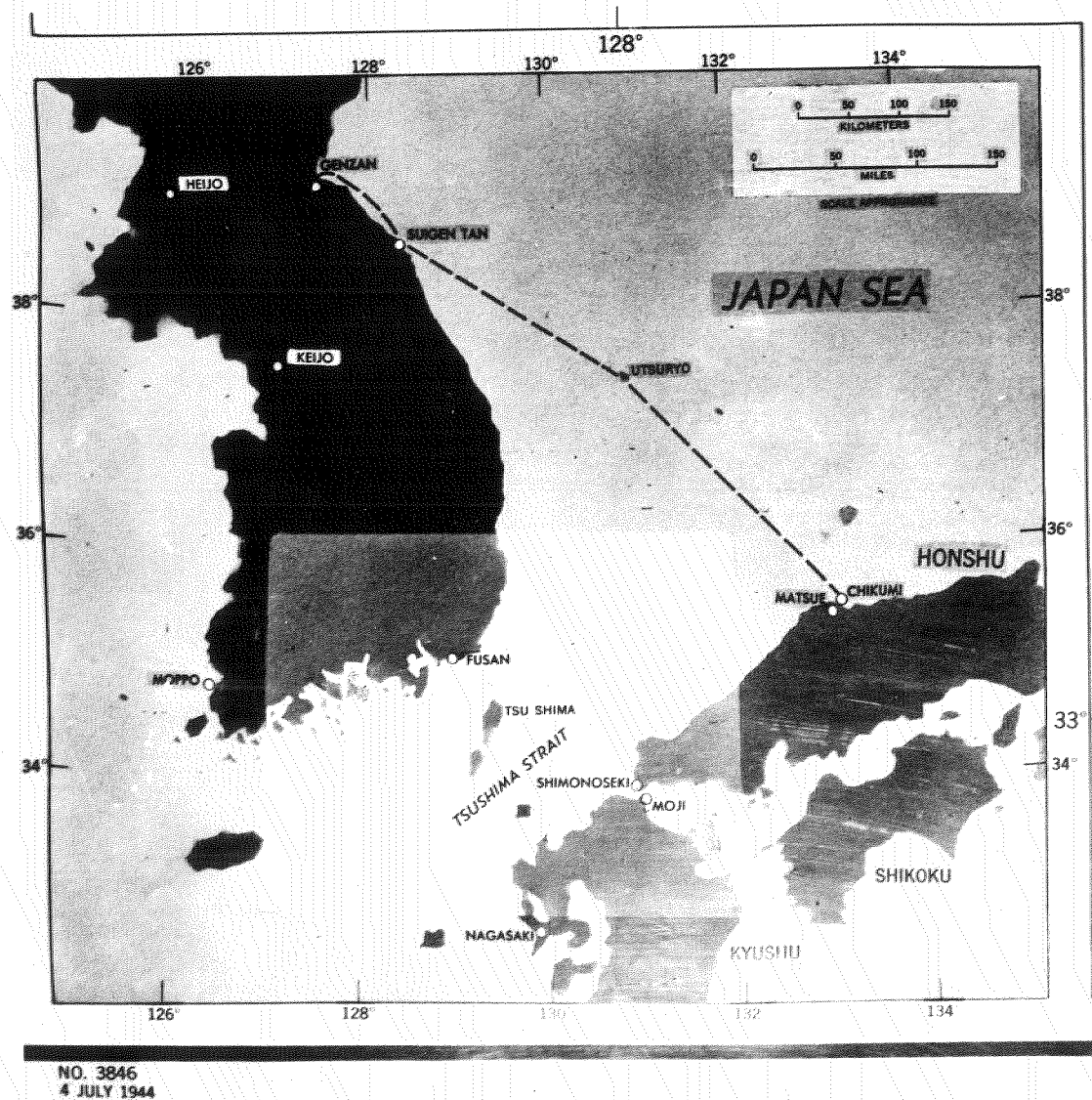


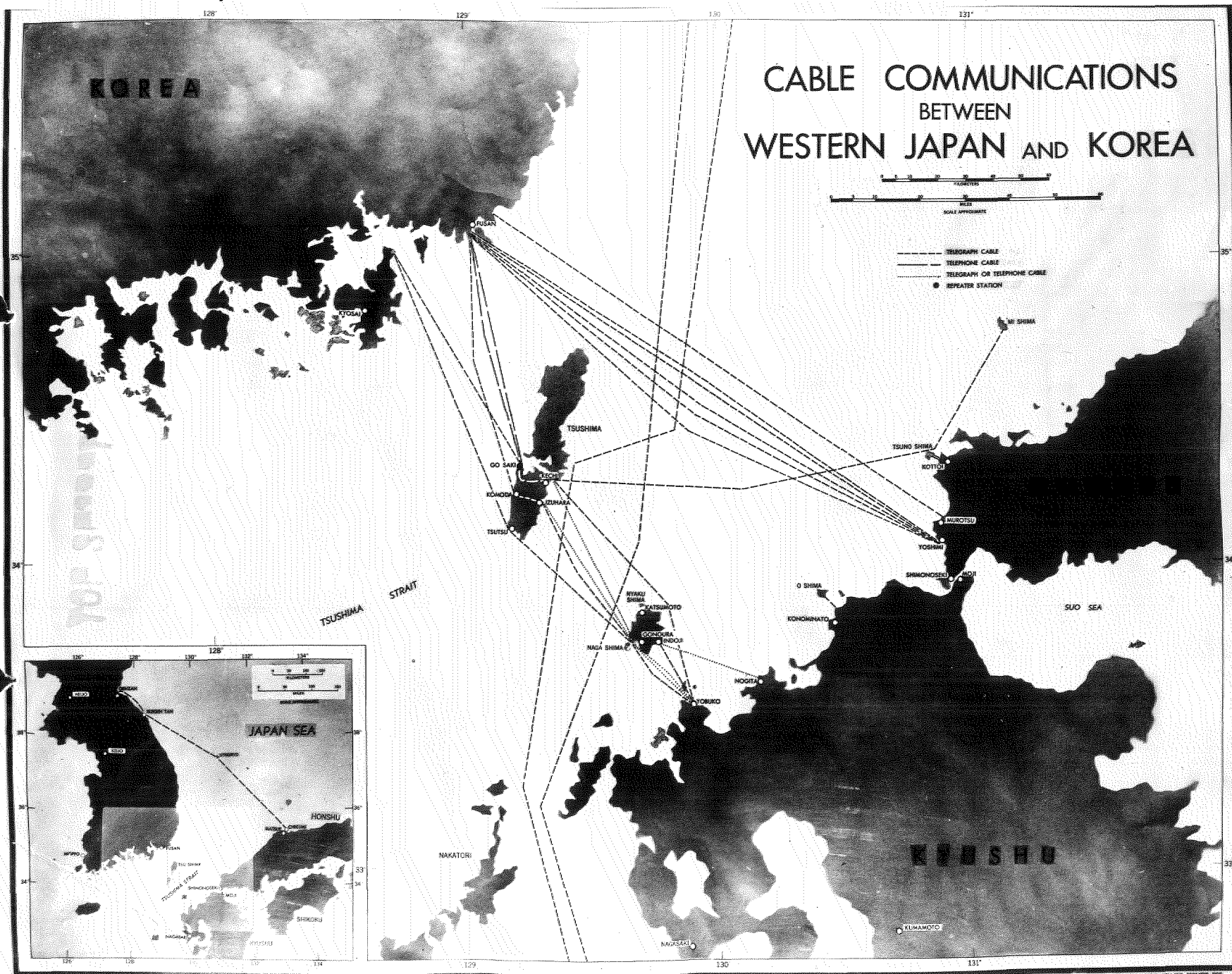




CONFIDENTIAL

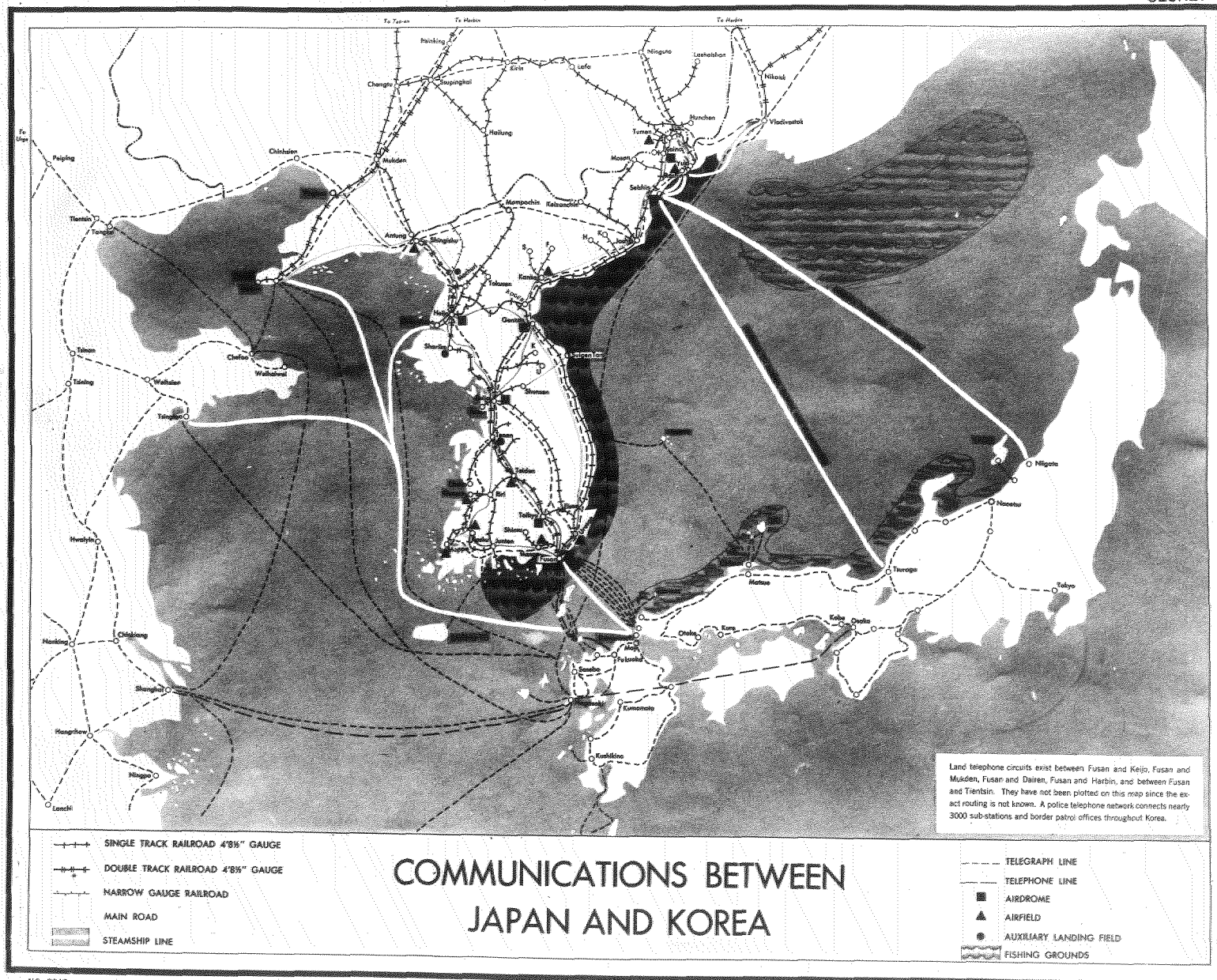






SECRET

SECRET



NO. 3845
4 JULY 1944

SECRET

COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS