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War Dept.

1933-36

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War

Date- 7-29-70

Signature *W.D.*  
From

Local Joint Planning Committee.

To: The Commanding General, Hawaiian Department, Fort Shafter, T.H.  
The Commandant, Fourteenth Naval District, Pearl Harbor, T.H.

Subject: Report of Meeting, Local Joint Planning Committee.

1. The Committee met upon order of the Senior Member, at Fort Shafter, 25 May, 1936, at 0930.

PRESENT

U. S. Army:

- Brig. Gen. Daniel Van Voorhis, General Staff Corps,
  - \*Colonel James A. Ulio, Adjutant General's Department,
  - Lieut. Col. Marshall Magruder, General Staff Corps,
  - Lieut. Col. George S. Patton, Jr., General Staff Corps,
  - Lieut. Col. S. J. Chamberlin, General Staff Corps,
  - \*Major Frank E. Emery, Jr., Coast Artillery Corps,
  - Major R. C. Montgomery, Field Artillery,
  - \*Captain Jos. J. Twitty, Corps of Engineers,
- (\*Not members of the committee.)

U. S. Navy:

- Captain D. M. LeBreton,
- Commander W. K. Kilpatrick

2. The Committee proceeded to consider reports of the Assistant Chief of Staff for Military Intelligence, Hawaiian Department, and the District Intelligence Officer, 14th Naval District, regarding the visits of naval oil tankers and mercantile training vessels of the Japanese Government to the Hawaiian Islands.

3. These reports incorporated the following facts:

a. In the twelve-month period ending May 10, 1936, 12 vessels of the Japanese Government have visited these islands, by classes and with dates as follows:

<u>Vessel</u>	<u>Port and date of call</u>	<u>Complement</u>		
		<u>Officers</u>	<u>Cadets</u>	<u>Crew</u>
Asama )	Honolulu, June 15-19, 1935	145	174	1,277
Yekumo )				

(These comprised the Naval Training Squadron for 1935)

NAVAL OIL TANKERS

Sunosaki	Honolulu	June 14-17, 1935	--	----	---
Sata	"	June 28-July 1, 1935	--	----	---
Sunosaki	"	July 14-17, 1935	--	----	---
Tsurumi	"	Dec. 4-7, 1935	12	----	163
Sata	"	Dec. 27/35-Jan. 2/36	16	----	144
Ondo	"	Jan. 20-22, 1936	12	----	133
Erimo	"	Feb. 25-26, 1936	16	----	142
Ondo	Hilo,	Apr. 16-19, 1936	12	----	136
*Sata	Honolulu,	May 24-27, 1936	--	----	---

Mercantile Training Vessels

Taisei Maru	Hilo	Aug. 20-29, 1935	13	67	42
Kaiyo Maru	"	Dec. 29/35-Jan.9/36	14	81	39
*Nippon Maru	Kahului,	June 8-14, 1936; Kealahuehua, June 15-18, 1936;			
	Kailua,	June 18-20, 1936.			

\*Scheduled.

b. It is pertinent to remark that in the case of the oil tankers, presumably interested in securing cheap fuel for the Japanese Navy, in visiting Hawaii these ships add an average of 800 miles to their trip. The 14th Naval District gives the distances in nautical miles over the usually travelled routes and via Hawaii as follows:

	<u>Usual Route</u>	<u>via Hawaii</u>
Yokohama-Seattle	4255	5803
Yokohama-San Francisco	4255	5485
Yokohama-Los Angeles	4839	5622

c. So far as is known, there is no valid excuse for these visits, entailing as they do considerable extra expense due to added mileage. It is true that while in port in Hawaii, the tankers take on additional water, but the average intake is only about 25% of the capacity of their tanks, while, since the extra distance is only about 20% greater, it is patent that the tanks hold ample water for the direct run without refilling.

d. The complements of all the tankers are members of the Japanese Navy. On each trip one or two of the senior officers are changed. When the "Ondo" visited Honolulu in January of this year, her captain had just completed a tour of duty as gunnery officer of the Battle Fleet.

e. The conduct of the personnel while on shore is of interest. The men and the officers are invariably taken on sight-seeing trips around the island and entertained by local Japanese. Many of the men and officers are provided with excellent cameras. During February the manager of the Royal Hawaiian Hotel notified local army and navy authorities that without authority

from the hotel, six Japanese sailors from a tanker ascended the tower of the hotel and were observed taking pictures of the harbor and nearby fortifications with a very large camera. While later investigation demonstrated that little of military value could be seen from the tower, the attempt was none the less sinister in motive.

f. Particular interest attaches to the marked importance visiting Japanese vessels attach to the island of Hawaii. Numerous instances have been reported by credible witnesses of whole convoys of Japanese from these ships, equipped with cameras and sketching boards, making the circuit of the island and stopping at several points, notably on the west or Kona coast, to take photographs. In the case of the Ono's visit to Hilo in April, 1936, the crew not only carried out this routine but actually took measurements of the Hilo dock and made detailed photographic studies of its fixtures. For further details see Annex No. 1 (Report of Major Gilchrist.)

g. The attached letter from Mr. Alfred W. Carter, Managing director of the great Parker Ranch and one of the leading citizens of the Territory, with its inclosure from A. A. Akina, gives a vivid description of one of these parties. See Annex No. 2.

h. It is further noteworthy that in every case the same local Japanese invariably visit the ships and act as hosts and guides. For details see Annexes Nos. 1 and 3.

i. On the island of Hawaii, which is ungarrisoned, only 10% of the military male citizens are white Americans, that is 887 out of 8287; while there are 2774 military male citizens of Japanese ancestry. In addition, there are 2886 alien Japanese males of military age and 8688 Filipinos. A comparison for white Americans of military age to all other citizens of military age reduces the ratio from 10% to 4%.

j. To sum up, it may be said that the many years of observations indicate beyond any reasonable doubt that Japanese government vessels, particularly the naval oil tankers, adjust their schedules so as to observe most effectively all special activities of the U. S. Army and Navy. Examples: During the 1925 Joint Army-Navy exercises, the Tanker "Hayatomo" hovered on the flank of the U. S. Fleet all the way from San Francisco to Honolulu, and came into port here shortly after the conclusion of the maneuvers. In May, 1928, three Japanese tankers visited Honolulu during the period of joint operations and the subsequent visit of the American naval vessels to Honolulu. In 1932, the Tanker "Ermo" arrived at Honolulu during Army-Navy exercises. Significant, too, was the fact that she was then en route to California, the only tanker calling here on her outbound voyage that year. The "Ermo" again, on January 10, 1934, "happened" to be in San Francisco at the take-off of six U. S. Navy planes for Honolulu on the (then) longest non-stop formation flight ever attempted.

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k. Early this year, Captain George H. Piltz, master of the Commercial Pacific Cableship "Dickinson", reported that the "Tsurumi" on departing Honolulu on December 7, 1935, proceeded to Midway Island arriving off the island about midnight December 11th. She slowed down to about 3 knots, proceeded to skirt the reef to the southward of the island, then set course for Wake Island and departed at an increased speed. It was a bright moonlight night and the movements of the Tsurumi were clearly apparent to the personnel of the cableship which was anchored off Midway at the time.

l. Factors favorable to espionage or counter-espionage on the part of the Japanese tankers include the following:

Delivery of mail to and from Japan; there being no law which prohibits this practice.

Regular visits by Japanese commissioned personnel to certain Japanese hotels, tea-houses, shrines, temples, and schools, suspected centers of espionage activities.

Many of the visiting Japanese naval personnel have close relatives among the local Japanese residents.

Liberty parties are cautioned against accepting favors from non-Japanese or strangers.

All of the vessels are equipped with range-finders, which they use freely on entering or leaving ports; and they are frequently observed sketching and photographing docks and utility plants.

m. Aside from the espionage activities of the visiting Japanese vessels, they serve as a direct medium of contact between the Japanese residents of Hawaii and their homeland, and the personnel of these vessels are naturally looked to for interpretation of conditions and events in Japan. The visiting Japanese naval personnel make most of the opportunity. Through lectures, moving pictures, exhibitions, etc., is born home to the local Japanese the "greatness" of Japan, her virility, and her absolute superiority over all other countries. In fact, every effort of Japanese naval personnel ashore here appears to be deliberately calculated to advance Japanese nationalism and to cement bonds of loyalty.

n. On the west coast of Hawaii between Ka Lae Point and Keahole Point, a distance of about 70 miles, there are at least four excellent landing places which in normal trade-wind weather are all sheltered and afford easy approach. The belt road which connects these landing places and which is paralleled by the telephone line can be easily interrupted. On this entire stretch of coast there are only four white men in whom we can place implicit confidence. The other inhabitants are either apathetic or wholly hostile to our interests. These considerations point to the fact that the Kona coast is the blind side of the island of Hawaii and gives point to obvious interest of the Japanese therein.

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c. While the distance from Yokohama to Hawaii is 3394 miles (nautical), the distance from the Mandate Island of Jaluit is only 2200 miles. Recently two French adventurers sailing the South Seas attempted to land at that island, Jaluit, and were denied the privilege and, according to their own account, very roughly handled. So far as is known here, no foreigner has visited the island for a number of years. The route from Jaluit to Hawaii is one of the loneliest parts of the ocean.

4. After discussion of the above points, it was decided that these facts should be brought to the attention of the War and Navy Departments.

(Signed)  
D. M. LeBreton,  
Captain, U. S. Navy,  
Member.

(Signed)  
Daniel Van Voorhis,  
Brig. Gen. D.S.C., U.S. Army,  
Senior Member.

(Signed)  
Marshall Magruder,  
Lieut. Col., G.S.C., US Army  
Member.

(Signed)  
W. K. Kilpatrick,  
Commander, U.S. Navy,  
Member.

(Signed)  
S. J. Chamberlin,  
Lieut. Col., G.S.C., US Army  
Member

(Signed)  
G. S. Patton, Jr.,  
Lieut. Col., G.S.C., US Army  
Member

(Signed)  
Jos. J. Twitty,  
Captain, C.E., US Army,  
Recorder.

(Signed)  
R. C. Montgomery,  
Major, F.A., U.S. Army,

APPROVED:

(Signed)  
H. E. YARNELL,  
Rear-Admiral, U. S. Navy,  
Commandant, Fourteenth  
Naval District.

(Signed)  
H. A. Drum,  
Major General,  
Commanding,  
Hawaiian Department.

Inclosures: (with original only)

Annex #1 - 4 sheets.

Annex #2 - 3 sheets.

Annex #3 - 2 sheets.

Distribution:

C.G. Haw. Dept - 1 original and 2 copies.

Cdt. 14th N.D. - 2 copies.

May 3, 1936.

MEMORANDUM: Assistant Chief of Staff, G-2, Hawaiian Department,  
Fort Shafter, T.H.

SUBJECT: Report on the Visit of Japanese Naval Tanker "ONDO".

1. In compliance with memorandum your office, dated March 20, 1936, the following report is submitted:

(a) The Imperial Japanese Naval Tanker "ONDO" arrived off port at Hilo, April 16, 1936, at 8:45 A.M., and docked at Pier #2 at 9:27 A.M. after a ten day trip from San Pedro, California. (Later shifted to Pier #1).

Description: Length overall: 460 feet, Beam 60 feet, Gross tonnage weight: 7630 tons, Net 4480 tons. Coal Burner.

Cargo: 8000 tons Fuel Oil.

Master: Captain Michiaki Kamada, IJN, apparently about 40 years of age. Very large in stature for a Japanese.

Complement: 16 officers and 141 Enlisted Men.

Purpose of

Visit: To take on water before continuing its journey.

Destination: Kara, Japan.

Departed: Sailed from Hilo at 2:15 P.M., April 19, 1936.

The "ONDO" belongs to the Imperial Japanese Navy and is attached to the Japanese battleship to Kumu-Kan.

(b) The undersigned accompanied by 1st Lieut. Geo. Selman, USA., and Commissioned Warrant Officer Christianson, Commanding Officer, USCG "TIGER", made an official call on the Commander of the "ONDO" soon after docking. An interpreter was aboard but seldom used as Captain Kamada spoke English fairly well. He stated his trip from Honduras (later corrected to Los Angeles) was slow and tiresome, apologizing for the filthy condition of his vessel. That this was his first trip into American waters as his other voyages were in the Orient, the Mediterranean Sea and European waters. That he had been royally entertained by Navy officials while in San Pedro and Los Angeles.

At 2:00 P.M., same date, Captain Kamada accompanied by an aide, the ships chaplain and Dr. Yoshimura paid an official visit to Kilauea Military Camp remaining about one and one half hours.

(c) The following activities and movements were observed or reported and confirmed through reliable sources:

(1) Immediately after docking a delegation of Japanese (see Inclosure I) carrying flowers and packages boarded the "ONDO".

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All were apparently expected as no questions were asked. Some were  
(1) saluted by the seaman on duty, at the gang plank and his salutes were  
(2) promptly returned indicating some acknowledged official capacity. The  
(3) leaders appeared to be Dr. E. Yoshimura, Mr. K. Kawasaki and Mr. Kiyosaki.

(2) A sack of mail was taken aboard by two Japanese. The Post Master at Hilo stated this sack came direct from Yokohama under closed privileges and delivered aboard without examination.

(3) Second Lieut. Emil Osorio, H. N. G., reported the "ONDO" took on 525 tons of water up to 9:00 A.M., April 18th. She was drawing over 25 feet of water and was overloaded at this time. She took on 100 additional tons of water before sailing. She was equipped with hand water pumps except for boiler feed. The amount of water was estimated to be sufficient for a sixty to eighty day cruise. Saw members of the crew making drafts, photographs and measurements of the docks. (see enclosure (4) copy of report by Major Stafford direct to Dept. G-2). The "ONDO" had a water capacity of about 1,200 tons.

(4) Commissioned Warrant Officer Christianson, Commanding Officer of the USCG "TIGER", reported verified sketching, measuring and photographing of docks. Reported the taking off of packages by members of the "ONDO" crew which were subject to customs examination and in violation of the "Courtesy of the Port" which had been extended. Arrested the Japanese fishing sampan, license No. 32-A-477, which followed the "ONDO" in from Honolulu, for not having the required papers. Owner of this sampan is: Shimizu Matutaro.

(5) Mr. D. A. Devine, Postmaster at Hilo, reported the seizing for customs examination and violation of postal regulations, packages mailed or attempted to be mailed at Hilo.

(6) Mr. Leslie W. Branch, manager of the Hawaii Telephone System, furnished seven (7) copies of radiograms sent and received. See enclosure 3 Numbers 1 to 7 inclusive.

(7) Mr. George K. Richardson, Police Inspector, Hilo, furnished the list of cars with names of owners present at the dock awaiting the "ONDO" (see enclosure 2). He also furnished the moves of visitors boarding the "ONDO" while in port showing time spent aboard by principal suspected agents and sympathizers and those accompanying Japanese Officers ashore. (see enclosure 1).

(8) Officers and crew were entertained upon several occasions by individuals and societies at homes and tea houses. Some of these made the usual round the island trip. Interest was shown in Waimea and Kona districts. Generally speaking the Japanese populace as a whole did not appear to be overly enthusiastic in their reception of the "ONDO".

(9) It has been reliably reported but unconfirmed at this time that some members of the crew were seen with instruments in a home at Waimea making ranges and sketches of that area.

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This will be further investigated and reported later.

(X) Two U. S. Navy Planes arrived in Hilo Harbor about 10:45 A.M. April 16th, alighted for about ten minutes then took off.

(11) It has been reported that Japanese vessels have the habit of switching a part of their crew while in port. This was checked as far as possible (as far) in this case but no switching was reported. It is interesting to note however that the immigration authority was conspicuous by his absence most of the time while the "ONDO" was in port.

(12) The "ONDO" was granted the courtesy of the port by port authorities.

2. During the stay of the "ONDO" in Hilo suspicion of the following persons has been aroused by their actions as indicated:

- (2) (a) Mr. Kango Kawasaki: Reported to have a brother, who is an officer aboard the "ONDO". He is an alien and as such is barred from the practice of law, although a graduate of an American institution. He is a leader of local Japanese. Entertained Japanese officers while in port. Spent much time aboard the "ONDO". Habitual visitor aboard all Japanese ships arriving in Hilo.
- (1) (b) Dr. E. Yoshimura: Reported to be a member of the I.J.N., Med-Res. Spent much time aboard the "ONDO". Car bearing the license number in his name, but not the make of car for which license was granted, was seen with the Captain of the "ONDO" and three other Officers as passengers. Believed to have driven these officers around the Island. Is very active among the Japanese populace. A frequent visitor to all Japanese ships calling at this port.
- (4) (c) Mr. Frank Arakawa, Assistant County Engineer. Reported to be an ex-officer, U.S.A. Always found around Japanese ships in port. Spent much time aboard the "ONDO" while absent from his duties because of reported sickness. Is in a position to furnish vital information of a geographical nature. Held in general distrust by leading citizens.
- (d) Mr. Shinoda, Salesman for Ruddle Sales and Service: Always found around Japanese ships. Spent much time aboard the "ONDO".
- (e) Mr. Iahikawa, Salesman for American Factors: Reported to be a Captain in Japanese Army Reserve. Was very much in evidence aboard the "ONDO" prior to sailing.
- (f) Kiyosaki Brothers, local merchants: Spends much time aboard all Japanese ships as well as the "ONDO". Known to have carried documents aboard the "ONDO" and entertained the officers. (This may have been for nothing more than commercial reasons.)

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(5) (g) Mr. Matsusakaya: Reported to be a book salesman from Honolulu. Spent much time aboard the "ONDO" and was the only known visitor from Honolulu. Seemed to be very welcome and much at ease with the ships officers.

(6) (h) Mr. Minoru Murakami: Local representative of the "Nippu Ji-Ji". Seen driving one of the cars which carried Japanese officers around the Island. Quite a leader among the Japanese populace. (two cars with Japanese officers as passengers were seen in the vicinity of Hue-Hue Bank (Kona) on April 18th, by Mr. Roy Estes, manager, Standard Oil Co.

(i) K. Omanaka: Drives a ramshackle model "T" Ford with license No. 21-669 meets all Japanese boats but confines activities to the crew. Suspected of being a dope peddler and a contact man.

3. Conclusions: That the "ONDO" visited Hilo for the general purpose of obtaining information, making contact with their loyal agents and to take on sufficient water to permit cruising to units of the Japanese fleet and Naval stations in the Pacific before proceeding to Japan. That there are active Japanese agents in Hilo and that some action should be taken to determine their status especially those reported herein. That the officers were interested in the port of Hilo, Waimae District and the Kona Coast. That the latitude granted foreign vessels in port is too great for our own good and advantage is being taken of this. That some action should be taken to rid the island of alien residents who have had the opportunity to qualify for citizenship or those ineligible. That there is an apparent laxity on the part of immigration authorities to closely check illegal residence and entries on this island.

4. The following individuals had definite partial knowledge of the assigned mission and were instrumental in obtaining the above information. All reports were corroborated and considered reliable.

- Major Ben Stafford, Infantry.
- Captain James G. Reid, Hilo Harbormaster.
- Mr. Leslie W. Branch, Manager Hawaii Telephone System.
- Mr. George K. Richardson, Police Inspector, Hilo.
- Commissioned Warrant Officer Christianson,  
Commander USCG "TIGER".
- 2nd Lieut. Emil Osorio, H.N.G.
  
- Mr. D. A. Devine, Postmaster Hilo.

(Signed) H. C. Gilchrist,

H. C. GILCHRIST,  
Major, Infantry,  
Commanding Hawaii District.

Inclosures:

1. List of Visitors
2. List of Cars and Owners
3. Copy of Radiograms 1-7, incl.
4. Copy report by Major Stafford.
5. News clipping.

Alfred W. Carter, Trustee.

Cable and Wireless Address  
"CAR", Honolulu  
P. O. Box 277.

Honolulu, T.H., U.S.A. April 27th, 1936.

Colonel G. S. Patton,  
Fort Shafter,  
Honolulu, T.H.

Dear Colonel Patton:

I enclose herewith a letter from Mr. A. A. Akina regarding a visit of some Japanese officers to Waimea and also a statement regarding one of my employees at the ranch house.

I have learned from Hilo that a Japanese Oil Tanker left that port on Sunday afternoon, April 19th.

Should I obtain any further information, I will let you know or if you would like me to make inquiry along any line, I should be glad to have it done.

I regret that they did not get the automobile numbers nor the names of the local people who were in the cars. It would be easy to get the name of the contractor and the Japanese owner of the building in the course of construction but the drivers were not identified.

I presume this sort of thing is, to your knowledge, being done all of the time and I don't know if you consider such reports of any value. I send it for what it is worth.

Yours respectfully,

(Signed) Alfred W. Carter.

AWC;LB

Kamuela, Hawaii,  
April 25, 1938.

Mr. A. W. Carter,  
P.O. Box 277,  
Honolulu, T.H.

Dear Mr. Carter:

Acting upon information contained in your letter of the 23rd, I called on Mrs. Kanakanui and she informs me as follows:-

On Sunday the 19th, sometime between 7.30 and 8 o'clock A.M., while she was preparing breakfast, her attention was directed to 3 automobiles stopping directly in front of her house and in the back of a new house under construction. Three automobiles stopping in that neighborhood being somewhat of a rare occasion naturally made Mrs. Kanakanui curious, so she watched and from the 3 cars 10 Japanese men dressed in white uniforms, with white caps and all wearing black capes or overcoats stepped out. To Mrs. Kanakanui these men resembled naval officers. There were also 3 men in civilian clothes, presumably the drivers. One of those in civilian clothes was either the contractor or the owner of the new house for Mrs. Kanakanui has seen him on several previous occasions come there to inspect the work of the carpenters.

Some man in uniform, a tall person, carried with him from the car, what looked to Mrs. Kanakanui, like a 4 or 5 ft. length of 3 or 4 inch pipe, others carried metal boxes similar to the usual tool or cash box type. There were several of these boxes. All went into the house and through the window in the back room which commands a full view of Waikoloa, Keamoku, Waikii, etc. this length of pipe was put to use as though it was a telescope, one man looking through and making motions while others took out large sheets of paper evidently from the boxes and had them stuck on the walls. It looked very much like they were drawing or writing on these sheets. The position of this pipe was changed several times in order to take in the whole surrounding country including the hills back of Peter Aricle's. Mrs. Kanakanui claims, that this performance hadn't gone on more than about 30 or 45 minutes when the ranch milk delivery car came and immediately the whole outfit in the new house disappeared from view but as soon as the milk car left Mrs. Kanakanui saw everybody standing again and the performance continued until about 11 o'clock A.M. when they all left driving up towards Chock in's.

Mr. A. W. Carter - 2.

I questioned several others very casually on the pretense of looking for some itinerant picture salesman who was selling pictures, books, etc. without license and discovered that yesterday sometime your yardman, Ishida, with a man from Honolulu went to Edwin Lindsey's at Waiaka to see the 3 Japanese there. As near as I can find out the mission of the Honolulu man was to take census among the Japanese and at the same time give a picture of the Mikado to those who wished to donate \$2.50 or \$3.00. I could not obtain the name of the Honolulu man nor the reason for the donation as the old Japanese at Edwin's cannot understand much.

I had also intended to contact Mr. Groves who lives next door to Kenakanui but he is in Hilo at present. Should I gather further information will so advise you.

Very sincerely yours,

(Signed) A. A. Akina,  
A. A. Akina.

~~SECRET~~

Hilo, Hawaii,  
April 30, 1936.

J. Walter Doyle,  
Collector of Customs,  
Honolulu, T.H.

Sir:

In reply to your letter of April 27, 1936, reference to my report on Mr. Kawasaki, I wish to state his contacts with the Japanese Training Ships and Tankers always seemed suspicious to me. His actions as well as his attitude bear out that significance.

He has always been active with Reception Committees in welcoming and entertaining "Members of the Crew" especially the Officers. Masters frequently refer to him for assistance in their dealings with local agencies. During the period I have been in charge of this port, there has developed much suspicion against him. Other Federal Officials expressed like sentiments.

I have noticed that he is always on hand when ships arrive, and is one of the first to pay his respects to the Master. It is very noticeable that he spends a lot of his time aboard these vessels. He accompanies Officers on sight-seeing tours on this Island with cameras from the vessel, not kodaks. I was once invited to a beach picnic given in honor of one of the Training Ships, at which he was Master of Ceremonies. At the end of the celebration he gave a talk in Japanese which was applauded with hearty "Banzais".

On a number of occasions he has come to me for interpretation of courtesy letters. He has constantly tried to find loop-holes in them, and is always ready with some alibi when he finds himself in difficulty. He really acts as go-between in this matter. His excuses are that they do differ in Honolulu, Los Angeles and other ports where these vessels have touched, and it was his belief that different customs regulations applied to the various classes of vessels with regard to landing of packages. He claims that I am too strict, and once inferred that I might be exceeding my authority. I have gone into this matter very thoroughly with him, on each occasion, and up to this time I have received little cooperation.

Annex No. 3 (2 sheets)

-1-

copy

J. Walter Doyle - Collector of Customs - Honolulu  
investigation - Mr. Kawasaki - Sheet 2.

In my dealings with him in the past, he has been very evasive, and his attitude has been insincere. He has been in trouble with Customs more than once at this port. On the last occasion when I tried to have him put his answers to my questions in black and white he employed Attorney C. S. Carlsmith to represent him before answering.

He submitted his answers the day following our interview, and appeared greatly relieved when it was over with. He informed me that he had not slept during the night thinking over the incident. He also stated at the time that he had lived 30 years in Hawaii, and loved this country far better than Japan. This statement seemed quite uncalled for, as no question was ever raised as to his loyalty. I impressed on him at the time, that the only reason for asking him for written answers was to assure myself of no future misunderstanding, and that it would serve as a matter of written record. He then apologized and offered his full cooperation.

Mr. Kawasaki is an alien. He is known as Attorney Kawasaki, and listed in the Directory as, Kango Kawasaki, Attorney-At-Law. I do not know whether he is an Attorney, but Mr. Carlsmith stated that he knows Mr. Kawasaki went thru Law Schools. Mr. Thomas, of the Immigration Service, stated he interprets for a number of applicants for re-entry permits, and evidently charges a nominal fee. His occupation may otherwise be classed as Japanese Interpreter. His business is in the legal profession, in the preparation of legal papers and documents, such as Contracts, Deeds, Abstracts & Titles, Etc., but he is not permitted to practice in any court. He employs a Japanese girl who is a Notary Public.

I have no concrete information relative to his connections with the Japanese National Government. I have gathered from conversations with different people, whom I can not recall at this time, that he received Naval Training from the Japanese Government prior to coming to Hawaii. On different occasions, I know, he received small gifts from High-Japanese Officials.

In my previous letter, I stated that "I firmly believe him to be prominently connected with the Japanese National Government" his actions, his connections, conversations with local residents, all tend to build up a chain of circumstantial findings which are the basis for my convictions.

Respectfully,

(Signed) R. H. Anderson.

R. H. Anderson,  
Deputy Collector.

*file  
Personal*

*PSF* *war dept  
Folder*

SPEECH AT HOTEL ASTOR, NEW YORK,  
June 5, 1936, at 8:30 pm  
by  
Major General S. D. EMBICK

Gentlemen:

The Chief of Staff has asked me to express his deep regret at his inability to be present with you this evening. He had looked forward to coming, and it was with great reluctance that he finally concluded that the many problems arising in the closing days of the present Congress made it necessary for him to remain in Washington.

When casting about in my mind for a subject upon which I might speak to you tonight, I dismissed at once the subject of the Military Academy. Its history and its achievements are as well known to you as to me. But, in passing,

I cannot refrain from voicing the thought that its mission may be even more important in the future than in the past. The increasing centralization and complexity of society seem to me to render it more necessary than ever that the State have at its command a group of men of high standards who, freed from local political or economic interests, are content to be poor and to find their satisfaction in the advancement of the common good. It was upon such a group that Plato reared the structure of his ideal State.

As to other subjects — it occurred to me that one that might be of interest to this audience is that

of the military aspects of the present World situation. To describe that situation as analogous to the one existing in the Spring of 1914 would be incomplete. It would also be inaccurate for the differences in the potentialities of the two situations are differences in kind as well as in degree.

You are, of course, aware of the gravity of politico-military conditions in Europe, and of the rise of Japan to an unchallenged position in the Far East. But there is another and a cardinal factor of which you may be unmindful of the full significance.

It is a factor that does not arise from political causes. It is one that is due solely to the development of new military and naval weapons, namely, the airplane and the submarine.

The influence in general of aviation in the control of the sea, the degree of obsolescence, if any, of the battleship, is a question that must await the test of war. The answer even then will probably not be of a categorical nature, but qualified by many conditions, in so far as the question applies to wide sea areas. But in special cases such as those presented by narrow seas, adjacent to hostile

land bases, the answer in part at least may be ventured now. In such seas the battleship has lost the assured supremacy it has had heretofore.

It is in respect of the Mediterranean that this new factor assumes a singular, indeed an incalculable, weight. It is needless to dwell upon the politico-military importance of that sea. Its existence has largely shaped world history. In classic times its control determined world supremacy.

For the past two hundred years the Mediterranean has been under British hegemony. For the past sixty,

it has been the major base of their colonial empire, the bulk of which lies to the east of Suez. During this period the safety of the British Empire rested primarily upon the ability of the British fleet to dominate the Mediterranean, coupled with the fact that there existed until recently no other strong naval power in the Far East.

Today neither of these conditions obtain. Japan is dominant in the region of the Western Pacific north of the equator, and the line of communications through the Mediterranean can be rendered insecure by any nation bordering its shores.

It is these two major changes  
that I would suggest to you as subjects  
for reflection. To me they are of such  
signal importance that they may be  
found to have altered in an epochal way  
the direction of world progress.

*P5F  
war*

In re-Memo from Col. Watson about new 75 mm gun

SEE--COLONEL WATSON (S) DRAWER 2--1936