

MEMORANDUM FOR: Deputy Director/Intelligence
THROUGH: Assistant Director, Research and Reports 1056
SUBJECT: Trip Report of [REDACTED] 25X1A9a

I. Purpose of Trip

A. To study by direct field observation and evaluate the characteristics of ethnic groups, settlement patterns, transportation facilities and terrain in accessible regions of the areas assigned to the Far East-Pacific Branch, Geography Division, ORR. The principal areas visited were Japan, Korea, Nationalist China (Taiwan), Hong Kong, Philippines, Indonesia, Singapore, Malaya, Thailand, Burma and West Pakistan. Details are given in attached Appendices.

B. To discuss the potential for future intelligence collection and research on the Far East with U. S. Military units in Tokyo.

II. Activities

A. Reconnaissance trips by train, car, bus and airplane along the routes shown on the map (Appendix A).

B. Received briefing on activities of the 500th MISG, Tokyo and discussed their town plan program.

C. Visited personnel of 29th Engineer Topographic Battalion in Tokyo and discussed their topographic mapping program.

D. Visited 600th AISS personnel in Tokyo and was briefed on China research and escape and evasion projects.

E. Photographs were taken during all phases of the trip. Copies will be filed with Graphics Register.

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F. Excellent cooperation was received from [REDACTED] Taiwan who made possible escorted tours through Taiwan even though advance arrangements for assistance had not been requested. [REDACTED]

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[REDACTED] assisted in establishing contact with military organizations in

III. Difficulties

Despite the advance request for assistance in arranging travel in Korea and subsequent arrangements by the [REDACTED]

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for contact with [REDACTED] no contact was effected during the tour through Korea. Plans schedule difficulties upon my return to Tokyo left insufficient time to determine the reason for the lack of contact.

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No further difficulties were encountered.

IV. Commitments

None

V. Recommendations

A. The opportunity to use direct field observation for the development of area competence in regions of major importance in the Far East was extremely valuable to me. A familiarization trip should be a requirement for geographers whose responsibilities involve the evaluation of the physical and cultural geographic characteristics of foreign areas for the preparation of operational intelligence.

B. The initial orientation acquired by a familiarization trip through the area as a whole should be reinforced and brought up-to-date by subsequent trips which would allow the analyst to conduct field investigations and gather source materials in areas critical to the Branch research program.

C. The difficulties of rail and bus travel, the almost total absence of car rental facilities and the complex language problem in Far Eastern countries makes maximum travel assistance from [REDACTED] essential. Contacts should be arranged [REDACTED] and requests made in advance for transportation, [REDACTED] briefings and contacts with other US installations and with native geographers or reliable native guides. (See Appendix D.)

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D. Advance arrangements should be made by [REDACTED] native contacts in each country. The contacts should be persons of the middle or upper-lower income bracket who would normally follow native modes of living, transportation, etc., rather than the more luxurious and atypical "Western-style". (See Appendix D)

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E. Under these conditions, and assuming a coincidence of interest, two analysts travelling together would probably get more benefit from the trip.

F. It is believed that much mutual benefit could be derived from the assignment of geographers [REDACTED] in the major countries of the Far East and Southeast Asia. Geographers could assist in the preparation of [REDACTED] (as they already do at Headquarters) and help to make field intelligence available to the Geographic Area.

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G. [REDACTED]
agencies whose personnel are intimately acquainted with Washington
offices. In such cases, the possibility of being uncovered is strong
enough to suggest the use of Agency "cover".

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Appendices to Trip Report

Appendix A. Attached map of route travelled.

Appendix B. Non-Agency Personnel Contacted.

1. Mr. Richard Allen, 500th MISG. Received briefing on current and planned production of the 500th with reference to special reports and town plans.

2. Major Colvocorresses, 29th Engineers. Toured installation and was briefed on current production programs.

3. Col. Cook, 600th AISS. Received briefing from members of his organization on current E&E and special projects work.

Comment: Because the familiarization tour was made without official contacts, as a security precaution I did not take detailed notes on organizations visited. It is suggested that arrangements be made for the return of classified notes through normal channels.

Appendix C. Activities

Travel in all areas was made primarily by rail and air due to the general lack of car-rental facilities. An attempt was made to choose routes which traversed terrain representative of the major land-use regions of each country so that variations in settlement types and transportation modes could be observed and compared. Extensive areas in the major cities were surveyed by foot, as well as by car. Language difficulties made the use of buses and streetcars unfeasible except in those cases where a native guide was available. The frequency and reliability of airline and rail service in the Far East necessitated constant revision and adjustment of the planned itinerary.

1. Hawaii September 22-23.

An extensive reconnaissance of Oahu was made by rented car.

2. Japan September 25 to October 12.

Travel in Japan was by airline and train, with some trips in major cities by bus and taxicab. Although the procedures (drivers licenses, government permits, etc.) for renting a drive-yourself car were too time consuming to complete within my time schedule, it is believed that the [REDACTED] should be able to make arrangements for a car if advance request is made

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September 25-30. Visits were made to 500th MMSG, 29th Engineers and 600th AISS and briefings attended at [REDACTED]

The time remaining was spent in trips around Tokyo. Insufficient time was left between briefing and visits to include local trips in the vicinity of Tokyo as was originally scheduled.

October 1-5. Flight was made to Sapporo, Hokkaido and travel by train to Noboribetsu. After visiting neighboring villages (including Ainu fishing village) returned to Tokyo by train via the Aomori-Hakodate ferry and the east coast rail line.

Tokyo October 6-7.

October 7 to 12. By plane to Fukuoka, thence by local train to Beppu, Kyushu. Return to Tokyo was via Moji, Osaka, Kyoto and Nagoya.

3. Korea October 13-18.

Although a request had been made for transportation assistance in Korea, [REDACTED] travel in Korea was restricted to taxis in Seoul and to rail and air for the remainder. The journey from Seoul to Pusan was by rail, using the Army coach [REDACTED]. The return to Seoul was via the Korean National Airways.

It is recommended that definite arrangements be made for assistance in travel [REDACTED] in Korea and that travel in Korea be accomplished by car insofar as local road conditions permit.

4. Taiwan October 19 to November 1.

Travel on Taiwan was greatly facilitated by the excellent cooperation of the [REDACTED] provided a car, driver and escort for trips along the east coast and a circuminsular trip via Suao, Hualien, Taitung, Kachsiung, Tainan, Chiayi, and Taichung. Some local trips were made out of Taipei via bus and rail lines. It is recommended that [REDACTED] be requested to furnish a car and driver for all travel on Taiwan, and that the necessary documentation be supplied to permit the use of [REDACTED] or MAAG hostels (in most of the major cities). It is believed that travel without an escort would permit greater freedom of movement, but an English-speaking driver is almost essential.

5. Hong Kong November 1-7.

Trains and buses were used exclusively for travel in Victoria City, Kowloon and in the New Territories. Trips were made by private car on Hong Kong Island, by bus and train to agricultural villages in the New Territories and by ferry boat to Cheng-chau Island, near Hong Kong. Visits to areas outside of the metropolitan area of Hong Kong would be greatly facilitated by a Cantonese-speaking guide with a knowledge of the schedules

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and routes of local buses, trains and ferrys. It also should be possible to rent a car with driver for trips to Chinese villages on the mainland and on the islands offshore as these are in many ways analogous to mainland villages on the Communist side. Although I met one Chinese who offered to take me on a tour across the border on his bicycle, I declined and the trip is not recommended.

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25X1A5a1 [redacted] was contacted and he discussed the current economic geographic position of Hong Kong. [redacted] Chinese agricultural and fishing villages in the vicinity of Hong Kong were of considerable value as briefing material. It is suggested that contacts with [redacted] and other geographers in Hong Kong be arranged. It is possible that a Cantonese geography student might be willing to provide an escort on a trip to the New Territories or to the offshore islands.

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6. Philippine Islands November 8-13.

Insufficient time was available to schedule extensive trips in the Islands or on Luzon. Two days were spent in touring Manila and the remaining time in traveling by third class rail coach to San Pablo City to the south and Tarlac to the north. A trip was also made by rented car to Tagaytay City. With assistance from the Embassy, it should be possible to rent a drive-yourself car in Manila and make extensive auto reconnaissance trips on Luzon. Because of the distances involved and the probable shortage of time, inter-island trips should be made by air.

7. Indonesia November 13-23.

Travel in Indonesia was by bus, rail and air. Reconnaissance trips were made by local native bus to Bogar and return to Djakarta, by air to Bandung, Semarang, and Surabaya and Benpasar, and return by rail from Surabaya to Djakarta via Jogjakarta. Trips were made in Semarang, Djakarta and on Bali by rented car. An Indonesian resident of Djakarta provided assistance in the bus trip to Bogar, and assisted in arranging for the rail travel. He also offered to obtain a car and English-speaking driver for the trip to Surabaya and Bali, but insufficient time was available to make the trip.

25X1A6a Experience in Indonesia (also applicable to other countries) indicates that much time and money could be saved through the use of competent English-speaking native guides, such as could probably be obtained through the [redacted]. Native guides are usually well acquainted with the country and know the workings of local transportation systems used by the native population.

8. Singapore and Malaya November 23 to December 1.

Extensive areas of Singapore were reconnoitered on foot as well as by rented taxi. After a day's train trip from Singapore to Kuala Lumpur, one day was spent in covering Kuala Lumpur on foot and by taxi, including a visit to a "new village" and a tin dredge in the neighboring countryside. Another day train trip to Penang was followed by a one day reconnaissance of that town by bicycle. The trip from Penang to Bangkok was made by air.

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Experience indicates that the rail journey from Singapore to Penang was well worth the time and that it might be advisable to travel all the way from Singapore to Bangkok by train, with possible stopovers at the larger towns. It seems advisable to take time from the Singapore visit for this purpose.

9. Bangkok and Thailand December 1-10.

Four days were spent in familiarization trips in Bangkok by foot, samlor, canal boat and taxi. Attempts to obtain a car and driver were unsuccessful; taxis were rented according to standard rates which were quite high. It seems probable that the Embassy [REDACTED] Bangkok should be able to either provide transportation or arrange for suitable car rental.

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The remaining six days in Thailand were spent in a trip to Chiangmai, using Thai Airways on the trip north and the Thai Railways on the return trip. For the purpose of area familiarization, it is suggested that the day train be used enroute to Chiangmai and the plane for the return since the northern terrain is best seen by air and the southern plains area by ground travel. Chiangmai and vicinity was covered on foot and bicycle. The American Consulate at Chiangmai made an attempt to obtain a rental vehicle but was unsuccessful. It is suggested that arrangements be made before arrival at Chiangmai for suitable transportation. Future trips to Thailand should include air and rail reconnaissance to northeast Thailand.

10. Rangoon and Burma December 10-15.

Extensive areas of Rangoon were covered on foot and by rented taxi. It is believed that auto trips to villages in the vicinity of Rangoon should be included in familiarization trips if sufficient time and transportation with an English-speaking driver is available. Ground transportation in Burma is seriously impeded by the activities of the Communist "insurgent" forces. Plans for utilizing rail transportation were cancelled because of the insurgent's propensity for blowing up rail bridges. All auto trips must be completed in daylight as many roads are closed at night by Burmese roadblocks. Union of Burma airplanes operate out of Rangoon and return there every night because of the danger of plane hijacking. It is therefore suggested that familiarization trips in Burma be accomplished by air, with local trips by rented car. It is doubtful that a car could be rented for long trips in Burma.

After arriving in Mandalay by Union of Burma Air, I spent one day making an auto reconnaissance of the city and nearby villages and the second day on a trip to Maymyo and return. My stay in Mandalay included a tour of Fort Dufferin and the ruins of the old palace.

11. Karachi December 15-17.

The two days in Karachi were spent in a reconnaissance of the city by foot and taxi. A check at the railway office indicated that rail trips into other parts of West Pakistan could easily be scheduled provided sufficient time is available.

Appendix D. Recommendations

1. Future familiarization trips should be fully coordinated with Agency field offices in the Far East and Southeast Asian areas and specific requests for transportation and native contacts levied on them. The most ideal travel arrangement would be the provision of a car and English-speaking driver for extensive road trips in each region. Second preference is assistance in obtaining a rental car which can be used for long distance trips together with a competent English-speaking native driver or a reliable native guide. It is also recommended [REDACTED]

[REDACTED] Embassys arrange for appointments with native geographers or professionals in cognate fields in each area. Other than professional people, native contacts should be persons of the middle or upper-lower income bracket who would normally utilize native modes of living and transport since upper-class contacts tend toward atypical "Western-style" living conditions. For the purposes of area familiarization, it is desirable to make use of local forms of transportation (native buses, trains, etc.) and local hotels and restaurants rather than the almost completely isolated "Western" hotels. Sanitary precautions, of course, would necessarily be the responsibility of the traveler.

2. Initial familiarization trips should include orientation visits to most of the important regions in the analyst's area of responsibility, but it is suggested that subsequent familiarization trips are needed to reinforce and expand the analyst's area competence. Such trips should be confined to one or two areas which are critical to the Branch's research program and in which the analyst, possibly in conjunction with a field office, might conduct field investigations and gather source materials for one or more specific current projects.

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