

SOUTH KOREAN INTERIM GOVERNMENT
National Food Administration
SEOUL, KOREA

MGNFA

3 January 1948

SUBJECT: Operation of Rationing Program in Cheju Do

TO : Chee, Yong Eun, Director
National Food Administrator
Carroll V. Hill, Adviser

1. The word that best describes Rationing Operations in Cheju Do is "Chaotic".

2. At the Provincial level you are told that the ration is the same for every person and that allocations are made to each of the two Guns in accordance with the non-supplier population, and from the Gun to the Myun on the same basis.

3. From this point anarchy takes over. The actual ration delivered to individuals is not the same in every myun and will even differ in towns within the same myun, and between three classifications of rationees within the myun. The Provincial ration was 1 hop of rice and 1 hop of other grains for November but actual distribution in 5 of the 13 myuns was as follows.

Myun	Non-suppliers In hops		Partial Suppliers in hops		Rich Men* In hops	
	Rice	Other Grs.	Rice	Other Grs.	Rice	Other Grs.
Cheju Up	1	None	None	None	None	None
Chung Muen	1	1	.7	.8	.5	.5
Nanwon	1	1	.8	.7	.5	.5
Sukui	1	1	None	None	.8	.7
Ku Ja	1	1	None	None	None	None

*Rich men are non-supplier who have the means to buy their additional requirements on the black market. We only asked for the number of rich men in one myun (Sukui). Out of a non-supplier population of 5520 the rich men numbered 700. As this figure does not show the number in each rich men's family it will be seen the persons thus discriminated against is a substantial proportion of the non-supplier population.

4. The ration allocation shown above does not mean that this was the amount received by the rationees. If there was a shortage of other grains within the myun he may have obtained 2 hop of rice instead of one hop of rice and one hop of other grains. In all except one of the eight myuns visited the ration was late in being delivered. For example the single hop of rice to the people of Cheju Up for November was not made available until 8 December. In Hallim we interviewed a woman customer at the ration store who was receiving 30 hop of rice and 80 hop of other grains. The difference between the amount she received and the proper ration was grain due her on back rations. She stated she had borrowed grain to live on while waiting her allocation.

5. All Myun Changs advised that the delay in delivering rations was due to (a) lack of adequate transportation and (b) inability of the ration store operators to finance purchases. We were advised that this situation was being corrected and men equipped to finance the stores properly were replacing the poorer operators. While transportation is important we believe the second reason is the more probable. (Plus the lack of other grains due to sabotage of the summer grain collection program.)

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For example the store keepers in Song Son Po, a town at the very eastern tip of the island and the farthest point on the island from either Cheju Up or Soggi Po, where P.F.S. warehouses are located, have combined to open a small warehouse of their own and maintain adequate supplies. Also the failure to ration other grains in Cheju Up, even in a store 30 yards from the warehouse was not due to lack of transportation. (The store keeper could have carried it on his back.) The limit of the ration for November to 1 hop of rice in Cheju Up was due solely to the failure of the summer grain program. The governor himself ordered this ration, once again showing his preferential treatment of people in the country.

6. The system of handling ration cards was very interesting to me - but being a newcomer we cannot say it is unique in Korea. -- The head of the rationed family calls at the Myun Changs office each ration period to obtain the families ration cards. The Myun Chang or his employee notes on the card the amount of grain he is authorized to purchase. (Except in one myun where only a slip is given that was left at the store where the purchase was made.) After the purchase is made the card is given to the rationee's Ku Chang who returns it to the Myun Chang's office. In other words the ration card is only a license to purchase a months supply. This system certainly furnished the established officials a powerful weapon over the people.

7. On many occasions we found people waiting in front of ration stores. The proprietor was soon located for us however. We never obtained a satisfactory excuse for his delay in serving his customers. There appeared to be no schedule of store hours - or for that matter any other consideration - for the convenience of the public.

8. We visited the warehouses of P.F.S. in Cheju Up. The first and largest was not 10% occupied. The two other buildings were each about 20% occupied. In the meantime grains were stored out doors in huge piles covered with mats. Messrs Ko and Pak promised to remedy this situation.

9. We obtained a list of warehouses from Captain Kelly, Property Custodian. Several we visited were in such disrepair they were useless but when we eventually found one in an unused starch plant, they did not want it. Although I thought it very well located. As time was pressing we spent no more time on warehouses, but before we left Mr. Ko and Mr. Pak asked me to report the need for a warehouse and mill at Cheju Up. He said the Governor was opposed to the plan because the dirt would be unpleasant to the many homes in the proposed area. They have money and machines and need only the Provincial Governor's approval to proceed with construction. I am inclined to believe the warehousing they really want is a new one at Cheju Up. When considering their warehousing needs and transportation problems it must be kept in mind that no point in Cheju Do is more than 30 miles from the present warehouses. Also in every myun there are facilities for storage of small quantities to meet current needs.

10. We visited the motor pools of both the Governor and the P.F.S. at the P.F.S. pool all trucks were in operation except one being repaired. At the Governor's pool we found 11 trucks, tires off, motor parts missing, and other indications of abuse of equipment. Some of these vehicles could have been operating if tires were at hand. There were used army tires available at a cost of 600 yen each. The day they arrived P.F.S. purchased its allocation. At the time of my visit (three weeks later) the Governor had not purchased any.

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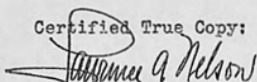
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11. If possible the P.F.S. should be given control over all vehicles. It has certainly demonstrated an efficiency that is sorely needed for all Government Motor Transportation. However, some of this equipment should be made available with proper controls to other Government Agencies.

12. We wish to make the further recommendation that all ration distribution be placed under the P.F.S. This would permit the adoption of uniform distribution regulations that would be equitable to all. It would also permit a better handling of distribution at the retail level.

/s/ P. J. C.
/t/ PETER J. CARROLL
Administrative assistant

Certified True Copy:


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