

CHAPTER XXII TRANSPORTATION

ROADS

General Remarks

It is no exaggeration to say that before the advent of the new State, there were no regular highways in Manchuria. There was however, considerable traffic carried on, for during the winter months the frozen rivers and fields provided thoroughfares in many places, enabling the native inhabitants to transport several million tons by means of horsecarts. Manchoukuo, born as a Wangtao State, had to adopt a road policy worthy of such State and adequate for the needs of the times. In the belief that the construction of roads was an essential element in State-building, not merely for the sake of trade and industry but from the standpoint of public peace, administration, and defense, the Government set about building roads and thoroughfares fit for traffic in all seasons. At the close of 1938, the total length of roads fit for motor traffic reached nearly 70,000 kilometres, a remarkable achievement compared with 36,672, the figure at the birth of the new State. Motor vehicles are now seen even in the remote districts where donkey or horse carts used to be the only means of traffic and where bandit attacks were frequent—a change beyond the dream of local inhabitants.

Table 1. ROAD AND BRIDGE CONSTRUCTION

	National Roads		Local Roads		Bridges	
	Extension (Kms.)	Expenses (M¥1,000)	Extension (Kms.)	Expenses (M¥1,000)	Length (Meters)	Expenses (M¥1,000)
1932	707.7	7,804	—	—	—	—
1933	3,000.9	12,876	5,218.5	76	480	56
1934	2,632.3		2,138.1	684	1,595	146
1935	580.4	16,615	1,468.7	346	2,122	249
1936	2,071.0		1,485.7	846	3,266	207
1937	2,168.6	10,068	989.8	717	5,700	189
1938	1,920.0	13,461	2,597.0	403	8,455	1,891
Total	13,080.9	60,824	13,897.8	3,071	21,618	2,739

Table 2. LENGTH OF ROADS CLASSIFIED

(End of 1937; Unit: Kilometers)

Province:	Usable year-round	Unusable after rains	Unusable in rainy season	Usable in winter only	Total Length
Kirin	1,015	1,220	2,839	1,577	6,652
Lungkiang	504	3,486	637	1,230	5,857
Heiho*	—	—	—	—	—
Sankiang	—	371	2,037	755	3,163
Mutankiang	187	181	625	632	1,625
Pinkiang	1,080	3,490	1,918	319	6,806
Chientao	194	512	249	286	1,241
Tunghua	845	667	432	112	2,056
Antung	652	1,357	2,727	20	4,756
Fengtien	2,990	3,205	1,518	129	7,841
Chinchow	1,847	1,122	1,189	237	4,395
Jehol	1,118	1,711	1,159	166	4,153
Hsingan W.*	—	—	—	—	—
Hsingan S.	295	761	494	45	1,495
Hsingan E.	47	185	—	199	431
Hsingan N.*	—	—	—	—	—
Total	{ 10,773 20%	{ 18,267 36%	{ 15,723 31%	{ 5,706 12%	{ 50,468 100%

Note: * Investigation not yet completed.

Table 3. FIVE-YEAR PLAN FOR IMPROVEMENT OF LOCAL
ROADS AND BRIDGES

(1938-1942)

Roads	Length (km.)	14,580	Allotment for 1938	4,333,060
	Subsidy (M¥)	10,008,430	" " 1939	3,398,420
Bridges	Length (km.)	32,289	" " 1940	4,231,610
	Subsidy (M¥)	11,594,000	" " 1941	4,313,360
Total State Subsidy		21,602,430	" " 1942	4,321,980

Note: Standard width of road is 6-8 meters.

State Highways

For carrying out its road programme, the Government, in 1933, established the Bureau of State Highways. The original road programme contemplated the construction of 60,000 kilometres of national highways, in ten years from 1932 to 1940, but various circumstances compelled the revision of the plan. According to the revised programme, 10,000 kilometres of new roads were

envisaged for the first period (1932-1936), and 13,000 kilometres for the second period (1937-1941). During the first period, 8,992 kilometres were completed, while the results for the second period are expected to be equally satisfactory. As the second period will end in 1941, the authorities concerned are already engaged in drawing up the next programme. In addition to the above programme, the construction of roads for the exclusive use of motor vehicles is also under consideration.

Local Highways

In view of the importance of local highways for developing trade and industry and for spreading culture, the Government which had created the Bureau of State Highways to carry out the national road programme, established the Public Works Bureau in the Department of People's Welfare to take charge of the extension and improvement of local roads. The machinery of public works administration has been modified from time to time, and now the control over public works, both national and local, belongs to the Department of Communications, with the public works sections in local governments as the immediate organs of execution.

MOTOR TRAFFIC

Considering the vast extent of Manchoukuo territory suitable for motor traffic and the importance of the service from the standpoint of industry, defense, and culture, a great expansion of this branch of communication is simply a question of time.

With the establishment of internal order and the construction and improvement of roads, motor traffic, including both motor bus and truck services, began to make rapid progress. In view of the characteristics of the traffic the Government divided the business into national and private categories, entrusting the former, as in the case of the State railways, to the management of the S.M.R. Motor transport in all the provinces except Fengtien, Kirin, and Antung was declared a State enterprise, conducted by the S.M.R. on behalf of the Government; while the private motor transport business in the three provinces was consolidated by amalgamation, for the sake of greater efficiency and coordinated

development. Thanks to these arrangements, motor transport has continued to make satisfactory progress, the roads under operation now totalling 25,000 kilometres. Motor transport has thus become a very important branch of internal communication, side by side with railways and other means of transport.

Table 4. CONDITION OF MOTOR BUS TRANSPORTATION

	No. of lines	Length extension lines (Kms.)	Length of operating lines (Kms.)	Investment (MY1,000)	Aggregate number of passengers carried (1,000)	Aggregate amount of goods hauled (1,000 m. tons)	Total Receipts (MY1,000)
Governmental:							
1934	19	8,876	3,544	2,300	358	6,650	1,223
1935	33	9,935	4,366	2,339	515	5,103	1,580
1936	65	11,272	5,644	2,422	722	7,081	1,830
1937	80	13,103	5,386	—	1,132	38,066	3,508
1938	—	—	—	—	6,311	38,230	7,311
1939	206	20,547	16,718	—	—	—	—
Private:							
1934	32	3,752	3,311	2,195	—	—	—
1935	63	4,693	4,125	3,830	34,278	16,742	3,239
1936	104	5,518	4,215	4,174	43,697	41,252	4,389
1937	123	6,687	6,500	—	72,821	—	5,997
1938	—	6,922	—	—	—	—	—
1939	—	7,144	7,144	—	—	—	—

Motor Transport: National

As has been stated above, motor service in Manchoukuo is partly national and partly private. The service on roads important from the standpoint of industry, internal peace, and national defense has been designated as national, with the S.M.R. conducting the business on behalf of the Government, as has already been observed. In the days before the advent of the new State, roads in Manchuria were in very bad condition. During the rainy season, they became so muddy as to cause a stoppage of traffic, often for weeks. Soon after the establishment of Manchoukuo, the Government adopted a national road policy, in accordance with which the construction and improvement of roads are now being pushed.

Details of state bus lines as of April, 1939 are given hereunder:

Table 5. STATE BUS LINES
(April, 1939)

Mukden Railway Bureau			
(Total Length: 1,857 kms.)			
	Kms.		Kms.
Ancheng Line:			
Antung-Chengtzutuan	232	Fenghu Line:	
" -Hungchikai	52	Mukden-Fushun	56
" -Wulungpei	22	Hutieh Line:	
Hoshenkou-Lungwangmiao	45	Hushun-Tiehling	65
Takushan-Fenghuangcheng	96	Liaohu Line:	
" -Tashihchiao	175	Hushun-Waitoushan	60
Chuangho-Paipin	120	Waitoushan-Liaoyang	65
" -Siuyen	72	Chenghu Line:	
Chehmucheng-Pachakou	12	Hushun-Chengchang	110
Hainiu Line:		Fengcheng Line:	
Haicheng-Niuchuang	25	Mukden-Kangping	119
Yingkow-Neuchuang	40	Faku-Changkutai	108
Hailiao Line:		Faku-Tungchiangkou	29
Haicheng-Liaoyang	62	Hsiaokou-Kangping	39
Anren Line:		Faku-Ilu	72
Lishan-Liaoyang	16	Minchang Line:	
		Hsinmin-Changwu	62

Chinchow Railway Bureau			
(Total Length: 3,146 kms.)			
	Kms.		Kms.
Jehol Line:			
Lingyuan-Suichung	184	Chaoyang-Chienping	82
Suichung-Minshuitangpienmen	43	Yehaishou-Hsinghui	115
Pingchuan-Hsifengkou	97	Tahushan-Hsientientzu	32
Lamatung-Chinglung	103	Weichang-Chihfeng	*130
Chinglung-Hsientien	69	Weichang-Tolun	*130
Pingchuan-Hsiehiao	131	Chihfeng-Linhsi	210
Hsiehiao-Nolin	20	Peiha Line:	
Hsiehiao-Chihfeng	*59	Fuhsin-Halaton	62
Chengteh-Weichang	135	Paituchangpienmen-Peichen	37
Sanchakou-Kupeikou	91	Fuhsin-Tunglumutewang	21
Yingpang-Fengning	47	Peikai Line:	
Lingyuan-Lengkou	164	Peipiao-Namanchi	152
Chengteh City	3	Kailu-Namanchi	115
Chinfu Line:		Tungliao-Koutsinsuchi	92
Chinchow-Sihaikuo	36	Tungchieng Line:	
Hsingshan-Hulutao	45	Tungliao-Kailu	86
Chinsi-Yangchiachangtzu	35	Kailu-Lintung	180
Chinchow City	11		

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Chinchow Railway Bureau
(Total Length: 3,146 kms.)

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Kirin Railway Bureau

(Total Length: 1,861 kms.)

	Kms.		Kms.
Tunghua Line:			
Tunghua-Tsian	*116	Nungan Line:	
Tsian-Yangyutao	19	Nungan-Fulungchuan	50
Tsian-Huangpai	34	" -Kuochiatun	*25
Tunghua-Pataohao	60	" -Kaoshantun	60
" -Haunjen	94	Kuochiatun-Tafangshen	49
" -Tunghua Station	5	Mimen-Kaoshantung	30
Shanchengchen-Liuhoh Station	37	Chiutai Line:	
Liuhoh-Wufenglou	51	Hsiachiutai Sta.-Shanghowan	82
Chaoyangchen Line:		Chitamu-Pachitun	45
Chaoyangchen-Fushung	145	Hsiachiutai Sta.-Ssutsingtsui-tzu	*
Peipinanchuan-Wutaokou	85	Nankuan-Hsiachiutai Station	30
Liuhoh-Kushantzu	28	Chiaoho Line:	
Kingki Line:		Chiaoho-Pachiatzu	27
Hsinking-Kirin	126	Tunhai Line:	
Kirin-Hsiaofengman	25	Tunhua-Kuanti	32
Itung Line:		Kuanti-Emu	30
Itung-Panshih Station	80	Tunhua-Emu	*50
" -Yentungshan Station	90	Tungmen-Mahao	28
" -Shihling Station	60	Antu Line:	
Chaluhoh-Shuangyang	37	Mingyuehkuo-Antu	124

(Continued)

Mutankiang Railway Bureau

(Total Length: 1,894 kms.)

	Kms.		Kms.
Tungman Line:			
Tumen-Mishan	*45	Hartung Line:	
Hunchung-Tinghsingchen	100	Shanhsin-Chiamussu	106
" -Chingyuehiao	51	Chiamussu-Huachuan	39
Tahungkou-Lotzukou	82	Huachuan-Fuchin	*113
Suifenhoh-Sanchakou	62	Fuchin-Tungkiang	76
Sanchakou-Tinghsingchen	120	Sanhsin-Poli	110
Mishan Line:		Chiamussu-Fuchin	166
Mishan-Pingyuang	78	Fuchin-Paoching	120
Pingyuang-Lishuehen	52	Shakang-Paoching	139
Lishuehen-Mishan	22	Chiamussu-Hsingshantun	205
Mishan-Mishan Sta.	12	Chienchen Sta.-Huanying	5
Pingyuang-Pingyuang Sta.	12	Huanying-Sanhsinchien	100
Poli-Chitaiho	32	Chiamussu City	19

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Hoshenkou-Lungwangmiao ..	45	Liaohu Line:	
Takushan-Fenghuangcheng ..	96	Hushun-Waitoushan	60
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" -Siuyen	72	Hushun-Chengchang	110
Chehmucheng-Pachakou	12	Fengcheng Line:	
Hainiu Line:		Mukden-Kangping	119
Haicheng-Niuchuang	25	Faku-Changkutai	108
Yingkow-Neuchuang	40	Faku-Tungchiangkou	29
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Liuhoh-Kushantzu	28	Chiaoho Line:	
Kingki Line:		Chiaoho-Pachiatzu	27
Hsinking-Kirin	126	Tunhai Line:	
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Lishuchen-Mishan	22	Chienchen Sta.-Huanying ..	5
Mishan-Mishan Sta.	12	Huanying-Sanhsinchien	100
Pingyuang-Pingyuang Sta. .	12	Chiamussu City	19
Poli-Chitaiho	32		

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Harbin Railway Bureau
(Total Length: 2,225 kms.)

	Kms.		Kms.
Hartung Line:			
Harbin-Hulan	23	Harbin-Loanchen	30
Hulan-Mulan	122	Sanchaho Line:	
Mulan-Tungho	75	Sanchaho-Wuchang	120
Tungho-Sanhsin	81	" -Yushu	60
Fangcheng-Talomi	55	Yushu-Pachitun	60
Tungho-Fengshan	60	Wukoshu-Taolaichao	23
Pingfeng Line:		Kungpengtzu-Tapahao	12
Harbin-Pingfeng	26	Hsinglungtien-Ssuchiafang	74
Lalin Line:		Sanchaho-Fuyu	125
Harbin-Acheng Sta.	45	Suchiaputz-Wuchiachan ...	18
Hsiangfang-Acheng	36	Hsiaokungpengtzu-Fuyu ...	72
Acheng-Lalin Sta.	38	Lalin Line:	
Acheng Sta.-Barrack	3	Yushu-Lalin	59
Mankou Line:		Nohei Line:	
Mankou-Yuyuan	98	Heiho-Aigun	33
Yuyuan-Fuyu	50	Aigun-Chiko	114
Mankou-Hsikang	82	Heiho-Chinshangchen	*225
Hsikang-Mingshui	60	" -Kantachi	124
Hsikang-Chifeipaching	52	Sunwu-Chiko	115
Lanhsi-Hulan	50	N. Sunwu Sta.-Barrack ...	5

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Tsitsihar Railway Bureau
(Total Length: 2,826 kms.)

	Kms.		Kms.
Tsicha Line:			
Tsitsihar-Kannan	107	Tsitsihar-Lintieth	80
Meiliszu-Fulaerhehi	14	Paichuan Line:	
Yungankai-Anganghsi	20	Anta Sta.-Paichuan	160
Tsita Line:		Paichuan-Koshan Sta.	65
Anganghsi-Tuerpete	100	Anta-Hsikiang	42
Talahar-Taikang Sta.	106	Paichuan-Hailun	85
Talahar-Tatungchen	74	" -Ian	65
Nohei Line:		Paichuan-Kotung Sta.	66
Noho-Puhsi	30	Koshan-Peihsingchen	58
Nunkiung City	6	Paichuan-Taian Sta.	81
Tailai Line:		Taian Sta.-Ian	47
Tailai-Chinghsing	107	Antai Line:	
Tatzucheng-Chalainoerh ...	22	Anta Sta.-Tatungchen	67
Fulaerchi-Puhsi	54	Tatungchen-Yuchow	57
Lintieth Line:		Hsangan Line:	
Taikang Sta.-Lintieth	55	Wengchuan-Hailar	*285
Lintieth-Ian	55	Hailar-Nalemutu	180

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	Kms.		Kms.
Hailar City	10	Ankuang-Lungehuantun	30
Taonan-Fengehuan	105	Kanan Line:	
Wangyehmiao-Fengehuan ...	113	Kaitung-Chienkuochi	155
Sanchiatzu-Wafangchen ...	44	Taipingehuang-Tanyu	45
Wangyehmiao-Wafangchen ...	65	Tanyu-Kaitung	50
Kingtao Line:		Chienkuochi Line:	
Taonan-Ankuang	*86	Chienkuochi-Fuyu	8

Note: * Note in operation.

Motor Transport: Private

With regard to motor transport in Fengtien, Kirin, and Antung, the three provinces reserved for private enterprise, where urban and suburban traffic forms the main volume, the service is being developed in a coordinated manner, with the participation of the Dairen Urban Traffic Company in the capital and technical organization of the service. In accordance with this policy of the Government, the Hsinking Traffic Company was established in July, 1935, for the Special Municipality and its environs, and the South Mukden Traffic Company was organized in August, 1936. The establishment of other new companies followed in quick succession: the Fuhsien Traffic Company in March, 1937, the North Mukden and Harbin Traffic Companies in July, 1938, the Antung Traffic Company in December, 1938, and the South Fengtien Traffic Company in November, 1939 (this last company amalgamating the services in Liaoyang, Anshan, Yingkow, Wafangtien, etc.) In this manner, a coordinated system of private motor transport has been built up. These companies are now doing their best to improve their service, with their capital fully paid up.

WATERWAYS**General Remarks**

Following the establishment of inseparable connection with Japan, the Government of Manchoukuo adopted the development of economic resources and the extension of communication facilities as vital national policies, which are now pursued with the utmost vigour. In this section, the waterways, harbours, etc., in Manchou-

kuo are discussed as an important part of the communication system of the country.

The rivers in Manchuria form two large systems, the one flowing in a northeasterly and the other in a southerly direction. The annual damage from floods is still considerable, owing to the neglect of riparian works during the former regime as well as the natural conditions of the streams. In order to save the country from the damage of floods and to develop irrigation, water power and transport, a large scale river improvement plan with the scheme for the Liao River as its central feature, was adopted, a plan which is now steadily pursued. As regards sea transport, the growth has been of a recent date, since Manchoukuo is favoured with few good harbours, in spite of the length of its coasts. In view, however, of the world situation, the Government is also endeavouring to strengthen the position of Manchoukuo in this respect, by adopting necessary legislation and by constructing new harbours and expanding existing facilities.

As the rivers in Manchuria form two great systems there has always been considerable inland water transport. In recent years, however, the traffic on the Liao River began to decline, owing to the accumulation of alluvial deposits—a circumstance which led to the improvement scheme for that river. In North Manchuria, the Sungari constitutes a great artery of water transport, vessels of over 1,000 tons sailing up to Harbin, the centre of inland shipping. In striking contrast to the situation during the old regime, ships including ocean-going vessels, flying the Manchoukuo flag are increasing year after year.

The navigation bureaus of Manchoukuo, classified by regions under their supervision are subjoined.

Table 6. NAVIGATION BUREAUS BY TERRITORIES

Harbin Navigation Administration Bureau	Harbin ...	{ 1st Sungari, 2nd Sungari, Ussuri, Nonni, Amur, Arugun and their branches and coasts.
Yingkow Navigation Administration Bureau	Yingkow ..	{ Pohai and the Liaoho which empties into it and other rivers, and their branches and coasts.
Antung Navigation Administration Bureau	Antung ...	{ Huanghai and the Yalu emptying into it and other rivers, and their tributaries and coasts.

Table 7. REGULAR RIVER VOYAGE COURSE (1937)

	Kms.	Steamers	Vessels allotted		Total
			Lighters & Sailing Vessels		
Harbin-Fuchin	623	349	755		1,104
Fuchin-Heiho	759	26	20		46
Heiho-Moho	827	62	35		97
Moho-Kokan	344	17	18		35
Fuchin-Hulin	663	25	15		40
Hulin-Huangkang	241	26	16		52
Hulin-Antungehen	190	2	—		2
Harbin-Fuyu-Talai	332	42	68		110
Harbin-Heiho	1,418	35	35		70
Harbin-Hulin	1,286	37	31		68
Harbin-Sansheng	341	394	1,057		1,451
Harbin-Chiamussu	451	149	—		149
Harbin-Chikote	154	48	—		48
Heiho-Wuyun	299	8	—		8
Chiamussu-Lienkiangkow	5	718	—		718

Table 8. RESULTS OF RIVER VOYAGE

	No. of days opened	Operating kilometers	Vessels		No. of Passengers carried (1,000)	Goods carried (1,000 tons)	Total revenue (MY1,000)
			No.	Tonnage (1,000)			
1933	201	3,866	312	124	327	663	4,938
1934	200	4,820	319	120	393	821	6,484
1935	208	4,478	317	120	500	755	6,146
1936	202	4,478	310	119	640	846	6,439
1937	207	3,753	312	118	713	803	6,422
1938	219	3,753	310	118	709	885	6,223

Table 9. NUMBER OF REGISTERED VESSELS

(End of July 1939; Excluding vessels less than 20 tons)

Navigation Administration Bureau:	Steamers		Lighters		Sailing Vessels	
	No.	Tonnage	No.	Tonnage	No.	Tonnage
Manchoukuo:						
Harbin	124	51,170	256	73,334	111	3,606
Yingkow	77	26,265	18	1,896	353	11,819
Antung	13	547	6	374	317	10,978
Hulutao Branch	1	34	—	—	115	7,584
Heiho Branch	—	—	—	—	10	322
Total	215	78,016	280	75,604	905	34,309
Kwantung	160	275,019	101	271,945	294	14,435
Combined Total	375	353,035	381	347,549	1,199	48,744

River cargoes loaded and unloaded by ports are as follow:

Table 10. CARGOS LOADED & UNLOADED BY PORTS DURING 1938

(Unit in Metric ton)

(A) Cargos Loaded at

	Harbin	San-sheng	Lien-kiangkow	Chia-mussu	Fuchin	Heiho	Fulin
Coal	13	—	358,413	45	100	—	—
Soya Beans	44	21,036	1,710	1,817	36,261	302	33
Kaoliang	3,025	—	—	—	20	337	1
Wheat	36	26	1,143	2,223	4,814	27	—
Wheat flour ...	5,347	1,179	111	1,095	8,169	2,434	29
Salt	10,131	232	—	750	355	217	1
Kerosene	3,108	35	5	894	108	111	2
Gunny bags ...	3,353	106	10	263	36	7	1
Cement	7,634	2	—	116	—	4	—
Stone	108	—	—	—	1	1	—
Lumber	5,579	4,437	2	2,820	75	3,327	3
Firewood	18	51	—	183	6	277	—
Metals & Metal- wares	5,568	76	23	1,064	109	385	2
Sugar	2,351	1	—	251	9	105	9
Cotton Yarn & Textile	1,263	—	—	8	1	14	3
Others	52,201	1,483	443	3,264	4,657	5,445	777
Total	99,778	28,664	361,860	15,666	54,721	13,005	860

(B) Cargos Unloaded at

	Harbin	San-sheng	Lien-kiangkow	Chia-mussu	Fuchin	Heiho	Fulin
Coal	252,503	11,307	40	1,005	32,059	4,329	387
Soya Beans	118,912	—	—	—	2	78	41
Kaoliang	1,806	192	348	699	13	50	—
Wheat	20,892	1,561	—	77,441	722	—	—
Wheat Flour ..	448	96	2,593	1,647	7	1,395	18
Salt	4	681	—	3,313	3,761	1	—
Gunny Bags ...	186	354	137	536	757	8	1
Kerosene	8	230	135	1,465	675	30	14
Lime	13,663	372	2,747	2,905	350	—	60
Stone	15,641	—	18	46	9	—	—
Lumber	85,922	75	6,356	2,743	270	8	1,598
Firewood	18,070	—	217	217	40	—	28
Metals & Metal- wares	288	280	1,929	1,782	677	15	2
Sugar	1	363	54	211	724	3	1

(Continued)

	Harbin	San-sheng	Lien-kiangkow	Chia-mussu	Fuchin	Heiho	Fulin
Cotton Yarn & Textile	2	137	25	277	294	—	—
Others	17,703	5,706	4,576	18,181	8,096	2,608	155
Total	546,049	21,354	19,175	112,468	48,450	8,525	2,305

The arrival and departure of people through the ports of Kwantung Province are given below:

Table 11. ARRIVAL AND DEPARTURE OF PEOPLE THROUGH PORTS OF KWANTUNG PROVINCE

	Landing			Leaving		
	Japanese	Manchoukuoan and Chinese	Total incl. others	Japanese	Manchoukuoan and Chinese	Total incl. others
1931	65,106	242,748	311,511	52,002	179,798	235,539
1932	88,660	239,690	327,887	57,774	230,690	293,421
1933	119,447	346,098	472,280	77,676	252,465	335,973
1934	125,928	404,338	536,665	87,402	232,874	324,934
1935	149,763	267,129	423,901	107,825	198,373	310,995
1936	133,670	235,502	374,695	113,888	186,629	304,682
1937	138,488	177,703	321,672	120,970	150,420	275,447
1938	181,684	263,758	451,483	156,115	156,036	316,845

Harbours

Yingkow, Antung, Hulutao, and Harbin are the chief ports in Manchoukuo. As the S.M.R. emphasized the importance of Dairen, these ports remained, until recently, in a subsidiary position. But in order to facilitate transportation for the purpose of the Five Year Plan and other programmes, the Government not only set about constructing a canal connecting Yingkow, Mukden, and Antung, but proceeded energetically with the harbour works at Yingkow and Hulutao. The port last mentioned is expected to be completed before the end of 1940. Further, with the object of creating a large industrial centre on the lower reaches of the Yalu, the Government, in 1939, began the construction of Tatung Port at the estuary of the river. Manchoukuo is thus going ahead with the development of water transport, along with Dairen and the three North Korean ports of Rashin, Seishin, and Yuki.

Rivers and River Works

Of the Manchurian rivers, the Sungari, Nonni, and Ussuri belong to the northeasterly or Amur system, while the Liao, Great

Liao, etc., form the southerly system. The Yalu, Tumen, etc., flow along the Korean frontier. The streams in Manchuria are slow and winding, producing marshes and lakes on their way.

Precipitation in Manchuria is about half the amount in Japan, but some 60 or 70 per cent. of the annual total occurs during the three months of June, July, and August. The concentration of rainfall, however, means floods, a fact which at once calls for and creates difficulties for, riparian improvement. The central authorities controlling rivers and river works are of course the Department of Communications, which is cooperating with local authorities regarding the preservation and maintenance of waterways, as well as the execution of riparian works. Of such works, the Liao River improvement scheme and the drainage works, etc. on the Sungari (near Shanhsing) are the most important.

Manchurian rivers and lakes provide immense hydraulic resources, which are now being steadily developed.

AVIATION

General Remarks

The former regime in Manchuria made an attempt to develop aviation in Manchuria and Mongolia, in 1921. However, the warlords, engaged as they were in constant internal strife, could do little more than to provide an air force themselves. The creation of Manchoukuo which followed the Manchurian Incident changed the whole situation in this as in other spheres. The settlement of the aviation policy of the Government in August, 1932, was followed by the establishment in September the same year, of the Manchuria Aviation Company, a semi-official concern, with a capitalization of 3,850,000 yuan, to develop aviation in a regular and coordinated manner.

In conformity with the requirements of the situation the authorities regarding aviation as one of the important instruments of communication, made strenuous efforts at considerable financial sacrifice and in the face of personal danger to develop the infant air service in Manchoukuo. The reward for these efforts was the signal development of aviation in the new State. With the pro-

gress of the times, the Government of Manchoukuo addressed itself to the development of industry and economy. The Manchuria Aviation Company, in order to conform to this situation, had its capital raised to 30,000,000 yuan in 1939. With its financial position thus strengthened, the company is redoubling efforts to expand and perfect its services.

At the start of the aviation enterprise, aerodromes, facilities for the safety of navigation, etc., were also under the management of the Manchuria Aviation Company. But in order to enable the company to devote itself to the organization of the actual service and in view of the public character of airport facilities, etc., these establishments were transferred to the Department of Communications in April, 1939. During the same month, the Central Meteorological Observatory was also transferred to that Department. In January, 1940, therefore, nautical administrative machinery was completed, the Department detached the Aviation Section from the Navigation Bureau and expanded it as the Aviation Bureau.

Air Routes

In the manner stated above, the Manchuria Aviation Company organized the air service in Manchoukuo, which continued to make quick progress. At the close of 1939, the internal air routes reached 16,070 kilometres, connecting all important towns. This represented an increase of 133,425 kilometres, compared with the 2,655 kilometres existing at the time when the company was established. Speaking of international air service, the route between Hsinking and Peking was opened in February, 1939, while the service between Hsinking and Keijo; Korea, was inaugurated in October the same year. Manchurian aviation is now making rapid strides.

The schedules on regular air routes are being fulfilled to the extent of 75 per cent., the topographical and atmospheric conditions favouring the service. The handicaps from incomplete airport facilities, safety arrangements, etc., have been successfully removed by the Government, which had these basic establishments transferred to its direct management. The Manchurian air service has now acquired the three essential conditions of agreeableness, safety, and regularity.

Table 12. PRINCIPAL AIRLINES AND TIMETABLES
(October, 1940)

Mukden-Peking Line

Kilo- meters	Fare (M¥)	(Mon. Wed. & Fri.)		(Tues. Thur. & Sat.)	
		lv.	arr.	lv.	arr.
0	0	9.30	lv. Mukden	17.00	arr.
200	15	10.25	arr. } Chinchow	16.10	lv.
		10.35	lv. } arr.	16.00	
230	66	13.20	arr. Peking	13.40	lv.

Mukden-Chengteh Line

Kilo- meters	Fare (M¥)	(Daily)	
		lv.	arr.
0	0	9.40	lv. Mukden
200	15	10.55	arr. } Chinchow
		11.05	lv. } arr.
480	43	12.40	arr. Chengteh

Mukden-Antung-Dairen Line

Kilo- meters	Fare (M¥)	(Mon. Wed. & Fri.)		(Tues. Thur. & Sat.)	
		lv.	arr.	lv.	arr.
0	0	9.50	lv. Mukden	14.40	arr.
175	17	10.50	arr. } Hwanjen	13.35	lv.
		10.55	lv. } arr.	13.30	
235	24	11.20	arr. } Tunghua	13.05	lv.
		11.30	lv. } arr.	12.55	
295	31	12.00	arr. } Tsian	12.25	lv.
		12.05	lv. } arr.	12.20	
495	52	13.20	arr. } Antung	11.05	lv.
		13.30	lv. } arr.	10.55	
590	58	14.05	arr. } Siuyen	10.20	lv.
		14.10	lv. } arr.	10.15	
800	72	15.25	arr. Dairen	9.00	lv.

* Dairen-Chiamussu

(Daily)

Kilo- meters	Fare (M¥)	lv.		arr.	
		lv.	arr.	lv.	arr.
0	0	10.00	lv. Dairen	16.15	arr.
355	23	11.30	arr. } Mukden	14.45	lv.
		11.40	lv. } arr.	14.35	
625	41	12.50	arr. } Hsinking	13.20	lv.
		13.10	lv. } arr.	12.40	
875	57	14.15	arr. } Harbin	11.35	lv.
		14.25	lv. } arr.	11.25	
1,180	96	15.45	arr. Chiamussu	10.00	lv.

(Continued)

Hsinking-Chungkiangchen Line

Kilo- meters	Fare (M¥)	(Wed. & Fri.)	
		lv.	arr.
0	0	9.25	lv. Hsinking
265	25	11.15	arr. } Tunghua
		11.25	lv. } arr.
350	34	12.00	arr. Chungkiangchen

Hsinking-Hunchun Line

Kilo- meters	Fare (M¥)	(Tues. Thur. & Sat.)	
		lv.	arr.
0	0	9.00	lv. Hsinking
375	32	10.40	arr. } Yenki
		10.45	lv. } arr.
395	37	11.00	arr. } Tumen
		11.10	lv. } arr.
440	44	11.25	arr. Hunchun

Mutankiang-Seishin Line

Kilo- meters	Fare (M¥)	(Tues. Thur. & Sat.)	
		lv.	arr.
0	0	10.00	lv. Mutankiang
180	18	11.05	arr. } Tumen
		11.15	lv. } arr.
225	30	12.05	arr. Seishin

Hsinking-Chengteh Line

Kilo- meters	Fare (M¥)	(Tues. & Sat.)		(Wed. & Sun.)	
		lv.	arr.	lv.	arr.
0	0	9.20	lv. Hsinking	15.40	arr.
240	26	11.00	arr. } Tungliang	14.15	lv.
		11.10	lv. } arr.	14.05	
325	36	11.45	arr. } Kailu	13.35	lv.
		11.50	lv. } arr.	13.30	
495	56	12.55	arr. } Lintung	12.35	lv.
		13.00	lv. } arr.	12.30	
600	69	13.50	arr. } Lingsi	11.50	lv.
		14.00	lv. } arr.	11.40	
755	37	14.55	arr. } Chihfeng	10.35	lv.
		15.00	lv. } arr.	10.30	
925	104	16.05	arr. Chengteh	9.20	lv.

(Continued)

Hsinking-Tungning Line

(Hsinking-Mutankiang daily except Sunday)
(Mutankiang-Tungning, Mon. Wed. & Fri. only)

Kilo- meters	Fare (M¥)				
0	0	8.40	lv.	Hsinking	arr. ... 16.20
360	41	10.30	arr.	Mutankiang	lv. 14.05
		11.00	lv.		arr. ... 13.25
485	59	11.40	arr.	Suifengho	lv. 12.35
		11.45	lv.		arr. ... 12.30
535	86	12.05	arr. ...	Tungning	lv. 12.10

Hsinking-Manchouli Line

(Mon. Wed. & Fri.) (Tues. Thur. & Sat.)

0	0	9.10	lv.	Hsinking	arr. ... 15.45
270	22	10.50	arr.	Paichengtse	lv. 14.20
		10.55	lv.		arr. ... 14.15
475	38	12.05	arr.	Tsitsihar	lv. 13.10
		12.15	lv.		arr. ... 13.00
884	86	14.35	arr.	Hailar	lv. 11.10
		14.45	lv.		arr. ... 11.00
1,065	147	15.45	arr. ...	Manchouli	lv. 10.00

Harbin-Tsitsihar Line

(Mon. Wed. & Fri.) (Tues. Thur. & Sat.)

0	0	8.30	lv.	Harbin	arr. ... 16.05
275	28	10.05	arr.	Peianchen	lv. 14.35
		10.10	lv.		arr. ... 14.30
420	42	11.00	arr.	Sunwu	lv. 13.40
		11.05	lv.		arr. ... 13.35
520	57	11.55	arr.	Heiho	lv. 12.50
		12.05	lv.		arr. ... 12.40
770	82	13.15	arr.	Nunkiang	lv. 11.35
		13.20	lv.		arr. ... 11.30
1,000	105	14.30	arr.	Tsitsihar	lv. 10.15
		14.40	lv.		arr. ... 10.05
1,275	127	16.05	arr. ...	Harbin	lv. 8.30

Mutankiang-Harbin Line

(Tues. Thur. & Sat.)

0	0	10.40	lv.	Harbin	arr. ... 13.55
270	28	12.15	arr. ...	Mutankiang	lv. 12.30

(Continued)

Fuchin-Chiamussu Line

(Daily)

Kilo- meters	Fare (M¥)				
0	0	8.40	lv.	Fuchin	arr. ... 13.00
150	13	9.45	arr.	Paotsing	lv. 11.50
		9.55	lv.		arr. ... 11.40
275	34	10.45	arr. ...	Chiamussu	lv. 10.55

Mutankiang-Fuchin Line

(Tues. & Thur.) (Wed. & Fri.)

0	0	11.00	lv.	Mutankiang	arr. ... 13.30
180	26	12.00	arr.	Pantsaiho	lv. 13.20
		12.05	lv.		arr. ... 12.15
230	32	12.25	arr.	Mishan	lv. 11.55
		12.35	lv.		arr. ... 11.45
265	53	13.20	arr.	Futou	lv. 10.50
		13.25	lv.		arr. ... 10.45
460	67	14.05	arr.	Jaoho	lv. 10.05
		14.10	lv.		arr. ... 10.00
610	88	15.10	arr.	Tungkiang	lv. 9.10
		15.15	lv.		arr. ... 9.05
670	97	15.40	arr. ...	Fuchin	lv. 8.40

Harbin-Fuchin Line

(Daily)

0	0	9.00	lv.	Harbin	arr. ... 15.20
160	20	9.55	arr.	Tunggho	lv. 14.20
		10.00	lv.		arr. ... 14.15
235	30	10.25	arr.	Ilan	lv. 13.45
		10.30	lv.		arr. ... 13.40
315	39	11.00	arr.	Chiamussu	lv. 13.10
		11.10	lv.		arr. ... 12.55
455	56	11.55	arr. ...	Fuchin	lv. 12.05

Chiamussu-Jaoho Line

(Chiamussu-Tungkiang—Mon. Thur. & Sat.)
(Tungkiang-Jaoho—Sat. only)

0	0	9.10	lv.	Chiamussu	arr. ... 15.30
125	15	10.05	arr.	Lopei	lv. 14.40
		10.10	lv.		arr. ... 14.35
230	24	10.40	arr.	Fuchin	lv. 14.05
		10.50	lv.		arr. ... 13.55
295	33	11.15	arr.	Tungkiang	lv. 13.30
		11.25	lv.		arr. ... 13.20
445	54	12.15	arr. ...	Jaoho	lv. 12.20

(Continued)

Tungkiang-Fuyuan Line

(Thur. only)

Kilo- meters	Fare (M¥)					
0	0	11.20	lv.	Tungkiang	arr. ...	13.25 ↑
165	22	12.15	arr. ...	Fuyuan	lv.	12.25 ↓

Chiamussu-Moho Line

(Chiamussu-Heiho: Monday. Heiho-Moho: Tuesday.

Heiho-Chiamussu: Wednesday)

Kilo- meters	Fare (M¥)					
0	0	9.00	lv.	Chiamussu	arr. ...	13.30 ↑
230	32	10.30	arr. ...	Fushan	lv.	12.10
		10.35	lv.		arr. ...	12.05
305	42	11.10	arr. ...	Wuyun	lv.	11.35
		11.15	lv.		arr. ...	11.30
500	69	12.20	arr. ...	Sunwu	lv.	10.25
		12.25	lv.		arr. ...	10.20
645	84	13.20	arr. ...	Heiho	lv.	9.30
		8.00	lv.		arr. ...	16.20
870	109	9.40	arr. ...	Huma	lv.	15.05
		9.45	lv.		arr. ...	15.00
1,000	127	10.45	arr. ...	Oupu	lv.	14.15
		10.50	lv.		arr. ...	14.10
1,260	163	12.35	arr. ...	Moho	lv.	12.45 ↓

Paotsing-Mishan Line

(Tues. Thur. & Sat.)

0	0	9.55	lv.	Paotsing	arr. ...	11.25 ↑
95	14	10.35	arr. ...	Mishan	lv.	10.45 ↓

Hsinking-Keijo Line

(Daily)

0	0	8.00	lv.	Hsinking	arr. ...	17.30 ↑
270	21	9.15	arr. ...	Mukden	lv.	16.20
		9.35	lv.		arr. ...	16.00
840	65	11.45	arr. ...	Keijo	lv.	13.30 ↓

(Continued)

Chengteh-Paotou Line

Kilo- meters	Fare (M¥)	(Sun. & Wed.)		(Tues. & Thur.)		
0	0	9.30	lv.	Chengteh	arr. ...	14.25 ↑
255	36	11.10	arr. ...	Changkiakow	lv.	13.05
		11.20	lv.		arr. ...	12.55
415	58	12.20	arr. ...	Tatung	lv.	12.00
		12.30	lv.		arr. ...	11.50
575	83	13.35	arr. ...	Houhou	lv.	10.55
		13.40	lv.		arr. ...	10.50
710	102	14.35	arr. ...	Paotou	lv.	10.00 ↓

Peking-Dairen Line

(Daily)

0	0	7.30	lv.	Peking	arr. ...	17.05 ↑
130	15	—	arr. ...	Tientsin	lv.	—
		—	lv.		arr. ...	—
500	65	9.10	arr. ...	Dairen	lv.	15.20 ↓

CHAPTER XXIII RAILWAYS

The total mileage of railways in Manchuria in 1940 approximated 11,000 kilometers. This compares with some 3,500 kilometers in 1915 and 5,572 kilometers in 1931, just prior to the establishment of the new state of Manchoukuo. An exceptionally rapid rate in the building of railways has been noticeable in the country within the last few years.

For every thousand square kilometers of area Manchuria in 1940 possessed 10 kilometers of railways. Taking the same unit base, the following comparison can be made: China, 1 kilometer, Japan 54 kilometers, United States of America 51 kilometers, and Great Britain 135 kilometers.

The railway system of Manchuria may be divided from the standpoint of ownership into three classifications, viz. the state railway, the S.M.R. railway and the North Chosen railway. They are entirely operated, however, by the South Manchuria Railway Company. As of March 31, 1939 the total mileage of these lines amounted to 10,000 kilometers, since when another thousand kilometers have been added. Statistics of these lines are subjoined:

Table 1. GENERAL STATISTICS OF RAILWAYS IN MANCHURIA

(A) State Line						
Year Ending Mar. 31:	Length (Km.)	Passenger carried		Goods Carried		Total Receipts (MY1,000)
		No. (1,000)	Receipts (MY1,000)	Quantity (1,000 m. tons)	Receipts (MY1,000)	
1934	3,403.0	7,869	14,711	8,918	36,080	50,791
1935	4,173.3	8,815	17,852	11,872	50,513	68,365
1936	7,207.0	13,280	28,678	14,956	69,104	97,782
1937	7,744.7	17,107	33,540	18,658	85,475	119,015
1938	8,182.9	19,818	41,561	21,050	101,805	143,366
1939	8,365.0	28,876	59,218	24,314	131,000	188,118

RAILWAYS

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(B) S.M.R. Line

Year Ending Mar. 31:	Length (Km.)	Passenger carried		Goods Carried		Total Receipts (MY1,000)
		No. (1,000)	Receipts (MY1,000)	Quantity (1,000 m. tons)	Receipts (MY1,000)	
1934	1,291.1	11,634	18,757	18,851	94,263	113,020
1935	1,291.1	13,786	20,333	21,671	101,489	121,822
1936	1,291.1	15,123	22,412	20,981	103,362	125,774
1937	1,291.1	15,750	22,302	21,366	103,165	125,467
1938	1,291.1	17,515	24,878	24,331	115,558	140,436
1939	1,291.1	21,030	33,940	26,420	135,089	168,039

(C) North Chosen Line†

Year Ending Mar. 31:	Length (Km.)	Passenger carried		Goods Carried		Total Receipts (MY1,000)
		No. (1,000)	Receipts (MY1,000)	Quantity (1,000 m. tons)	Receipts (MY1,000)	
1934	344.4	747	507	519	1,134	1,641
1935	344.4	1,611	1,127	1,123	2,501	3,628
1936	344.4	1,718	1,175	1,474	3,351	4,526
1937	344.4	2,149	1,517	2,089	4,787	6,304
1938	344.4	2,441	1,770	2,433	5,842	7,612
1939*	344.4	3,060	2,370	—	8,080	10,450

Note: * Estimates.

† The management of this line was entrusted in November, 1936 to the S.M.R. Co. in view of heavy expansions in through traffic between north Chosen and Manchuria.

Railways built prior to the establishment of Manchoukuo amounted in length to 5,572 kilometers, classified as follows:

Table 2. RAILWAYS BUILT PRIOR TO FOUNDING OF MANCHOUKUO IN 1932

Line	Length (Kms.)	Opened to Traffic
Koupangtzu-Hopei	91.1	1900
Mukden-Shanhaikwan	419.6	1908
Lienshan-Hulutao	11.9	1920
Chinlingshih-Peipiao	17.9	1924
Chinhsien-Chinlingshih	94.7	1924
Tahushan-Tungliao	367.1	1927
Mukden-Kirin	447.6	1929
Hsinking-Tunhua	338.2	1928
Suchia-Hailun	15.4	1928
Tsitsihar-Taian	127.8	1930
Ningnien-Laha	48.0	1930
Ssuping kai-Tsitsihar	571.4	1920

Section	Length (Kms.)	Year
Sungpu-Machuankou	7.4	1928
Yushutun-East Angangki	5.0	1929
Hsian-Shaho	67.3	1928
Paichengtzu-Wangyehmiao	82.9	1931
Hsinking-Harbin	242.0	1903
Harbin-Manchouli	934.8	1903
Harbin-Suifenho	546.4	1903
Harbin-Pachu Bund	3.0	1903
Harbin-Taoli Bund	4.0	1903
S.M.R. Lines	1,129.1	—
Total	5,572.6	

State railways built from 1933 up to and including 1939 aggregated 4,468 kilometers and are classified as follows:

Table 3. STATE RAILWAYS BUILT FROM 1933 TO 1939

Section	Length (Kms.)	Opened to Traffic
Tunhua-Tumen	191.9	1933
Taian-Peian	102.6	"
Laha-Noho	38.8	"
Chaoyangchuan-Kaishantun	59.5	1934
Sankuoshu-Suchia	15.4	"
Hailun-Peian	106.0	"
Hsingsungpu-Sungpu	4.2	"
Lafa-Pinkiang	271.7	"
Pehan-Heiho	302.9	1935
Yehpaishou-Chihfeng	146.8	"
Hsinking-Paichengtzu	332.6	"
Tumen-Linkou	359.7	"
Linkou-Mishan	170.9	"
Chinlingshih-Chengteh	341.4	1936
Wangyehmiao-North Hsingan	238.7	"
Ssuping kai-Hsian	82.5	"
Mishan-Hulin	165.5	"
Hsinliutun-Ihsien	63.0	"
Chiamussu-Chiamussu Bund	3.0	1937
Tunghua-Meihokuo	130.1	"
Noho-Meikenr	93.5	"
Poli-Chiamussu	135.3	"
Linkou-Poli	86.2	"
Tunghwa-Laoyeh	79.0	"
Suihwa-Tiehshanpao	54.2	1938
Wangching-Suehling	75.0	"
Jehol-Kupehkw	106.3	"

(Continued)

Section	Length (Kms.)	Opened to Traffic
Lungtanshan-Tafengman	22.7	"
Mingshan-Newshintai	13.3	"
Kingcheng-Tiehli	101.9	"
Yangfeng-Tsian	13.8	1939
Tunghua-Manhu	125.3	"
Tungman-Tunghsiangfang	3.3	"
Suihua-Shenshu	135.8	"
Suiyuang-Tungning	96.2	"
Chiamussu-Lienkiangkow	12.7	"
Kungyuang-Tienshifu	82.7	"
Lungtsing-Tsingtao	52.6*	"
Lienkiangkow-Hsingshanchen	56.0*	"
Harbin-Pakou	0.7*	"
Total	4,467.7	

Note: * Private Railways purchased.

The briskness of business in Manchuria is reflected in part by the volume of goods hauled on the railways of the country. Mineral and agricultural products comprise more than half of the total amount of goods hauled as the following tables show:

Table 4. GOODS HAULED BY KINDS

Year ending	Percentage (%)									
	Agricultural products	Live stocks	Forestry products	Aquatic products	Mineral products	Industrial products	Other goods	Total	Business goods	Office goods
March 31:										
1931	31.0	0.4	5.5	0.9	40.6	7.9	13.5	100.0	83.1	16.9
1932	40.0	0.3	3.7	0.7	36.6	7.8	13.6	100.0	85.5	14.5
1933	36.4	0.4	3.2	1.1	33.0	13.1	12.8	100.0	91.9	8.1
1934	24.5	0.3	8.1	1.0	38.2	15.2	11.3	100.0	88.0	12.0
1935	16.7	0.3	6.2	1.2	55.3	16.5	3.4	100.0	80.0	20.0
1936	16.2	0.3	6.5	1.0	54.0	13.0	8.4	100.0	80.5	19.5
1937	16.9	0.4	7.1	1.8	54.0	12.2	8.3	100.0	78.7	21.3
1938	16.2	0.4	7.4	1.5	45.8	14.6	14.1	100.0	87.2	12.8

Table 5. PRINCIPAL COMMODITIES HAULED

Year Ending	(Unit: 1,000 metric tons)								
	Soya Beans	Kao-liang	Maize	Millet	Wheat	Other seeds	Bean oil	Bean cake	Total
Mar. 31:									
1937	2,667	513	286	356	—	—	21	239	5,481
1938	2,643	573	393	293	563	1,116	24	322	5,926
1938:									
S.M.R.	586	172	77	126	1	451	10	139	1,562
Chinchow Ry. Bureau	46	181	70	51	0	174	1	17	539

(Continued)

Year Ending	Soya Beans	Kao-liang	Maize	Millet	Wheat	Other seeds	Bean oil	Bean cake	Total
Mar. 31:									
Kirin ..	487	46	41	10	0	133	1	19	737
Mutankiang ..	213	10	5	2	26	36	1	7	301
Harbin ..	948	41	75	35	369	125	9	125	1,726
Tsitsihar ..	337	123	125	61	165	158	1	14	984
N. Chosen Office ..	26	0	1	8	0	39	0	1	76

(Continued)

	Timber	Coal	Minerals	Cement	Wheat flour	Cotton yarns & tissues	Iron, Steel & Mfrs.	Gunny bags	Grand total incl. others
1937	1,560	11,169	—	568	486	129	1,119	129	36,408
1938	1,520	11,050	1,346	562	505	142	1,323	151	40,122
1938:									
S.M.R.	326	9,231	1,054	379	124	97	1,092	90	20,767
Chinchow Ry. Bureau	48	293	11	3	15	18	46	9	2,848
Kirin ..	309	694	162	58	15	6	29	8	3,915
Mutankiang ..	325	139	0	2	18	1	18	4	2,624
Harbin ..	219	38	109	35	295	11	55	28	5,318
Tsitsihar ..	114	57	1	2	34	3	17	11	2,920
N. Chosen Office ...	189	599	8	83	5	6	67	1	1,721

Historical

It is convenient to divide the history of railway development in Manchuria, that is from 1894 when the first line was built, up to the present time, into four periods or stages for our study. The First Stage centers around the construction of the Chinese Eastern Railway and the Peking-Mukden line. It also embraces the initial period of management of these lines (1894-1904). The Second Stage begins with the organization of the South Manchuria Railway Company and runs through the period in which branch lines were constructed by the Company (1905-1923). The Third Stage extends from the commencement of China's feverish campaign to recover railway rights to the period of railway construction by the Chinese (1924-1930). The Fourth Stage begins with the termination of the Manchurian Incident and ends with the present day (1931-1940).

Peining Railway (Peking-Mukden Railway)

The foremost pioneers among the railways when the railroad era dawned on Manchuria are the Peking-Mukden line and the Chinese

Eastern Railway. The C.E.R. was built by Imperial Russia to facilitate her advancement into the Far East, while the Peking-Mukden line was laid down by Great Britain to execute her policy of economic penetration. Both lines were constructed as a result of diplomatic victories of the two European powers over the Chinese Government, which took place at a time when the Ching Dynasty had already been destined to meet its downfall and when the western powers were making desperate efforts to realize their respective imperialist designs on the tottering Celestial Empire.

In 1893, the Peining Railway (British capital) which is the oldest railway in China, having already constructed the line to Shanhaikwan, commenced work on the section beyond the terminal point within the Great Wall. The extended line had pierced Chinchow to Yingkou when the Sino-Japanese War broke out and put a stop to construction activities. When Russian influence began to penetrate southward following this war, the British decided to counter the Russian menace, and entered into a contract with the British and Chinese Corporation which called for the advancement of a £2,300,000 loan for the construction of the Manchurian line. Alarmed by the new situation, the Russian Government lodged a vigorous protest with the British Government declaring that the completion of the projected railway would jeopardize Russian interests in the region which Russia unilaterally considered as within the Russian sphere of influence. After a series of diplomatic negotiations, the Muravieff-Scott Agreement was concluded in 1899, by virtue of which, the spheres of influence of the contracting powers in China were clearly defined, and the construction of railways in Manchuria was recognized as within Russia's sphere of influence. However, Russia acquiesced in the extension of the Peining Railway beyond the Great Wall, on the ground that it was an acquired right of the British, with, however, certain reservations. In 1903, the line was opened to traffic as far as Tsinmin. The connection between Hsinmin and Mukden was constructed in 1907 and the entire stretch from Peking to Mukden (525 miles) was finally completed.

The Chinese Eastern Railway

This railway was built by Russia under the terms of the Treaty of 1896 signed between the Russo-Chinese Bank (later the Russo-

Asiatic Bank) and the Chinese Government. It consisted of the following sections: West section (Harbin-Manchouli 934.72 kilometers, East Section (Harbin-Suifenho) 549.06 kilometers, and (3) the South section (Harbin-Changchun) 238.46 kilometers. Harbin shuntings (three sections) 11.27 kilometers, and the feeder line to the Dalainor coal mines, a length of 18 kilometers were also included in this network. All the foregoing were of five feet or 1.52 meter gauge and were completed within five years of the start of construction.

The Chinese Eastern Railway Company obtained from the Chinese Government besides the railway rights the following additional privileges: (1) Right to the railways, (2) Navigation rights on the Sungari river, (3) Right to acquire lands in the railway zone, (4) Right to operate mines, (5) Timber rights, (6) Right to build telephone and telegraph lines and to operate them, (7) Postal rights, (8) Judicial rights, (9) Exemption from taxation (Chinese Government), (10) Administration rights in the railway zone.

Two years after the signing of the agreement for the creation of the Russo-Chinese Bank, Russia in March, 1898, obtained another treaty from China, which concerned the leasing of the Liaotung peninsula for a period of 25 years. Hereupon Russia advanced a trunk line of the Chinese Eastern Railway to the sea-shore at Port Arthur.

By July 1, 1903, these railways were already operating for general traffic. The capital invested in this railway system including building, repairing and maintenance up to the beginning of 1932 was 412,105,899 gold roubles, exclusive of the funds advanced by the Russian government to cover the deficits of the first few years of operation.

The work of construction moved almost from the very first day with great speed and unfalteringly until the outbreak of the Boxer Trouble, in 1900, notwithstanding the very unsatisfactory conditions then prevailing against the carrying out of such a gigantic undertaking. These conditions were: the lack of education and technical skill of the labourers, absence of prices and detailed information on the topography of the terrain, and the extreme difficulty of settling the country and of obtaining the necessary food-stuffs for the crews and labourers since nine-tenth of the territory was wilderness.

Added to the foregoing was the great topographical difficulty which had to be overcome, such as piercing the Great Hsingan range for a distance of three kilometers to reach the eastern side of the big range, and on the eastern section of the line at such places as Daimagou and Laoerhlin and other ranges across which the railway was carried. Practically the entire route along which the railway was built was far from local trading centers. This fact is explained in that the route was chosen not with the slightest thought of the future economic welfare of the country, but rather as the shortest distance from Siberia to the Pacific Ocean.

The total length of the Chinese Eastern Railway system after the conclusion of the Russo-Japanese War was shortened by almost one-third, this being brought about by the cession to Japan of more than three quarters of the southern trunk line from Harbin to Port Arthur together with the branch line to Dalny (Dairen). There now remained only one sea-port at the disposal of the C.E.R., Vladivostok where the railway administration managed to lease a large tract of land (At Egersheld) on the seaside near that port city and later was given the management of the Ussuri railway systems. This management of the Ussuri railways was revoked and resumed by the Siberian authorities in 1920.

As a direct aftermath of the Russian Revolution and the World War, extensive and important changes in the juridical rights of the Chinese Eastern Railway were brought about. At first, the railways came under the direct control of an International Railway Committee created during the period of the international intervention in Far Eastern Russia during the revolutionary period. In 1920 a meeting was called in Peking of the shareholders of the Russo-Asiatic Bank, which had its office in Paris. It was attended by a representative of the directorate of the Chinese Eastern Railway. At this meeting it was decided to draft a new working arrangement with the Peking Government. Under this arrangement a new directorate for the Chinese Eastern Railway was formed, on which four directors were appointed by the Chinese Government and one by the shareholders of the Russo-Asiatic Bank. Later, with the signing of a treaty between China and Soviet Russia in 1924, establishing diplomatic relations, the administration of the C.E.R. was given to equal representation and joint management.

Under this treaty a notable change was made in one of the

terms of the 1896 contract, respecting the date of surrender of the Manchurian railways to China by Russia. According to the terms of the 1896 contract Russia agreed to surrender her entire railway interests within the Manchurian territory by 1983 and that China was to have from 1939 the option to buy the Russian railway rights if she so desired. Under the 1924 treaty Soviet Russia agreed to shorten the period of concessional rights over the railway by 20 years, in other words Russia agreed to surrender her entire railway interests in Manchuria by 1963 instead of 1983.

The Chinese Eastern Railway quickly commenced to feel the immediate effects of the building of new railway lines in 1931, such as the connecting link joining the Tsitsihar-Keshan railways with the Sssupingkai-Angangchi line. The lines tapped almost all the cereals and other raw products of this region, formerly handled exclusively by the Chinese Eastern Railway. Among other new lines in North Manchuria which gave keen competition to the C.E.R. was the Hu-Hai line to the east of the western section of the Chinese Eastern Railway. This new line, though it gave all its freight for trans-shipment to the latter system at Harbin, was a very important competitor both for freight and passenger traffic against such C.E.R. stations as Anta, Mangou and a few others.

During its 30 years of existence, commencing from its official opening on July 1, 1903 until the time of the transfer by Soviet Russia to Manchoukuo this railway system had freighted the following total tonnage of commercial products and other raw materials.

Period	Metric tons
1903-1907	1,430,000
1908-1913	5,894,500
1914-1920	11,858,400
1921-1932	46,065,000
Total	65,247,900

Note: The first period covers the Russo-Japanese War; the second period is from the Russo-Japanese War to the outbreak of the World War; the third period includes the World War, the Russian Revolution and the Russian partisan wars; and the fourth period comprises the years following to the establishment of the State of Manchoukuo.

The exact figures of commercial freight transported by the railways for the last five years of the fourth period were: 740,000 metric tons in 1928; 677,800 tons in 1929; 523,400 tons in 1930;

271,200 tons in 1931 and 372,400 tons in 1932. The earnings of the C.E.R. increased year by year in its first 30 years of existence, but from 1931 began to decline as the direct result of the appearance of new competitive lines tapping the vast natural resources and farm products of North Manchuria. These new competitive lines at present have cut the east and west trunk lines of the C.E.R. at three points: Mutankiang, Harbin and Tsitsihar. With the constant advent by new railways in North Manchuria the C.E.R., the prototype of all Manchurian railways, gradually commenced to lose a growing percentage of freight haulage, with the possibility that in the not too distant future the railway system would lose entirely its original character of being the principal railway system of North Manchuria and as a result of the several additional lines cutting across the original line would be divided into many short sections which would become mere feeders to these new railways.

All the foregoing lines have been narrowed from five feet to four feet 8½ inches after the transfer of the lines to Manchoukuo. The first section to be altered was the Hsinking-Harbin section. This was done within three hours early September 1, 1935. The other sections were narrowed piecemeal until the whole was accomplished by the summer of 1936.

The South Manchuria Railway Company

The South Manchuria branch system of the Chinese Eastern Railway, which began to operate in July, 1903, or about the same time with the main line, was composed of (1) the S.M.R. branch line (Harbin to Port Arthur), (2) the Dalny branch (Choushuitzu to Dairen), (3) Liuchiattun branch (Tafangshan to Liushutun), (4) Yingkou branch (Tashihchiaio to Yingkou), (5) Yentai branch (Yentai to Yentai coal mines), and (6) the Fushun branch (Suchiattun to Fushun). With the outbreak of the Russo-Japanese War, the Japanese troops which had been stationed in Korea, crossed the Yalu River into Antung-hsien, and from there constructed a light-track military line to Mukden (a length of 180 miles) which was completed by the end of 1904. After the war was terminated, this line was placed under the ownership of Japan.

There is an interesting episode in connection with the establishment of the South Manchuria Railway Company. The United States Government, which had decided to acquire rights and inter-

ests in China, late as it was, with the principle of the Open Door and Equal Opportunity enunciated by Secretary of State John Hay in 1899 shielding her intentions, sought to purchase the S.M.R. in order to gain commercial rights and a foothold on the Asiatic continent, by utilizing the gratitude toward the services which America had given in bringing together the representatives of the warring states at Portsmouth. Lloyd C. Grisscom, then the Ambassador to Tokyo, envisaged a grand future for American expansion in this part of the Far East. He developed the belief that America's influence in the Far East must be expanded, her commercial rights must be pushed and the vast transportation system traversing Manchuria, Siberia and Europe should be placed under American influence or control. In order to carry out this gigantic over-ambitious plan, the Chinese Eastern Railway must first be purchased, the S.M.R. must be vested in American hands, and finally, the Trans-Siberian Railway running toward Europe must be acquired. At any rate, Ambassador Grisscom entreated Mr. E. H. Harriman, who was then the king of American railroad industry and president of the transcontinental, the Great Northern, to visit Japan with this specific purpose in mind. Since Japanese finance was in a none too pleasant situation, there were certain groups in Japan that advocated the placing of the S.M.R. under a joint Japanese-American management, but due chiefly to the vigorous opposition made by the then Foreign Minister, Jutarō Komura, participation of American capital in the operation of the S.M.R. was totally rejected, and the railway became a purely Japanese undertaking. If the enterprising Mr. Harriman had succeeded in buying over the S.M.R., there is no doubt as to the altogether different course which the history of the Far East would have taken.

In accordance with the provisions of the Treaty of Portsmouth signed on September 5, 1905, Japan inherited from Russia the Changeun-Port Arthur line which was a part of the C.E.R. branch line, together with branches of this line, all rights, special rights and coal mines attached thereunto. For the purpose of operating this railway system, the S.M.R. Company which began operations on April 1, 1907, was organized. At the time of its organization, the S.M.R. Company was capitalized at ¥200,000,000. The South Manchuria Railway Company was a railway firm, but its actual work included a number of various industries having something to

do with the development of Manchuria and Mongolia, though practically all of them depended upon the railway industry in one form or another. The primary aims in carrying out the mission of development were:

(1) To encourage industries and enterprises necessary to the development of Manchuria and Mongolia by inviting Japanese technique and capital. (2) Since the conditions and situation in Manchuria and Mongolia were not well known to the Japanese market at that time it was considered more desirable and convenient for capitalists to have the S.M.R. with its strong financial foundation to invest in development enterprises, than the direct participation of Japanese capital. (3) The management of enterprises depended upon railways during the initial stage by the S.M.R. Company, was considered most efficient and important.

In conformity with the above principles, the S.M.R. Company pursued the policy of engaging directly in various enterprises.

The South-Manchuria Railway Company was formed under Imperial Ordinance No. 142 of June 7, 1906, and a Government order dated August 1, 1906. The articles of association were passed at the general meeting of shareholders on November 22, 1906, in which were prescribed the status of the corporation, its business functions, etc. The Imperial Ordinance relating to the establishment of the concern provided:

(1) That a joint-stock corporation named the Minami Manshu Tetsudo Kabushiki Kaisha (South Manchuria Railway Joint-stock Company) shall be organized for the purpose of engaging in railway transportation business in Manchuria; (2) That the share of the Company shall be registered and owned only by the Japanese and Chinese Government or by their nationals; (3) That the Japanese Government may offer as part of the capital its railways in Manchuria, coal mines and appurtenances obtained in 1905 from Russia by the Treaty of Portsmouth and approved by China in virtue of the Peking Treaty concluded the same year; (4) That the President and Vice-President shall be appointed by the Government, and that the directors shall be elected from among shareholders at the general meetings of shareholders; (5) That to matters relating to the Company not provided for by this ordinance the provisions of commercial law shall be applied.

The present head of the South Manchuria Company is Mr.

Takuichi Omura, who was appointed in 1939, upon the resignation of Mr. Yosuke Matsuoka. The names of the successive presidents of the Company are the following: (1) Baron (later Count Shimpei Goto, (2) Korekimi Nakamura, (3) Ryutaro Nomura, Dr. Eng., (4) Baron Yujiro Nakamura, (5) Shimbei Kunisawa, Dr. Eng., (6) Ryutaro Nomura, Dr. Eng., (7) Senkichiro Hayakawa, (8) Takeji Kawamura, (9) Ban-ichiro Yasuhiro, (10) Jotaro Yamamoto, (11) Mitsugu Sengoku, Dr. Eng., (12) Count Yasuya Uchida, (13) Count Hirotaro Hayashi, (14) Yosuke Matsuoka, (15) Takuichi Omura.

Period from 1924-1931

The world-wide racial movement that was launched after the World War, also had a considerable effect upon China from where it spread into Manchuria, and transformed into an active movement for the recovery of railway rights. As a result, China's campaign to build railways with her own technique and capital soon engulfed the whole of Manchuria. The Chinese Eastern Railway which had been badly weakened by that time, became that initial Chinese objective, and due to the pitiful state of internal conditions, the C.E.R. was unable to prevent the realization of the aims entertained by the former Chinese regime in Manchuria. Encouraged by the impotent reaction of the Russians, the Chinese local authorities combined forces with the Central Chinese regime and directed their ambitious attention at Japan. The enterprises and everyday life of Japanese and Chosenese residents of Manchuria were made to suffer, and the S.M.R. was tendered a serious threat when the Chinese began to carry out their policy of encircling the S.M.R. and of squeezing the economic value and life out of it. The Transportation Committee of the Northeastern Regime strongly advocated the carrying out of their wily plan in its report in the following phraseology:

There is no other way to keep the Chinese Eastern Railway and the South Manchuria Railway in check than to complete our railway construction plan, but first of all, the South Manchuria Railway system must be curtailed since it is the most important railway system in Manchuria, while at the same time, the Chinese Eastern Railway must be severed, and connected with the Peking Railway at the terminal (Hulutao) of which a first-class port must be built as an assemblage and shipping point of export commodities. This will not only crush the South Manchuria Railway, but will also have a serious effect upon the Chinese Eastern Railway.

The lines that were speedily constructed and which form a part of the present day Manchoukuo State Railways, are the Taurus-Tungliao (completed in 1927), Mukden-Kirin (completed in 1929), and Tsitsihar-Taian (completed in 1930) lines. In addition, the contract for the construction of the port of Hulutao was granted to a Dutch concern in 1930. Under such circumstances, there was no hope for abating Sino-Japanese diplomatic controversies, while the acute situation soon developed into a serious political problem, and the policy of driving out the Japanese, became more effective with the passing of each day until on September 18, 1931, the charge leading to the Manchurian Incident was finally ignited.

Period from 1931-1940

This period accounts for the years following the Manchurian Incident. Simultaneous with its foundation, the Manchoukuo Government declared that all railway hitherto under the supervision of the Northeastern Regime would be designated as state owned, and placed them under its management. Regarding the matter, the Manchoukuo Government arrived at the following conclusion:

In order to maintain peace and order and to carry out industrial development, the adjustment and development of transportation facilities, especially railways, are urgent requirements. At the present time, the railway system is very inadequate, and there are a number of small independent railway companies which render unified management inconvenient. Therefore, since it is difficult to unify these independent railways, to carry out rational management, and to expect the highest economic and technical efficiency, it is considered most appropriate to entrust unification and management of railways and the carrying out of various aims to the South Manchuria Railway Company which has a long, commendable history of railway management in Manchuria behind it. This arrangement will also be beneficial to both the Manchoukuo Government and the South Manchuria Railway Company since it will facilitate liquidation of enormous liabilities of the Manchoukuo Government to the South Manchuria Railway Company.

In line with the above opinion, a contract was drawn up between the South Manchuria Railway Company and the Manchoukuo Government on February 9, 1933, by virtue of which, the former was entrusted with the management of all State Railways, supervision of water traffic on the Sungari, and various

subordinate enterprises. Consequently, the South Manchuria Railway created the General Directorate of Railways (Mukden) on March 1, 1933, to manage the various facilities and to meet the demands of the new situation.

The lines transferred over to the General Directorate of Railways from the Department of Transportation of Manchoukuo, number 17 in all or 2,949.6 kilometers in length, which were formerly under the supervision of 9 railway directorates, namely, Mukden-Shanhaikwan, Mukden-Hailung, Kirin-Changchun, Kirin-Tunhua, Hulan-Hailun, Tsitsihar-Koshan, Taonan-Anganchi, Taonan-Solun, and Ssupingkai-Taonan. Adjustment of loans contracted with the British and Chinese Corporation by the former regime in connection with the construction of the Mukden-Shanhaikwan Railway, was also taken over by the General Directorate of Railways. Only the North Manchuria Railway (formerly the Chinese Eastern Railway) of 1,730.9 kilometers continued to display a peculiarity through its joint Manchoukuo-Soviet Russian management, but this railway became a part of the State Railways of Manchoukuo in March, 1935, upon successful completion of diplomatic negotiations. Prior to this event or in September, 1933, the North Chosen Railway (Chosen Government Railway) 344.4 kilometers in length and all appurtenant enterprises thereof, were entrusted to the South Manchuria Railway Company.

With this new arrangement, the entire railways system of Manchoukuo was unified for the first time under the management of the South Manchuria Railway Company.

Immediately following the advent of Manchoukuo, in March, 1932, the Government issued a declaration announcing the adoption of the First Stage Economic Development Program and its intentions to expand port and harbor facilities, river navigation facilities, and communication facilities, and stated that "the landmark of State-owned railways in the future will be the attainment of a 15,000 kilometer-long system."

The railways under the ownership of the South Manchuria Railway Company totalled 1,129 kilometers in 1939 and are classified as follows:

Table 6. SOUTH MANCHURIA RAILWAY LINES

(At end of Aug., 1939)

Lines	Distance	Working mileage (kilometers)	Gauge (Feet)	No. of stations
Dairen Line	Dairen-Hsinking	704.3	4.85	74
Antung Line	Antung-Suchiatun	260.2	4.85	27
Port Arthur Line	Choushuitzu-Port Arthur ..	50.8	4.85	5
Fushun Line	Suchiatun-Fushun	52.9	4.85	6
Yentai Colliery branch line ...	Yentai-coal mines	15.6	4.85	—
Other branch lines	22.9	4.85	2
Total	1,129.1	—	115

DESCRIPTION OF MINOR RAILWAY LINES

Ssupingkai-Tsitsihar Railway

The Ping-Tsi railway connects Ssupingkai with Sanchienfang (Angangchi) by way of Taoan and consists of what were formerly the Ssu-Tao (Ssupingkai-Taoan) and the Tao-Ang (Taoan-Angangchi) lines. Construction of the section between Ssupingkai and Taoan was divided into three stages, namely the first stage connecting Ssupingkai with Chengchiatung, the second, from Chengchiatung to Tungliao and the third from Chengchiatun to Taoan.

The line between Ssupingkai and Chengchiatung was started in April, 1917, the funds for its construction being provided by a loan made to the Chinese Government by the Yokohama Specie Bank in December, 1915. The line was completed in December, 1917.

The negotiations for constructing the line from Chengchiatung to Tungliao and from Chengchiatung as far north as Taoan were carried out in September, 1919, between the Chinese Government and the South Manchuria Railway Company. Construction of the Chengchiatung Tungliao (Cheng-Tu) line was begun in April, 1921, and completed in January the following year. Construction of the Chengchiatung and Taoan (Cheng-Tao) line was begun in September, 1921, and was completed in November, 1923. The loan advanced by the Yokohama Specie Bank, which was ¥5,000,000, has since been refunded by the Chinese Government. The aggregate loan advanced by the South Manchuria Railway Company for the same purpose to the Chinese Government amounted to

¥32,000,000, including the ¥10,000,000 of the first issue. These loans remained unrefunded up to the outbreak of the Manchurian Incident (Sept. 18, 1931). In December, 1931 the Ssu-Tao Railway administration recognized its debts, amounting to ¥49,000,000, following the approval obtained from the Fengtien Provincial Government and the New Northeastern Communications Committee and entrusted the supervision of the entire line to the South Manchuria Railway Company.

The section from Taoan to Sanchienfang (Angangchi) was completed in July, 1926. A Russian attempt to secure the control of the construction through the medium of Belgian interests was frustrated in 1913. In 1924 the administrations of the Three Eastern Provinces and the South Manchuria Railway Company reached an agreement whereby the latter Company obtained the right to construct the line at a cost of ¥12,920,000. The loans for this railway remained unrefunded by the Chang regime until the outbreak of the Manchurian Incident.

Tsitsihar - Keshan Line

This line was given the important role as a feeder to the Ssuping-kai-Angangchi Railway and it was to take all staple products from the rich Tsitsihar and Anding districts—in particular from Noho, Yian, Keshan, Baitzuan, Lintien, Lungchiang and other points—from which places the Chinese Eastern Railway had so far monopolized transport of cereal products. The other important factor for this northern line, besides acting as a commercial freight feeder to the southern railways was to aid in the completion of a long desired and projected railway to Heiho.

The construction of this Tsitsihar-Keshan railway was taken into hand in 1928. By the end of January, 1930, the line was completed as far as Tai-an chen and this section was shortly after opened to commercial traffic. In this year (1930) a branch feeder was constructed as far north as Lahachen from Ningnien and in the period between 1932-1933 the main line was completed to Keshan. The Tsitsihar-Keshan line crosses the Chinese Eastern Railway tracks some four kilometres from the C.E.R. station of Tsitsihar (Angangchi).

Objection to the extension of the Tsitsihar-Keshan line to connect with the Ssuping-kai-Angangchi line was raised by the Chinese

Eastern Railway administration, who claimed that such an extension was a flagrant violation of the 1896 agreement wherein China agreed that no railway should cut across the Chinese Eastern Railway. As a result, the Chinese railway connecting Angangchi with Tsitsihar was at first not made, but as an agreement had been reached in July, 1928, between the Chinese Eastern Railway administration and the Chinese Government, the connection was carried over the Chinese Eastern Railway tracks about four kilometres to the east of the railway town of Angangchi. This took place in December of the same year. In the Chinese Eastern Railway station freightyard at Angangchi a shunting line was laid by the Chinese railway administration to facilitate transfer of freight from the cars of the former railway to the those of the latter and vice versa.

As already mentioned, a branch line was built from Ningnien northward as far north as Lahachen, a distance of some 48 kilometres and in December, 1933, this section was extended as far north as Noho, almost 39 kilometres still farther north. Another 93.5 kilometres was added to this section by making the city Nenchiang (Mergen) a very important cereal collection mart of Heilungkiang province, the present terminal point of the northward advance of railway communication.

Harbin - Heiho Line

In November, 1935, the first iron-horse, after having almost burst lungs in going over the Little Hsingan range, rolled into the station of Heiho, opposite Blagoveschensk, on the Amur river and a distance of 303 kilometres almost due north from Peian. Heiho today boasts the distinction of being the most northerly railway station in Manchoukuo.

This railway comprises the following sections. Harbin via Sungpu, on the other side of the Sungari river, through Hulan to Hailun. This section is known as the Hu-Hai line, the section between the cities of Hailun and Peian forms a link with third section, the Peian-Heiho line. The completion of this railway to Heiho thus fulfills the dream of that English railway constructional firm, Pauling, which in 1909 had projected the Chingchow-Aihun railway; Aihun is a river port on the Amur, and is a little to the south of Heiho. The construction of the Pauling line would have

¥32,000,000, including the ¥10,000,000 of the first issue. These loans remained unrefunded up to the outbreak of the Manchurian Incident (Sept. 18, 1931). In December, 1931 the Ssu-Tao Railway administration recognized its debts, amounting to ¥49,000,000, following the approval obtained from the Fengtien Provincial Government and the New Northeastern Communications Committee and entrusted the supervision of the entire line to the South Manchuria Railway Company.

The section from Taoan to Sanchienfang (Angangchi) was completed in July, 1926. A Russian attempt to secure the control of the construction through the medium of Belgian interests was frustrated in 1913. In 1924 the administrations of the Three Eastern Provinces and the South Manchuria Railway Company reached an agreement whereby the latter Company obtained the right to construct the line at a cost of ¥12,920,000. The loans for this railway remained unrefunded by the Chang regime until the outbreak of the Manchurian Incident.

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paralleled the South Manchuria Railway in the south, also the entire south trunk line and a part of the western section of the former Chinese Eastern Railway, cutting the latter line somewhere near where the present Angangchi-Tsitsihar line crosses the former Russian owned railway. This was why the English project ended in a fiasco.

Taheiho, or as is more generally known, Heiho, though situated far in the north is another wealthy granary of Manchoukuo for in that district soya beans, wheat and other cereal products are most abundantly grown and garnered yearly. Besides, it is the most important centre of that northern territory for timber and mining industries.

The Pin-Pei Railway consists of two lines, one running from Pinkiang (Harbin) to Hailun and the other from the latter city to Peian. There were two plans for constructing the section from Harbin to Hailun. They had been under consideration since the Russo-Japanese War and a Construction Board was established in 1911. Due to the revolution in China in that year work on the line was shelved.

The question of constructing the railway from Harbin to Hailun (Tungken), passing through Hulan and Suihua hsien was several times considered by the Tsitsihar Constructional Committee in 1909. Through careful consideration of this question a project was finally formulated, and a basis laid down. However, it had become clear that the construction of the said railway called for a huge outlay of funds and to obtain such funds immediately was out of the question. So the members of the Committee agreed to pigeon hole the construction of the railway until more propitious times.

In 1910 the question of this railway was once again brought up at the conference of the Heilungkiang provincial government. This conference, after a most careful study of the plans submitted by the Tsitsihar Constructional Committee, decided to build the railway from Harbin to Hailun on the projected plan as worked out by the Constructional Committee.

The Constructional Committee in its project and report showed that the construction of the said line would be most beneficial and profitable. The plans called for a narrow gauge line, seeing standard gauge would be far too costly for them, thus proving the

scheme to be beyond their means, while to obtain such funds summarily time was thought not feasible. In such a case the construction of the projected railway would have to be shelved. This delay they were not ready to accept, hence the decision for a narrow gauge railway. The project of this railway was divided into four sections:

(1) To start from Machiachuankuo, on the left bank of the Sungari opposite Fuchiatién, or from Duichingshan on the Chinese Eastern Railway through Hulancheng to the village of Singlungpu (Singlungcheng).

(2) To continue from Singlungpu to the city of Suihua in Suihua hsien.

(3) To carry on from Suihua to Hailun (Tungken) in Hailun hsien. The total length of the three sections is 420 li (a li is a little less than a third of a mile).

(4) To commence at Hailun to connect up with the projected Chingchow-Aihun railway, already mentioned, about 400 li from this terminal station.

Because of the great interest shown in this provincial projected railway by the press of China, Japan and Russia and others, the Chinese Government at Peking was obliged to interest itself. So in March, 1914, the Central authorities despatched their own engineers (all Chinese) to make detailed surveys of the terrain for which this Hu-Hai line was to be built. The surveys were made from Machiachuankou, opposite Fuchiatién, on the Sungari, to Hulancheng; from Hulancheng to Suihua and from there to Hailun, the whole covering a distance of about 240 kilometres. The survey undertaken by these Chinese engineers almost paralleled the overland cart road from opposite Harbin to Suihua.

From Suihua the surveyors went further away from the overland cart road connecting the cities of Suihua and Hailun. The selected route lay further eastward and over more hilly terrain and touched the city of Sifengtai, situated 36 kilometres north-east of Suihua. That the survey swung so far eastward was motivated by the economic reason that the railway for half the year would carry staple products of the locality traversed and in the other half would transport timber and other raw materials. By thus bringing the railway near the bases of the mountains a great im-

paralleled the South Manchuria Railway in the south, also the entire south trunk line and a part of the western section of the former Chinese Eastern Railway, cutting the latter line somewhere near where the present Angangchi-Tsitsihar line crosses the former Russian owned railway. This was why the English project ended in a fiasco.

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petus would be given to exploit most economically the mineral and forest wealth.

The decision of the surveying engineer was wholeheartedly supported by the magistrate of Suihua hsien who saw that it would develop such important produce centers as Shangtzechen, Shuanghocheng and Yuchingshian. However, a great obstacle was placed by the magistrate of Hailun prefecture against the railway engineer's projected route. He based his action on the argument that he knew much better the territory the railway should traverse and though his plan would bring the railway much more to the west, the important farming centers would thus be served. According to the magistrate the line should run from Suihua to Wangkueichen and from there to Lunghochen, and finally to Hailun. This route would offer more level ground than that selected by the railway engineer, and would call for only five bridges across the Hulanho and the Maokungho and three others, almost canal-like in size. On the other hand the projected route selected by the engineer would traverse very hilly terrain, and several bridges were required to span large rivers, among them the Hulanho, Nomingho and Keyihgho.

Besides proving most conclusively that by his plan the railway could be more easily and therefore more speedily constructed, and also with less expenditure, the Hailun hsien administrator pointed out the great economic role such a railway would play. It would tap such important wheat farming and trading centers as Wangkueichen, Lunghochen, Chinganshian and Baishuangshian. Also with rail connections to these centers these localities would be made more attractive for settlers. In the matter of earnings, all the wheat export formerly hauled to such stations as Duichingshan, Mangou, Sung and Anda, on the Chinese Eastern Railway, would be routed over this new line. Such a line would be certain of freight all year round, for the territory tapped is the center of the wheat producing area. The route projected by the engineer would skirt the eastern fringe of this wheat belt and would serve such poor and hilly farming districts as Chingchengshian and the rugged and barren district of Teshanbao. As for colonizing, there was virtually no hope for this route. The Central Government had in 1910 attempted to colonize this district, but the effort ended in fiasco. This was

due to the fact that the immigrants were most unwilling to be settled in that locality, claiming that the water was fatal to infants and adults alike.

According to the Hailun prefectural administrator it was hopeless to believe that any volume of timber would ever come from that hilly region. He further reasoned that all timber and logs from those hills would be speedily used up by the local inhabitants and the new colonist settlements for building material and fuel. Even if there should be any export trade in timber from those hills the magistrate claimed it would be far cheaper to have short trolley lines built as feeders to the railway instead of bringing an expensive main line to this unprofitable region.

As already mentioned, the outbreak of the Chinese revolution in 1911 forced the suspension of the construction of this railway. Two plans had been submitted, one that advanced by Heilungkiang province and the other submitted by Russia, calling for joint construction and management of the railway.

In that year the Chinese Government got approval for a loan from the Russo-Asiatic Bank for the construction of the line not only to Hailun but as far as Heiho on the Russo-Manchurian border. The construction failed to materialize, however, due to objections raised by China on mutual supervision of the line and due to the Revolution. In 1925 Wu Chun-sheng, the Governor of Heilungkiang province, proposed the building of the section between Hulan and Hailun and established an organ known as the Hu-Hai Railway Company, capitalized at 10,000,000 yuan. Construction of this line was actually begun in 1926 and completed in December, 1928.

In September, 1934, the connection was made via the new Sankoshu-Suehia line 15.4 kilometres in length, thus bringing Harbin into direct railway communication with Hailun. Another short stretch was completed in the same period from Hulan to Sungpu on the north bank of the Sungari, a distance of 4.2 kilometres.

The stretch between Hailun and Peian consists of a section of the Hai-Ke Railway which connects Hailun and Kesban. The completion of the Hai-Ke line was effected in December, 1933. Since then the Hu-Hai railway and the line between Hailun and Peian have been incorporated in the Pin-Pei (Pinking-Peian)

Railway. The importance of the Pin-Pei railway is greatly enhanced through its connection with the Harbin-Lafa line. The present Hu-Hai line is a compromise, for it is brought more to the west than the one projected by the Government engineer, yet somewhat to the east like that projected by the Hailun prefectural administrator.

The Lafa-Pinkiang (Harbin) line serves the vast fertile plains to the south of Harbin until the town of Wuchang is reached, situated approximately mid-way along this line, from whence the railway traverses rather hilly country until Lafa is reached, a distance of 271.7 kilometres from Harbin. This line acts as one of the principal feeders for commercial freight for the Hsinking-Tumen line of 530 kilometres, which latter line is connected by the North Korean railways to the north Korean seaports of Rashin, Seishin and Yuki.

Tumen-Chiamussu Line

Tapping the territory known to possess rich mineral wealth and very fertile plains, the Tumen-Chiamussu railway, 581.2 kilometres, cuts the eastern section of the former Chinese Eastern Railway at Mutankiang. It was built in three sections. The first section of 359.7 kilometers, built and completed in July, 1935 covers the stretch from Tumen, on the Manchoukuo-Korea border, to Linkou, about 110 kilometres north of Mutankiang, by carrying the rails overhead of the Harbin-Suifenhö line.

The next section is that which connects Linkou with Poli. A distance of 86.2 kilometres separates these two important inland cities. The final section of 135.3 kilometres, connecting the rich mining city of Poli, also noted for agricultural products, with Chiamussu, an important commercial port on the lower reaches of the Sungari river. The last two sections were completed in July, 1937, the former going northwards from Linkou and the latter coming southwards from the river port, both works being undertaken at about the same time.

The commencement of regular traffic over the entire length of the Tumen-Chiamussu railway was of great importance, commercially, politically and strategically, in the rapid development of the northeastern districts of Manchoukuo. The Tumen-Chiamussu Railway has two branch lines, one on its lower reaches and the

other in its mid-section. The former goes as far as Suehling and the latter to Hulin, a river port on the Ussuri river. This strategically, economically and politically important line, the Tumen-Chiamussu railway, has two arms, stretching eastwards to tap the vast riches in mineral lying buried in that part of the sparsely populated corner of the State. One feeder goes as far east as Suehling, situated 75 kilometers east of the trunk line, and was completed and opened for general traffic in June, 1938. The second, lying still farther north, branches out from Linkou to the bank of the Ussuri river. This branch was built in two sections. The first half went as far as Mishan from Linkou and was completed and opened to general traffic in July, 1935, and the second half is the continuation of this line to Hulin, a river port on the Ussuri situated opposite the Russian town of Iman.

The total length of this important feeder to the Tumen-Chiamussu system is 336.4 kilometers and taps a veritable Saar of Manchoukuo, for according to an officially conducted geological survey carried out and reported by W. H. Wong to the Peking Government as published in the "Special Report of the Geological Survey of China" late in 1926 gives the figure of 1,000 million metric tons as the minimum coal content of the Mulin-Mishan districts, to which the coal deposits situated some 45 kilometres south of Hulin city, the terminus of this branch line, must be added. In this last named district there are more than 40 mines, operated at present admittedly on a small and poorly organized scale.

Hsinking-Hulun Arshan Railway System

This railway system cuts across the Ssuping kai-Tsitsihar line at Paichengtzu and was built in three sections, the two newer sections connecting with the short existing line originally projected to go as far west as Solun from Paichengtzu, a distance of 175 kilometers as the crow flies was completed as far as Wangyehmiao, almost 83 kilometres west of the Ssuping kai-Tsitsihar line, and opened to general traffic in 1931. The Hsinking-Paichengtzu section forming the eastern connecting half of the entire system is of 332.6 kilometres, and was opened to the general public in November, 1935 while the western connecting half between Wangyehmiao and Arshan, a total length of 238.7 kilometres,

was opened to passenger traffic in July, 1936.

The Hsinking-Halun Arshan route is the longest railroad built since the founding of Manchoukuo, a fact appreciated by very few people both in this country and in Japan.

Of its entire 655 kilometres 83 kilometres, stretching between Wangyehmiao and Paichengtzu, was built by the Changs. Originally they had meant to push the line as far as Solun, but the engineering difficulties in the Hsingan foothills west of Wangyehmiao, probably caused them to stop.

About 660 kilometres of the route were constructed under the State Railway administration since autumn, 1933. The first section from Hsinking to Talai or Paichengtzu as it is now called, proceeds almost directly northward, and the area traversed is solely populated by Chinese, with Nungan as the centre. It is a thickly populated farming district watered by the Sungari.

The next section curving westward is in the basin of the Nonni. The region is a mixed Sino-Mongol country with the Mongol element becoming more in evidence as the line goes farther west. Farm-lands tilled by the Chinese give way gradually to broad sweeps of grassland nourishing millions of sheep, cattle and horses, tended by Mongol herdsmen.

Almost every day one may see long caravans of camels, now in small groups and now singly, along the dusty roads, bearing men and burden and trudging patiently along. They are neither handsome nor given to cleanliness but one must admire their hardihood and endurance.

This section, from Paichengtzu to Wangyehmiao, was incorporated into the State Railway system. The roadbed, was improved and culverts and bridges strengthened or rebuilt, bringing it up to the standard of the State railways.

This stretch is a spacious meadowland, filled with wild blooms in spring and summer. There are slight undulations here and there, with tree clumps around streams and ponds. For the most part the land is flat and treeless and the few scattered market towns, hamlets and farmhouses are all single-storeyed affairs. Like a white ribbon the iron stretches straight over this meadowland.

The landscape becomes more lively, with the Hsingan foothills looming over the western horizon, as one leaves Wangyehmiao and the beautiful pastoral land to the east. From Wulanhata, a little

way east of Wangyehmiao, the line enters Hsingan province, a real Mongol domain.

Mongol hamlets of circular tents become more frequent and prominent. The districts in the province are divided into 'banners' instead of 'hsien' as in the Han-peopled country to the east. The 'banner' system preserves the old Mongol political designation, but their antique clan style of administration has been modernized and liberalized under the new regime. All the Mongol officials appointed by the Manchoukuo Government are very proud of their offices and some of them are eager in their efforts to better the lives of their fellow countrymen.

The 120 kilometre stretch from Wangyehmiao to Solun runs through Hsingan foothills. The land is wooded and quiet scenic; the climate is more salubrious than that of the Sungari and Nonni watersheds to the east. Greater variety in vegetation and abundance of pretty and tuneful songbirds make life in this sparsely populated land most pleasant.

Wangyehmiao is now an educational centre, with military and political institutes to train Mongol youths as civic and army leaders. But Solun is the railway and trade centre of the region. This area will become in the near future a favored spot for summer vacationists, for all through the summer days and evenings mountain breezes laden with revivifying ozone blow over the foothills. The final section of the line, from Solun to Halun Arshan, curves and bores through real mountainous country, the Great Hsingan ranges.

At the celebrated hot spring resort of Halan Arshan the new railway is already west of the Great Hsingan range, having traversed that mighty barrier by a series of switchbacks and tunnels.

Hsinking-Fusan Through Service

The through service connecting Fusan, a seaport on the south tip of Korea, and Hsinking is not connected with Harbin and other large railway towns of North Manchuria, yet this service via Hsinking brings those large northern towns that much nearer to the sea-board and to Japan. The through service between Fusan and Hsinking takes but 27 hours train ride to reach the

Korean sea-port, and with an additional eight hours ferrying across the Sea of Japan, one reaches Japan.

Tables of Distances

The following tables will show the distances that separate some of the important railway centres in North Manchuria from important ports in Japan and from continental seaboard.

(a) Distance in kilometres to the three important seaboard outlets for the Manchurian Railways:

From:	To Dairen	To Rashin	To Vladivostok
Harbin	945	738	785
Hailun	1,173	964	1,013
Tungpei	1,419	1,045	1,098

(b) Distance in kilometres to the three important and nearest seaports of Japan, from Manchurian railway towns:

Rashin to Tsuruga	906.7	Dairen to Moji	1,160.7
Rashin to Maizuru	874.0	Vladivostok to Tsuruga.	925.6

(c) Distance from Harbin to different ports in Japan:

	Kilometers		Kilometres
To Tsuruga, via Lafa-Harbin and Hsin-king-Tumen lines..	1,644.7	To Moji, via Dairen .	2,105.7
To Maizuru, via the same route	1,512.0	To Tsuruga, via Vladivostok	1,710.6
		To Moji, via Fusan, Korea	2,009.9

Conclusion

In conclusion a few words suffice concerning the prospective construction of railways in the early future by the Manchoukuo Government.

The problem of constructing railways at the present moment is being given major attention by the Manchoukuo Government in all her programs for economic and industrial development.

The projected goal of the Manchoukuo Government authorities is to attain the total length of 25,000 kilometres of railways in the near future. The first quota of 4,000 kilometers to be completed

in the first ten years of the existence of Manchoukuo has been more than fully realized, this mark being passed in the opening days of 1938, the event being fittingly celebrated with appropriate ceremonies on October 21, 1939 when the passing of the first 10,000 kilometers of railways was commemorated.

CHAPTER XXIV COMMUNICATIONS

POSTAL SERVICE

General Remarks

With the establishment of the new State of Manchoukuo, the postal administration of the country was assigned to the Department of Communications, with the Postal Bureau as the central organ. At that time, however, the postal service in Manchuria was still in the hands of the Chinese Government. The situation was anomalous. On the completion of the organization of the Postal Bureau, the Manchoukuo authorities made efforts to take over the postal service from China. After certain complications, the postal service became independent from the Chinese hands in July, 1932, when a formal declaration was issued to that effect.

In connection with the postal administration, the next memorable event was the abolition by Japan of the extraterritoriality in Manchoukuo, together with the restoration to the Hsinking Government of the administrative jurisdiction in the Railway Zone. In anticipation of the event, the postal authorities of Manchoukuo made necessary preparations by promulgating various enactments, including the Postal Law, Postal Order Law, Postal Transfer Account Law, Postal Life Insurance Law, etc. In December, 1937, 120 post offices, with more than 1,000 officials and employees, were transferred to the Manchoukuo Government. The unification of the postal administration was thus attained, enabling the country to make further progress in the business.

The machinery of postal administration has been steadily improved since the inauguration of Manchoukuo. As part of the large scale administrative reform in July, 1937, the General Bureau of Postal Administration was established as an "external

office" of the Department of Communications, to supervise and control the whole system, including electric communications. From the start of the new State, it has been the ambition of the Manchoukuo authorities to create a system fit for a Wangtao State, so the private and urban-centralized service, the system under the former regime, was replaced by a new system which emphasized the public character of the service—a system answering the requirements of Manchoukuo in advancing culture and in promoting industry and economy.

The number of post offices classified by superintendent offices is given below:

Table 1. NUMBER OF POST OFFICES BY JURISDICTIONS
(Sept., 1939)

Superinten- dent Office	No. of Post-Office	No. of Sub-Office	Total	Superinten- dent Office	No. of Post-Office	No. of Sub-Office	Total
Hsinking ..	129	333	462	Chinchow ..	63	229	292
Mukden ...	136	558	694	Total ...	474	1,420	1,894
Harbin ...	146	300	446				

During the last few years, the postal authorities have laid emphasis on the expansion of the service, facilitating communication particularly for the execution of the Five Year Industrial Programme, Land Settlement and Northern Frontier Schemes, and further for the development of the East Asia bloc, as well as for the promotion of intercourse with foreign countries, thus striving to build up the communication service as a real artery of social and cultural life.

As regards the finances of the postal and postal life insurance services, there are instituted the Postal Service Special Accounts and Postal Life Insurance Special Accounts, separate from the general accounts of the Government, since the nature of these services requires independent accounting. At the close of 1939, there were four local superintendent bureaus, one each for Hsinking, Mukden, Harbin, and Chinchow, with altogether 459 post offices, 1,533 branch post offices, and 11,128 officials and employees.

Inland Mail Service

For some time after the postal service was taken over from China, the system based upon the Chinese laws and regulations

was retained. This was not in consonance with the new situation, so the Government set about reorganizing the system, and enacted various new laws and regulations relating to the service. In addition to the inauguration of contents certification, collection of bills, contact mail, etc., the following services were also introduced:

- 1) Express delivery mail, from July, 1937 (amalgamating the air mail and quick delivery mail already existing);
- 2) New Year mail, from December, 1932;
- 3) Mail with time of acceptance certified, from 1935;
- 4) Delivery of postal parcels, from June, 1937;
- 5) Sale of revenue stamps, from December, 1937 (taken over from the Finance and Commerce Department);
- 6) Military mail, from December, 1937.

The number of inland mails handled has shown a steady increase in recent years, as the following table shows:

Table 2. NUMBER OF INLAND MAILES HANDLED
(unit: 1,000)

(A) Outwards									
	Ordinary Mail				Special Mail			Grand Total	Parcel post
	Letters	Post cards	Printed matters	Total	Registered	Total incl. others			
1932	—	—	—	11,676	629	691	12,367	68	
1933	—	—	—	71,481	2,619	2,823	74,303	755	
1934	—	—	—	97,578	2,108	2,963	100,542	775	
1935	—	—	—	96,860	3,053	4,097	100,956	695	
1936	77,291	14,933	10,412	102,636	3,323	4,554	107,189	645	
1937	94,833	10,516	11,677	117,026	3,505	7,268	124,294	1,443	
1938	103,046	20,702	23,242	146,990	4,155	10,910	157,900	1,079	
1939	111,259	30,888	34,807	176,954	4,747	11,543	188,497	1,173	

(B) Inwards									
	Ordinary Mail				Special Mail			Grand Total	Parcel post
	Letters	Post cards	Printed matters	Total	Registered	Total incl. others			
1932	—	—	—	13,290	780	846	14,136	69	
1933	—	—	—	74,399	3,133	3,310	77,709	637	
1934	—	—	—	126,441	2,242	3,295	129,735	1,011	
1935	—	—	—	146,240	4,365	5,556	151,796	718	
1936	95,926	11,245	17,182	124,352	3,915	5,237	129,589	746	
1937	111,280	10,939	16,901	139,120	3,530	6,701	145,820	1,468	
1938	111,579	16,093	24,616	152,288	4,073	8,458	160,745	1,200	
1939	111,879	21,247	32,330	165,456	5,319	11,703	177,159	1,297	

Foreign Mail Service

With regard to the mail service to and from foreign countries, it was the desire of the Manchoukuo Government to establish smooth connection by observing international usage and by fulfilling the treaty obligations undertaken by the Chinese Government, in accordance with the spirit of the declaration of founding the new State. The postal communication between Manchoukuo and Japan came to be regulated by the Manchoukuo-Japan Postal Treaty and the accompanying agreement signed, December 22, 1935. As already noted, the postal administration in the Railway Zone was restored to the Manchoukuo Government, except for the mails to and from third countries.

At the start of the new State, China was so outrageous as to declare a postal blockade of Manchoukuo. Repeated negotiations, however, resulted in a postal agreement between Manchoukuo and China, and the service of ordinate mails was restored in January, 1935 and the parcel post service in February, the same year. The arrangement between the two countries has continued satisfactorily until recently, but now readjustment is under consideration, in view of the changed situation in China.

With third Powers, no postal treaties have been concluded. But the League of Nations, while withholding recognition from Manchoukuo, resolved that since Manchoukuo had the right to receive compensation for the service rendered, it would be all right to start postal negotiations with Manchoukuo, on condition that the arrangement did not imply recognition of the new State. By this resolution, Manchoukuo became a de facto member of the International Postal Union, and the mails bearing Manchoukuo stamps are now sent to all part of the world without objection. Manchoukuo controls an important international mail route, since the mails to and from Europe and via Siberia must pass through Manchoukuo territory. In handling such mail matter, Manchoukuo is rendering an important international service. The position of the new State is gaining in importance, also in this respect.

As regards the formal adhesion of Manchoukuo to the International Postal Union, the Foreign Minister of the new State made a formal proposal to the Swiss Government in 1932, and when the tenth conference of the International Postal Union was

held in Egypt in 1933, the Department of Communications sent an official to Cairo to make clear the position of Manchoukuo.

The amount of foreign mail handled is shown below:

Table 3. FOREIGN MAIL HANDLED

(Unit: 1,000)

(A) Outwards

	Ordinary mail	Special Mail		Grand Total	Parcel Post
		Registered	Total incl. others		
1934	18,252	754	761	19,014	85
1935	31,730	1,215	1,235	32,965	113
1936	40,310	1,391	1,422	41,732	150
1937	40,537	1,114	1,709	42,245	318
1938	60,753	2,335	3,053	63,806	425
1939	80,970	2,899	3,914	84,884	536

(B) Inwards

	Ordinary mail	Special Mail		Grand Total	Parcel Post
		Registered	Total incl. others		
1934	19,430	704	720	20,150	324
1935	37,505	1,125	1,144	38,649	446
1936	43,995	1,113	1,149	45,144	636
1937	43,527	1,176	1,372	44,899	842
1938	69,883	1,566	2,055	71,938	1,586
1939	96,240	1,816	2,212	98,451	2,211

Air Mail

The development of air transportation within Manchoukuo as well as with Japan and China is well reflected in the increasing use of air mail service. Outward ordinary air mail matter expanded from 481,000 pieces in 1934 to 2,738,000 pieces in 1939. Statistics are subjoined:

Table 4. AIR MAILS HANDLED

(Unit: 1,000)

(A) Outwards

	Ordinary Mail				Special Mail		Grand Total
	Letters	Post cards	Printed matters	Total	Registered	Total incl. others	
1934	—	—	—	481	58.3	63.3	545
1935	—	—	—	562	67.0	73.3	636
1936	587	11.1	7.9	606	77.6	83.4	689
1937	1,134	40.0	1.9	1,176	1,660.0	1,944.0	1,371
1938	1,801	38.5	28.3	1,868	246.3	290.6	2,159
1939	2,633	58.8	47.6	2,738	309.8	349.9	3,087

(B) Inwards

	Ordinary Mail				Special Mail		Grand Total
	Letters	Post cards	Printed matters	Total	Registered	Total incl. others	
1934	—	—	—	708	42.2	49.7	757
1935	—	—	—	784	49.6	59.2	844
1936	845	25.0	20.2	890	62.7	76.0	966
1937	1,114	21.1	23.1	1,158	234.0	252.5	1,410
1938	1,759	31.5	34.1	1,825	247.6	282.5	2,107
1939	2,571	75.7	44.0	2,691	310.1	315.6	3,007

Note: Figures from 1937 are inclusive of special delivery.

POSTAL SAVINGS AND POSTAL LIFE INSURANCE

General Remarks

With the establishment of the new State, the postal savings and postal money order businesses were placed, so far as official jurisdiction was concerned, under the Department of Communications. The General Bureau of Postal Administration, established in July, 1937, now exercises supervision and control over these services, like the mail business itself. During the old regime, the services were urban centralized and conducted for profit. Therefore, after taking over the postal business from China, the Manchoukuo authorities started the reorganization and improvement of the services. Regarding postal savings, financial accounts had first to be settled with China, so this service could not be immediately reopened, but the inland postal order business was resumed in May, 1933.

The systems of postal transfer accounts and postal life insurance did not exist during the old regime. The former was inaugurated in December, 1936, as it was a convenient method of making remittances and settling accounts; while as for the latter, inquiries are instituted with a view to introducing it under State management and as a measure for advancing social welfare. On the completion of preparations, the postal life insurance system was inaugurated in October, 1937.

Postal Savings

The postal savings business was resumed in May, 1933. In accordance with the Postal Savings Act and Regulations pro-

mulgated in March, 1937 and enforced in May the same year, this service was thoroughly reorganized on a new basis. The current rate of interest for ordinary postal savings is 4.20 per cent, and that for long term savings 4.41 per cent. These savings are received and paid back at any post office—an innovation against the old system. Postal savings are now classified into (1) ordinary, (2) special, and (3) entrusted deposits. The second of these three classes is sub-divided into (a) covenanted deposits (that is, deposits made by saving associations, the withdrawal of which is restricted in accordance with covenants of associations), (b) long-term deposits (the term ranges from one to ten years, during which time no withdrawal is permitted), and (c) deposits by Manchou nationals residing abroad (those nations living in Japan are excepted, deposits being made by means of money orders). The "entrusted deposits" above mentioned are primarily those savings which were deposited in the Japanese post offices in the Railway Zone prior to the restoration of the said zone to Manchoukuo and whose management was entrusted to the Hsinking authorities on their resumption of the administrative jurisdiction in the zone. In the case of "entrusted deposits", old depositors may of course make further deposits and withdrawals, no person, however, being allowed to open new accounts.

At the close of 1939, the postal savings depositors numbered 1,152,922, with deposits totalling 102,730,963 yuan a striking result for the short space of six years. The rate of increase was particularly rapid from the end of 1938, testifying to the efficacy of the savings campaign organized by the Government as well as to the increased prosperity in the country.

Postal Money Order

During the former regime, the postal money order required complicated formalities. The inland fees varied according to destinations, the rates between distant places were exceedingly high. So the Manchoukuo Government introduced a uniform rate for the whole country. As the result of this revision, remittances can now be made to any locality within the country, at half the former rate.

The postal money order in Manchoukuo has three kinds: the petty, ordinary, and telegraphic. The petty order was inaugurated

in August, 1934; while as regards the telegraphic order, which did not exist during the former regime, a system modelled on that of Japan was introduced in January, 1936, the post offices in all important towns handling the business. The number of persons utilizing the service is increasing every year.

The Postal Money Order Act and Regulations promulgated in March, 1937 thoroughly reorganized the service, abolishing the method dating from the former regime. The postal order business as now conducted is briefly as follows:

1) **Inland Drafts.** Inland drafts are rapidly increasing every year, in number and value. The figures for 1938 showed a several fold advance in both respects, compared with 1929, when the Three Northeastern Provinces were still under the old regime.

2) **Manchoukuo-Japan Drafts.** These drafts are treated on the same footing as inland drafts, in accordance with the Manchoukuo-Japan Postal Treaty and Agreement. Compared with 1930, the year preceding the outbreak of the Manchurian Incident, the figures for 1938 showed a remarkable increase of 214 fold in the number of drafts and of 3,300 fold in value.

3) **Manchoukuo-China Drafts.** The money order business between Manchoukuo and China was inaugurated in February, 1935, in accordance with the Manchoukuo-China Postal Agreement. The business continued to increase until the outbreak of the China Affair in 1937, when the amount began to decline.

4) **Manchoukuo-Mongolia Draft.** These drafts were inaugurated in January, 1938, on the same footing as inland drafts.

5) **Foreign Drafts.** In this line, Manchoukuo has a direct service with Germany, but the service with Italy, Switzerland, Holland, and other countries is conducted indirectly, that is, through Japan.

Postal Transfer Account

This service was started in December, 1936, in response to the rapid growth of national economy. In order to speed up this business, service by telegraph and quick delivery was introduced in December, 1937. Simultaneously with the inauguration of inland transfer account business in December, 1936, a similar service was started between Manchoukuo and Japan. At the end of 1939, there were four transfer account control offices, one

each for Hsinking, Mukden, Harbin, and Chinchow. At that date, transfer account depositors numbered 9,213, with a total balance of 4,047,893 yuan. The service is still in an early stage of development, but the rate of progress is highly satisfactory.

Postal Life Insurance

From the standpoint of stabilizing the life of the masses and advancing their welfare, the introduction of petty life insurance had been held desirable from the start of Manchoukuo. In order to frame a system suited to the special conditions in the country, the Government conducted careful inquiries, and promulgated the Postal Life Insurance Act and Regulations in October, 1937, a memorable event for Manchoukuo. The system introduced includes both whole life and endowment policies. The individual sum insured varies from 50 to 500 yuan, premiums payable each month. At the close of 1939, the persons insured totalled 393,400, and the amount insured 50,762,300 yuan, a gratifying result for the short space of two years.

ELECTRIC COMMUNICATION

General Remarks

For some time after the establishment of Manchoukuo electric communication was partly under Government management, and partly under prefectural or private management. In the Railway Zone in South Manchuria, the enterprise was in Japanese hands, while in the districts along the North Manchuria Railway (Chinese Eastern Railway) the same business was conducted by the Russians. The services were in various degrees of development, with little connection with each other, a condition not in harmony with the new situation. In order to remedy this state of affairs, the Manchuria Telephone and Telegraph Company was created in September, 1935, as a Manchou-Japanese concern, the Hsinking Government supplying part of the capital in the form of establishment under its management. To this company, the telephone, telegraph, and radio broadcasting not merely in Manchoukuo but in Kwantung Territory were entrusted.

With the head office established in Hsinking and control offices

in Hsinking, Mukden, Harbin, Tsitsihar, Mutangkiang, Chengteh, and Dairen, the Manchuria Telephone and Telegraph Company proceeded to the purchase, coordination, and expansion of the services in Manchuria, while striving to establish and extend the network of electric communication with Japan, China, and other countries. The present development in electric communication was rendered possible by the efforts of the company.

The central authority controlling the Manchuria Telephone and Telegraph Company and electric communication in general is the Department of Communications, which exercises supervision through the General Bureau of Postal Administration, and with local postal bureaus as immediate organs of control.

Telegraph

At the time the Manchuria Telephone and Telegraph Company was established, the telegraph offices in Manchoukuo and Kwantung Territory totalled 360 while the present number is 790. The telegraph lines at the start of the company were 13,667 kilometres, which increased to 15,877 kilometres at the end of 1938; while the wires themselves increased from 34,227 kilometres to 42,176 kilometres during the same period. The messages handled during 1938 were 36,000,000 against 14,000,000, the annual number at the beginning of the period.

The wireless establishments in Hsinking have direct connection with Berlin, Paris, and San Francisco. In addition to direct communication with Japan, and North and Central China by wire and also by wireless, telephoto service with Japan was opened in September, 1939.

General statistics on telegraph and telephone are tabulated below:

Table 5: GENERAL STATISTICS ON TELEGRAPH AND TELEPHONE

	Telegraph (Kms.)		Equipment		Extension length of telephone line (Kms.)	No. of telephone messages	No. of telephone subscribers
	Lines	Extension	Lines	Wireless			
1933 ...	12,370	34,068	544	—	—	2,004,194	32,898
1934 ...	20,471	42,594	634	140	24,070	2,074,307	41,598
1935 ...	21,911	45,886	638	159	32,468	2,695,999	54,113
1936 ...	21,080	46,670	778	182	102,919	2,958,268	63,373
1937 ...	26,635	55,011	921	228	128,709	3,669,030	73,939
1938 ...	26,635	51,982	1,161	304	147,006	4,556,621	82,630
1939 ...	38,402	50,930	1,183	—	152,296	5,678,821	93,314

Table 6. NO. OF TELEGRAPH OFFICE

(A) Manchoukuo					
	Telegraph & Telephone Stations	Telephone Stations	Telegraph Agencies	Wireless Agencies	Total incl. Others
1934	75	143	222	48	504
1935	95	136	242	48	555
1936	124	147	249	51	695
1937	187	100	275	54	784
1938	218	191	383	56	—
1939	244	232	403	62	921

(B) Kwantung						
	Telegraph Offices	Air-station	Post offices	Post branch offices	Post stations	Wireless telegraph stations
1926	—	—	40	8	16	3
1932	1	1	44	37	22	4
1933	26	1	44	43	22	2
1934	48	1	49	39	26	1
1935	51	1	53	36	30	—
1936	54	1	56	45	32	—
*1937	1	1	17	4	18	—
*1938	14	1	18	4	18	—

(Continued)	Telephone exchange offices	Post agencies	Telegraph agencies	Wireless telegraph agencies	Telephone agencies	Total incl. others
1926	2	146	90	11	20	336
1932	3	151	102	38	25	428
1933	7	145	112	49	25	476
1934	6	146	113	48	30	507
1935	14	146	112	48	29	520
1936	11	147	118	51	17	532
*1937	—	82	24	53	37	278
*1938	—	80	24	55	47	288

Note: Statistics from 1937 with regard to Kwantung are exclusive of the S.M.B. Zone, jurisdiction over which was transferred to Manchoukuo as a result of the abolition of extra-territoriality.

Table 7. NUMBER OF TELEGRAMS HANDLED

*(A) Manchoukuo (In 1,000)								
Year Ending Mar. 31:	In-Manchoukuo		Japan-Manchoukuo		Foreign		Total	
	Despatched	Arrived	Despatched	Arrived	Despatched	Arrived	Despatched	Arrived
1934	2,067	2,094	2,110	1,859	256	281	4,434	4,235
1935	2,931	2,917	2,317	2,072	255	275	5,504	5,265
1936	3,485	3,427	2,483	2,231	282	283	6,251	5,943
1937	4,084	4,082	2,809	2,438	281	274	7,175	6,795
1938	4,926	4,920	3,218	2,695	439	421	8,583	8,036

(B) Kwantung

(In 1,000)

Year Ending Mar. 31:	Domestic & Japan-Manchuria			Others		Transmitted		
	Despatched	Arrived	Total	Despatched	Arrived	Total	Domestic & Japan-Manchuria	Others
1933	1,184	1,128	2,312	222	222	444	1,559	397
1934	1,363	1,293	2,657	199	217	416	1,866	364
1935	1,564	1,500	3,064	159	176	335	2,228	325
1936	1,674	1,625	3,299	149	165	314	2,686	239
1937	1,723	1,655	3,378	172	181	354	2,856	266
1938	1,686	1,706	3,392	162	163	326	2,146	259

Telephone

At the start of the Manchuria Telephone and Telegraph Company, there were about 300 telephone exchanges, which have increased to about 480; while the telephone subscribers now number 891,630 against 33,253 at the beginning of the period. The telephone lines increased from 9,389 kilometres to 22,407 kilometres at the end of 1938. During the same year, calls on long-distance telephones numbered 4,223,584 against 1,929,853 for the first year of the period. These figures are quickly rising. In all important towns, the system of automatic exchange has been introduced. In Hsinking and three other towns, telephone charges are counted by the number of calls.

Radio Broadcasting And Radio Telegraph

Radio broadcasting and radio telegraph are also in the hands of the Manchuria Telephone and Telegraph Company. The broadcasting stations have increased from 4 to 15, and the registered listeners from 8,000 to 230,000. The important stations are broadcasting by a dual system, contributing much to social culture.

At the time of the establishment of the Manchuria Telephone & Telegraph Company, there were only four broadcasting stations, at Dairen, Mukden, Harbin, and Hsinking, with a total antenna output power of 4.5 kilowatts. With these four stations under its control, the company started on its mission of promoting culture. Exactly one year later or in May, 1935, a 100 kilowatt transmitter was set up in Hsinking. It had the reputation of being the most powerful transmitter in the Far East until December 28, 1937,

when a 150 kilowatt transmitter was installed in Tokyo. This 100 kilowatt transmitter is used in broadcasting programs in the Manchu language.

Stations in important cities, as Dairen, Mukden, Hsinking, Harbin, Mutankiang, and Tsitsihar, are connected to one another by the carrier current telephony system which is used to relay programs from one station to another. Besides using carriers and wireless telephony to relay broadcasts in Manchoukuo, unloaded cables are used between Mukden and Antung. In exchanging programs with both Japan and China, both short wave and unloaded cables are used to relay broadcasts among the three countries.

The Manchuria Telephone & Telegraph Company expects to have twenty broadcasting stations under its control and also expects to double the antenna output power of the Hsinking Broadcasting Station by December 1942 when the government's present Five Year Plan comes to an end.

Table 8. NO. OF BROADCASTING STATIONS

(Jan. 1940)

Stations	Denomination	K.W.	Frequency
Hsinking	MTCY	10.00	560
	MTCY	100.00	180
Mukden	MTBY	1.00	890
Dairen	TQAK	1.00	760
	TQAK	1.00	1,065
	JDY	10.00	9,925
Harbin	MTFY	3.00	674
Mutankiang	MTGY	0.05	1,015
Antung	JQBY	0.05	805
Tsitsihar	MPLY	0.05	835
Yenki	MTKY	0.02	758
Chiamussu	MTNY	0.05	615
Heiho	MTSY	—	1,100
Hailar	MTRY	—	1,260
Chengteh	MTHY	0.05	915
Chinchow	MTOY	—	575
	MTOY	—	955
Yingkow	MTPY	—	1,025
	MTPY	—	1,270
Fuchin	MTQY	—	1,080

Financial Statement. The balance sheet of the Manchuria

Telegraph & Telephone Company for the year ending December 1939 is shown below:

Table 9. ASSETS & LIABILITIES OF THE MANCHURIA TELEGRAPH & TELEPHONE CO.

(At end of 1939)

Assets:		(MY1,000)	
Capital Stock Uncalled	6,875	Dividends Balancing Reserve	2,030
Communications Equipments	86,520	Special Funds	509
Miscellaneous Equipments	7,868	Depreciation Funds Reserve	15,588
Miscellaneous Accounts Receivable	4,164	Bonds	35,000
Guaranty Funds	26	Miscellaneous Accounts payable	3,771
Stores Accounts	10,499	Guaranty Funds	1,976
Postal Transfer Savings	204	Mutual Aid Accounts	464
Bank Deposits	6,200	Sundry Receipts Unadjusted	1,607
Cash on Hand	128	Balance brought from Previous Term	1,126
Miscellaneous Accounts paid in advance	1,774	Net profit for the Year ending Dec.	5,898
Securities Receipts in Pledge	7	Total incl. others	125,565
Exchange Accounts	49		
Securities	1,250	Disposal of Profit:	
Stamps	0	Legal Reserve	300
Post Office Deposits	1	Retirement Allowance Fund for Employees	700
Total incl. others	125,565	Bonuses to Officials	86
		Dividends to Shareholders (6% per annum)	2,416
Liabilities:		Dividends Balancing Reserve	1,000
Capital Stock Authorized	50,000	Special Reserve	1,100
Legal Reserve	980	Balance carried forward	1,416
Special Reserve	3,280		
Retirement Allowance Reserve	1,220		

Short Wave Broadcasting. Short wave broadcasting was first undertaken by the company at Station JDY, 10 kw., in Dairen in September of 1937. Station JDY, transmitted daily with its antenna beamed towards South China, the Straits Settlements, and the South Seas. To better inform the peoples of the world of the rapid change and progress taking place in Manchoukuo and in the Far East, a 20 kilowatt transmitter was installed in Hsinking in the spring of 1939. Then on July 20, 1939, short wave broadcasting was officially inaugurated with the purpose of introducing Manchoukuo abroad. At present short wave broad-

sacting in Manchoukuo operates under the name of "Short Wave System," and four separate broadcasts are transmitted daily to the Pacific coast of North America and the Hawaiian Islands, to Europe, to the South Seas, and to Mongolia and the Soviet Union.

CHAPTER XXV

LABOR

LABOUR ADMINISTRATION

Department of People's Welfare (Labour Affairs Bureau). The Department of People's Welfare forms the center of labour administration in Manchoukuo. At the outset a sub-section of the Social Affairs Bureau of the Department of People's Welfare dealt with matters connected with labour. When the administrative reform took place in July, 1937, the labour sub-section was enlarged into the Labour Guidance Section of the now independent Bureau for Social Affairs. The volume of administrative business increased considerably with the commencement of the Five Year Industrial Programme and the outbreak of the China Incident, necessitating the reformation of the Labour Guidance Section into the Labour Affairs Bureau.

State Council (Labour Affairs Committee). The Labour Affairs Committee in the State Council deals with important matters concerning labour. At the inception of the new State, the Labour Control Committee supervised the various agencies and organs connected with, and deliberated on important matters concerning labour. But under the administrative reform of July, 1937, the Planning Committee was established in the State Council, and as a sub-committee, the Labour Affairs Committee was instituted on September 10, 1938, as an organ for planning and deliberation regarding labour matters. This Committee is presided over by the Director of the General Affairs Board, with Government officials and industrial leaders as members.

Local Administrative Machinery for Labour Affairs (Labour Affairs Section). In July, 1939, when the Labour Guidance Section was established in the Department of People's Welfare, sections of a similar character were also established in the governments of several important provinces. Again, in January, 1940, when the Labour Guidance Section was expanded into the Labour

Affairs Bureau, similar expansion took place in the machinery of the provincial governments. The larger cities, hsien and banners have also branches dealing with labour affairs.

Subsidiary Organs for Labour Affairs (Manchuria Labour Association). The Manchuria Labour Association serves as the agency of the Government for labour affairs. The Tatung Kungssu, established in 1935, acted until July, 1939, as the agency for regulating the entry of foreign labourers. In view, however, of the large increase in labour business, consequent on the adoption of the Five Year Industrial Programme and the outbreak of the China Incident, it became necessary to provide an additional agency. Accordingly, the Manchuria Labor Association was established as an endowment corporation, with a fund of 400,000 yuan, half of which was supplied by the Government. In case the business expenses of the Association cannot be covered from the interest of the fund and other income, the deficit is to be made good by the Government.

This Association began its activities in 1938, with branches established in different parts of the country. Under this arrangement, the Tatung Kungsu was responsible for the recruiting and regulation of the entry of foreign labourers, while the Manchuria Labour Association was mainly concerned with the adjustment of the supply and demand of labour within the country, as well as with the protection and guidance of labourers. But as it was found inconvenient to have these two separate agencies for labour affairs, the Tatung Kungsu, in July, 1939, was dissolved and merged into the Manchuria Labour Association.

Movement and Characteristics of Immigrants from North China

Figures concerning immigration from North China for the 10 years prior to 1935, when the Manchoukuo government put restrictions on immigration, reveal that the immigrants who entered Manchuria during those 10 years average 670,000 per year, and those who left the country after a stay of a certain length 380,000. In another word, 56 per cent of the total immigrants returned home, leaving the balance of 44 per cent of them staying in Manchoukuo. The highest and lowest records of their influx in the same period were 1,040,000 in 1927 and 370,000 in 1932 respectively. The phenomenal influx in 1927 resulted from the revolution in which

North China became involved that year, and the calamity of the Yellow River flood in 1926. The inactivity of immigration in 1932 is accounted for by the Manchurian Incident that occurred in the previous year. Now, taking no account of these two abnormal years, a study of the immigration movement between North China and Manchuria during the ten-year period under survey will disclose (1) that the rise and fall of immigration can be taken as an index to surplus labor available in the rural districts of North China; (2) that the comparatively high percentage of those who returned home reveals a more or less transient character of their emigration, while those who settled down in Manchuria also constitute a fairly high percentage; and (3) that those settled immigrants have played an important part in the increase of population of Manchoukuo, which fact naturally results in the predominance of male and of active age groups of both sexes in the composition of population.

In 1938 the population of Manchoukuoans, including those living in Kwantung Province, was published to be 37,730,000. Compared with the estimated 15,500,000 inhabitants of Manchuria in 1909, the population increased almost twice and a half in the following 30 years. And there is no doubt that this rapid increase is due mainly to the influx of immigrants from North China and the subsequent growth of their population by births.

Table 1. IMMIGRATION MOVEMENT FROM NORTH CHINA

	Immigrants who entered Manchuria	Immigrants who left for North China	Immigrants Staying in Manchoukuo	Percent- age
1925	479,475	193,093	286,382	59.7%
1926	646,617	272,453	374,164	57.9
1927	1,043,772	281,295	762,477	73.1
1928	967,154	342,979	624,175	64.5
1929	941,661	541,254	400,407	42.5
1930	673,392	439,654	233,738	34.7
1931	416,825	402,809	14,016	3.4
1932	372,629	448,905	-76,276	—
1933	568,767	447,523	121,244	21.3
1934	627,322	399,571	227,751	36.3
Total	6,737,614	3,769,536	2,968,078	44.1
1935	444,540	420,314	24,226	54.5
1936	364,149	382,966	-18,817	—
1937	323,689	259,093	64,596	20.0

(Continued)	Immigrants who entered Manchuria	Immigrants who left for North China	Immigrants Staying in Manchoukuo	Percent- age
1938	492,376	252,795	239,581	48.7
1939	1,012,148	363,978	648,170	64.0
Grand total .	9,374,516	5,448,682	3,925,834	41.9

It is poverty that forced so many peasants to emigrate from North China into Manchuria. For many years their poverty has been constantly aggravated by recurrent disasters of flood, misgovernment and war, while industries in North China are too primitive as yet to provide an outlet for its surplus population. Historically, sparsely populated Manchuria has long remained a colonial territory in its relation with North China. The railway construction in Manchuria, which was started with the Chinese Eastern Railway, prompted a large number of immigrants from North China to settle down in Manchuria, but their adherence to their own intensive farming system made it imperative to hire temporary laborers in great numbers during the busy farming season each year. Later, when the rights Russia had held for some time in Manchuria were transferred to Japan, labor was keenly needed in the building of cities as well as for the improvement and development of means of communication and industries. And it was North China which could easily supply as much labor as was needed.

It is a matter of course that laborers should be better paid where labor is in demand than where it is supplied from. This was the case with Manchuria, too. Higher wages and standard of living attracted immigrants from North China, and as a result their influx into Manchuria was all the more accelerated.

Table 2. POPULATION OF NORTH CHINA BY PROVINCE

Province	Area (sq. km.)	Population	Per Sq. Km.
Hopei	153,720	28,467,000	185.2
Shantung	179,342	36,503,000	203.5
Shansi	156,266	11,971,000	76.6
Honan	162,873	32,846,000	201.7
Chahar	278,955	2,103,000	7.5
Suiyuan	195,073	1,900,000	9.7
Total	1,126,229	113,790,000	101.0
China Proper			
China Proper (18 Provinces)	3,791,000	396,829,000	104.7
Manchoukuo	1,303,000	38,302,000	29.4
Japan Proper	382,000	69,500,000	181.9

A large majority of these immigrants came from the provinces of Shantung and Hopei which occupy the most densely populated areas of North China. Recently most of the immigrants are more or less transient laborers, though they may not definitely show the general trend of immigration from North China.

Table 3. IMMIGRANTS FROM NORTH CHINA BY PROVINCE

	1935	1936	1937	1938	1939
Hopei	40.9	36.2%	41.1%	49.6%	42.9%
Shantung	53.8	61.5	56.0	47.2	51.7
Other Prov.	5.3	2.3	2.9	3.2	5.4

Table 4. FREQUENCY OF ENTRY PER 500 IMMIGRANTS

	No. of Immigrants	Percentage
Once	108	21.6
Twice	207	41.4
Three times	117	23.4
4 times & over	*68	13.6
Total	500	100.0

*Include two immigrants who have entered Manchoukuo more than 10 times.

Table 5. FAMILY CONNECTIONS PER 500 IMMIGRANTS

	No. of Immigrants	Percentage
Householder	155	31
Eldest Son	150	30
Second Son	95	19
Third Son & Others	100	20

Note: The high percentage of householders and eldest sons imply poverty of farmers. It also accounts for the temporary stay of most immigrants, as householder's responsibility compels him sooner or later to return home for attending to domestic affairs.

Table 6. IMMIGRANTS AND THEIR FAMILIES

	1937	1938
Immigrants accompanied by family members ..	3.3%	4.5%
Immigrants not accompanied by family members	96.7%	95.5%
Percentage of family members to immigrants ..	6.5%	10.0%

Note the low percentage of family immigration. This fact accounts for the relatively small number of immigrants who have settled down permanently.

There are two types of immigrant traffic from North China to Manchoukuo. One is organized group immigration and the other individual immigration. The former groups are represented by

local laborers' guilds which send emigrants in response to the invitation of a canvassing agent visiting from Manchoukuo. These laborers, constituting about 30 per cent of the total immigrants from North China, are engaged mainly in civil works, construction works, and mining. Individual immigrants are composed of those who enter Manchoukuo by a contract with their employers, or in response to their friends' invitations, and those who adventure to try their luck without any previous arrangements. However, since the governments of Manchoukuo and Kwantung Leased Territory put restrictions on immigration, immigrants with little prospect of employment are, on principle, refused entry.

Table 7. ORGANIZED AND INDIVIDUAL IMMIGRATION

	1937			1938			1939		
	Number of immigrants	Organized (%)	Individual (%)	Number of immigrants	Organized (%)	Individual (%)	Number of immigrants	Organized (%)	Individual (%)
Agriculture	50,103	—	100.00	27,807	—	100.00	92,825	1.06	98.94
Forestry	141	—	100.00	194	—	100.00	1,321	—	100.00
Fishing	350	1.23	98.77	832	—	100.00	1,023	—	100.00
Mining	13,802	49.49	50.51	34,528	69.71	30.29	120,646	97.17	2.83
Commerce	31,898	—	100.00	60,384	—	100.00	72,968	—	100.00
Civil works & construction works	80,187	60.11	39.89	119,824	94.31	5.69	289,640	70.71	29.29
Manufacturing	89,415	17.66	82.34	118,707	0.12	99.88	192,966	3.38	96.62
Transportation	16,142	0.24	99.76	39,570	14.10	85.90	87,873	24.34	75.66
Miscellaneous	41,651	—	100.00	90,428	2.22	97.78	152,886	—	100.00
Total	323,689	17.51	82.49	492,376	29.70	70.30	1,012,148	25.75	74.25

Table 8. DISTRIBUTION OF IMMIGRANTS BY PROVINCE

	Province	1936		1937		1938	
		No. of immigrants	%	No. of immigrants	%	No. of immigrants	%
South Manchuria	Kwantung	98,056		76,530		114,931	
	Fengtien	102,351		88,219		149,664	
	Antung	22,187		14,508		22,909	
	Chinchow	13,887		18,383		29,453	
	Jehol	6,082		5,710		9,435	
	Total	242,563	66.61	203,350	62.84	326,372	66.29
Middle East	Chientao	1,691		8,136		5,774	
	Tunghua	—		334		5,684	
	Kirin	42,088		32,680		39,905	
	Total	43,779	12.02	41,150	12.71	51,363	10.43

Province	1936		1937		1938		
	No. of immigrants	%	No. of immigrants	%	No. of immigrants	%	
North Manchuria	Pinkiang	48,812		54,316		66,008	
	Lungkiang	10,975		12,536		14,883	
	Mutankiang	—		298		15,308	
	Sankiang	10,161		5,490		9,644	
	Heiho	3,236		2,564		3,522	
	Total	73,184	20.10	75,096	23.22	109,365	22.21
North, East, South & West							
Hsingan	4,623	1.27	3,985	1.23	5,276	1.07	
Grand Total	364,149	100.00	323,689	100.00	492,376	100.00	

From the standpoint of employment, formerly agriculture absorbed an overwhelming majority of immigrants. During 1933 to 1934 the number of immigrants to be hired each year in agriculture was estimated at approximately 300,000. About that time the Manchoukuo government began to control labor by distributing surplus labor of South Manchuria to northern areas, thereby restricting foreign immigrants to a certain limit. There has appeared of late a downward tendency in the employment of immigrants in agriculture, while, reflecting the rapid industrial developments of Manchoukuo, the number of immigrants engaged in civil works, construction works and mining has been on the increase.

Table 9. DISTRIBUTION OF IMMIGRANTS BY ENGAGEMENT

	1936	1937	1938	1939
Total of immigrants arrived	364,149	323,689	492,376	1,012,148
Agriculture	15.71%	15.48%	5.65%	9.01%
Forestry	0.04 „	0.04 „	0.04 „	0.13 „
Fishing	0.35 „	0.17 „	0.16 „	0.11 „
Mining	2.63 „	4.26 „	7.01 „	10.95 „
Commerce	6.60 „	9.85 „	12.26 „	7.01 „
Civil works & Construction works	22.48 „	24.77 „	24.36 „	29.97 „
Manufacturing	35.75 „	27.62 „	24.11 „	19.29 „
Transportation	6.10 „	4.99 „	8.04 „	8.56 „
Miscellaneous	10.45 „	12.87 „	18.37 „	14.97 „
Total	100.00 „	100.00 „	100.00 „	100.00 „

Laborers' Wages in Manchoukuo and North China

In 1939 there arose several problems affecting the immigration movement between North China and Manchoukuo. The fol-

lowing were the most important:

- 1) Shortage of transportation capacity in March when immigrant movement reaches its peak.
- 2) Rise of canvassing expenses resulting from:
 - a) a longer stay in North China of agents on account of insufficient transportation capacity,
 - b) higher cost on food supply to emigrants and other items due to the rise of commodity prices in North China,
 - c) increase of advance money as a result of competition in recruiting laborers.
- 3) Increase of immigrants inadequate for labor.
- 4) Rise of wages in North China.
- 5) Inflation in North China accelerated by the remittance as well as the savings brought home by emigrants, and the money spent by canvassing agents from Manchoukuo.

Fundamentally, the rise of wages in North China resulted from the higher cost of living due to the sharp rise of commodity prices. But Manchoukuo's great demand for laborers cannot be ignored as a factor to have caused laborers' wages in North China to go up.

Table 10. COMPARISON OF WAGES IN NORTH CHINA AND MANCHOUKUO

(Unit: Yen)

	North China				Manchoukuo						
	Tientsin		Tsingtao		Mukden		Hsinking		Harbin		
	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	
1938:											
Jan. ..	0.55	0.95	0.55	0.99	0.80	1.60	1.00	1.60	1.10	1.65	
Feb. ..	0.55	0.95	0.55	1.00	0.80	1.60	0.85	1.60	0.85	1.65	
Mar. ..	0.59	1.00	0.65	1.10	0.80	1.60	0.85	1.65	0.85	1.70	
Apr. ..	0.60	1.00	0.70	1.10	0.85	1.70	0.90	1.70	0.90	1.80	
May ..	0.60	1.00	0.70	1.15	0.90	1.70	1.00	1.75	1.00	1.80	
June ..	0.60	1.10	0.80	1.30	0.95	1.75	1.10	1.75	1.10	2.00	
July ..	0.65	1.20	1.10	1.50	1.00	1.75	1.10	1.80	1.10	2.00	
Aug. ..	1.00	2.00	0.90	1.30	1.00	1.80	1.10	1.80	1.10	2.10	
Sept. ..	0.90	1.60	0.90	2.30	1.00	1.90	1.00	1.90	1.10	2.15	
Oct. ..	0.80	1.20	0.90	1.30	1.00	2.00	1.00	2.10	1.10	2.20	
Nov. ..	0.85	1.30	0.95	1.40	1.00	2.00	1.00	2.15	1.10	2.20	
Dec. ..	0.85	1.30	0.95	1.40	1.00	2.00	1.00	2.15	1.10	2.20	
Ave. ..	0.49	0.85	0.53	0.90	0.75	1.53	0.85	1.64	0.87	1.65	

Note: Ordinary laborer and skilled laborer are classified by A. and B. respectively.

From the accompanying table it will readily be seen that the rise of wages has been sharper in North China than in Manchoukuo. Below is given a monthly wages index for the year 1939 based on the average wages of ordinary and skilled laborers taken as 100.

Table 11. WAGE INDEX IN MANCHOUKUO AND NORTH CHINA

	Manchoukuo			North China	
	Mukden	Hsinking	Harbin	Tientsin	Tsingtao
1939 average	100	100	100	100	100
1939					
January	105	104	105	112	107
February	105	98	99	112	108
March	105	100	101	119	119
April	112	104	107	119	126
May	114	110	111	119	129
June	118	115	123	127	147
July	121	116	123	138	182
August	123	116	127	224	154
September	127	116	129	187	154
October	132	125	131	149	154
November	132	127	131	160	164
December	132	127	131	160	164

Next, let us compare Manchoukuo, North China and Japan in respect of rising cost of living.

Table 12. INDEX SHOWING RISING COST OF LIVING

	Manchoukuo	North China	Japan
1936 average	100.00	100.00	100.00
1937 "	106.76	109.39	104.28
1938 "	124.54	139.00	112.03
1938 November	131.47	142.38	114.12
1938 December	133.22	140.81	114.44
1939 January	136.19	149.17	114.60
" February	141.95	156.94	115.36
" March	147.50	168.14	115.90
" April	148.96	169.75	116.60
" May	154.19	175.24	117.25
" June	156.31	179.42	117.65
" July	158.01	188.61	118.71
" August	159.19	241.41	119.52
" September	164.70	262.03	121.36
" October	175.73	264.00	122.17
" November	178.43	265.51	126.01
" December	184.94	275.92	—

As shown by the foregoing table, the rise of cost of living has been more rapid in North China than in Manchoukuo, and in Manchoukuo than in Japan. If the same table is converted into one where the average living expenses for the year 1939 is taken as 100, the index-numbers for December of the same year will be 148 in Manchoukuo and 199 in North China, respectively. By comparing these index-numbers with those of wages for the corresponding month, it will be made clear that both in Manchoukuo and North China the average living expenses have gone over the average wages by a broad margin. It is further observable that the difference between cost of living and wages is greater in North China where wages have been raised by longer strides. In other words, the living conditions of laborers are much worse in North China. This will be made clear by comparing their income with the lowest possible cost of living, that is expenses on food.

Table 13. LOWEST LIVING EXPENSES AGAINST INCOME

A. Manchoukuo—Laborers engaged in civil works and construction works—The year 1939		
	South Manchuria	North Manchuria
Standard daily wages	¥0.85	¥1.30
Food expenses per day	0.40	0.60
Food expenses to wages	47%	46%
B. Manchoukuo—Mine-workers—The year 1939		
	South Manchuria	North Manchuria
Standard daily wages	¥0.85	¥1.40
Food expenses per day	0.46	0.51
Food expenses to wages	54%	36%
C. North China—Longshoremen at Tsingtao		
	June 1939	Dec. 1939
Standard daily wages	¥0.90	¥1.00
Food expenses per day	0.52	0.70
Food expenses to wages	57.8%	70%

From the above figures it may be pointed out that in North China wages have been raised nominally, but in actuality they have fallen drastically instead. A larger actual income in Manchoukuo is still one of the most important factors that attract laborers from North China, regardless of the nominal rise of wages at home. However, if the financial advantage be the fundamental incentive to emigration, it does not necessarily follow that Man-

choukuo could secure, for that reason alone, a smooth supply of as much labor at it may require from North China. The other important points that should be taken into account are the extent to which North China is overpopulated relative to its industrial capacity, and the amount of labor required in North China itself.

Labor Control in Manchoukuo

The Manchoukuo government, aiming at the strengthening of the racial ties between Japan and Manchoukuo, the restoration of peace and order; the stabilization and improvement of living conditions of the general public, and the prevention of outflow of specie in the form of wages organized the Labor Control Committee at Hsinking in 1933. This was the first step toward controlling free immigration from China, and the governments of Manchoukuo and the Kwantung Leased Territory materialized the restrictive immigration policy by putting in force certain regulations governing the entry of foreign laborers. In the meantime, Manchoukuo designated the Tatung Company to be the authorized immigration agency. The company was accordingly established in April, 1934, with its headquarters at Tientsin in North China. In the second year of its establishment the company began to work properly in pursuance of its business which involved inquiries into the career of emigrants to Manchoukuo and providing them with identity papers; recruiting of immigrants wanted in Manchoukuo and their protection; basic research preparatory to labor control. However, the immigration restriction which was the ultimate object of labor control soon proved contradictory to the carrying out of the Five-Year Industrial Development Plan. Simultaneously with the outbreak of the China Incident in July, 1937, the supply of North China laborers was suspended, while in Manchoukuo the revised industrial development plan required in 1938 twice as much labor as in the previous year. Naturally, the main problems in labor control became how to secure necessary labor from outside and how to evenly distribute labor available in the country. Under these circumstances it was deemed urgent to have a national organization to attend to all labor problems, and subsequently the Manchoukuo Labor and Industrial Foundation came into being in January, 1938. Following this the national mobilization act was promulgated in February the same year.

thereby legislating the mobilization of labor in war-time; and later in June the Labor and Industrial Foundation set about registration of laborers to provide for the working out of plans in the future.

The Labor Control Committee, which was organized in 1933, dissolved as a matter of course when in September, 1938, a new labor committee was instituted as a branch of the Committee on Planning in the General Affairs Board. The new Labor Committee first decided on a fundamental program of labor control, which has since been realized one item after another. In December, 1938, the Labor Control Act was promulgated, followed by the enforcement of its detailed regulations in January, 1939. By the enforcement of this and the National Mobilization Act in February, 1938, the fundamental principles were established for the labor control policy. In the meantime detailed technical agreements were made between Manchoukuo and Kwantung Leased Territory in regard to immigration problems. The Tatung Company, the authorized immigration agency, became amalgamated into the Labor and Industrial Foundation of Manchoukuo in July, 1939, and has since been working actively as a branch department of the Foundation outside of Manchoukuo. Thereupon, labor control through Manchoukuo, Kwantung Territory and North China was simplified under one system. Up to 1938 the Division of Laborers' Education in the People's Welfare Department was the central organ in charge of labor control, but it was raised to the Bureau of Labor in January, 1939, for the strengthening of labor control system.

The following table shows the number of immigrants admitted to Manchoukuo and that of identity papers provided by the Tatung Company (branch department of Manchoukuo Labor and Industrial Foundation since 1939) during the last six years.

	No. of immigrants admitted	No. of identity papers issued
1935	440,000	444,540
1936	360,000	364,149
*1937	380,000	323,689
1938	470,000	482,376
1939	910,000	1,012,148
1940	1,400,000	—

*China Incident broke out in July.

As seen in the above table, the Committee on Planning made public the number of immigrants to be admitted in 1939 to be 910,000, which is well nigh the highest record of 1,040,000 in 1927. It was therefore considered at that time none too easy to get such a large number of laborers from North China, where much labor was in demand for its own industrial developments. But the result exceeded the apprehension, as more than a million laborers had entered Manchoukuo by the end of 1939.

Government Measures for Supplying Labor. To meet the rapid demand for workers measures along the following lines were adopted by the Government:

- (1) To introduce North China labourers on a large scale.
- (2) To guide the surplus labourers in rural districts into factories and mines.
- (3) To employ women as substitutes for men in the lighter kinds of labour.
- (4) To cause the employers or organizers of labour to observe control agreements.
- (5) To concentrate by steps the recruiting of labourers in the hands of the Manchuria Labour Association.

This association is an endowment corporation established by Imperial Ordinance, with the object of protecting labourers, regulating the supply and demand of labour, as well as of fostering and developing labour resources. In order to adjust the supply and demand of labour, the first step taken was to ascertain the numbers of labourers within the country, the amount of labour in demand, and the probable number of labourers that could be supplied. The following are brief descriptions of the measures adopted for the above purpose:

Registration of Labourers. The registration of labourers being a basic requirement for the administration of labour affairs, the Department of People's Welfare issued in September, 1938, a Departmental Order whereby the Manchuria Labour Association was supervised to carry out the registration of labourers and to issue labour cards in such centers as are important from the standpoint of peace and order as well as of industry.

Taking of Finger Prints. Because of the large number of foreign labourers entering or leaving Manchoukuo, and on account of the difficulty in personal identification, considerable inconveni-

ence was experienced in labour administration. In view of these circumstances, it was decided to take the finger prints of labourers, enforcing the measure first in the localities where the entry and exit of labourers was most frequent. For this purpose, the Finger Print Control Bureau was established in January, 1939.

Data Concerning Supply and Demand of Labour. Observing the importance of collecting data concerning the number of labourers within the country, as well as the extent of the demand and supply of workers the Department of People's Welfare issued in January, 1938, regulations concerning the matter and caused businesses employing 30 or more labourers to present monthly reports.

Inquiries into Casual or Unattached Labour. Casual or unattached labourers move quickly from one place to another. They serve to adjust the supply of labour, with an important bearing not merely upon the livelihood of the workers in general but also upon the industrial development of the country. To regulate their wages the Government caused the introduction of control agreements as embodied in Articles 2 to 6 of the Labour Control Act. Such control agreements are being concluded in an increasing number and, further, for the purpose of labour administration, nation-wide inquiries into wages, costs of living, price structures and other conditions are being carried out.

Wages. In consequence of the large increase in the demand for labour, there are many localities or industries in which wages have risen to an abnormal height. Perceiving that abnormally high wages are harmful to the labourers themselves as well as to industry in general the Government has formulated measures to control labour remunerations.

Following is the schedule of standard wages for male workers of Manchurian race of a 12-hour day, engaged in unskilled labour enforced from July 1, 1940. Those engaged in work of greater skill may be paid a premium not exceeding 195 per cent.

Jehol Province: 1st class, 75 fen; 2nd class, 80 fen; 3rd class, 85 fen.

Chinchow and Antung Provinces: 1st class, 80 fen; 2nd class, 85 fen; 3rd class, 90 fen.

Fengtien Province: 1st class, 85 fen; 2nd class, 90 fen; 3rd class, 95 fen; 4th class, 1 yuan.

Tunghua Province: 1st class, 95 fen; 2nd class, 1 yuan; 3rd class, 105 fen.

Hsinking Special Municipality: 1 yuan.

Kirin Province: 1st class, 100 fen; 2nd class, 105 fen; 3rd class, 110 fen.

Chientao and Pinkiang Provinces: 1st class, 110 fen; 2nd class, 115 fen, 3rd class, 120 fen.

Mutankiang Province: 1st class, 120 fen; 2nd class, 125 fen; 3rd class, 130 fen.

Sankiang and Tungan Provinces: 1st class, 125 fen; 2nd class, 130 fen; 3rd class, 135 fen; 4th class, 140 fen.

South Hsingan Province: 1st class, 95 fen; 2nd class, 100 fen; 3rd class, 105 fen; 4th class, 110 fen.

Lunkiang Province: 1st class, 105 fen; 2nd class, 110 fen; 3rd class, 115 fen; 4th class, 120 fen.

Peian and East Hsingan Provinces: 1st class, 115 fen; 2nd class, 120 fen; 3rd class, 125 fen; 4th class, 130 fen.

Heiho and North Hsingan Provinces: 1st class, 130 fen; 2nd class, 135 fen; 3rd class, 140 fen; 4th class, 145 fen.

These standard rates may be modified slightly according to work. Those engaged in excavation work are allowed 120 per cent. above standard rates; carpenters and brick-layers 185 per cent. more; sawyers and roofers up to 195 per cent. more. Enterprisers are allowed to enter into wage agreements about the maximum and minimum rates within the range of 8 to 12 per cent. of the standard schedule, so that they may have some freedom in making labour contracts. This reinforcement of labour wage regulations has been considered necessary judging from the unsatisfactory competition in wage owing to the recent developments in the situation and employers' attempts to meet the conditions. The Government decided upon these rates after mature study of commodity prices and labour conditions.

Control of Labour Affairs. The Act Concerning the Control of Labour was promulgated on December 1, 1938 and emphasizes the fostering of labour resources and the protection and guidance of labourers. Article 8 of the Act empowers the Minister of People's Welfare to issue necessary orders to the persons employing or supplying labourers with a view to protecting and guiding such groups. Further, according to Articles 2 to 6 of the Act,

the Minister of People's Welfare is entitled to require those who employ or supply labour to conclude control agreements containing items relating to the protection of labourers. In this agreement, matters relating to the regular payment of wages, suppression of exploitation by middlemen, obligatory provision of lodging quarters, sanitary arrangements in workshops, provision against illness, accidents, death, etc. are specified in considerable detail.

In addition, the Manchuria Labour Association and other organizations and employers provide various welfare arrangements, of which the following are the more important:

(a) Establishment of Simple Lodging Places. Most of the labourers in Manchuria come from North China, but owing to the difficulty of finding work during the winter time and other circumstances, labourers in Manchuria frequently move from one place to another, this being one of the striking characteristics of the labour problem in Manchoukuo. It is therefore extremely important to provide lodging places for such labourers. For this reason, the Manchuria Labour Association has established five lodging places up to the present, thus affording considerable help to the itinerant labourers.

(b) Construction of Tenements for Labourers. Despite the large increase in the number of immigrant labourers in Manchuria, wintering arrangements are anything but perfect. Moreover, outside work is practically impossible during the winter months, so it is customary for such labourers to go home for the winter, and return in the spring or summer. This entails unnecessary expense, besides imposing an extra burden on traffic facilities. For this reason, the construction of model tenement houses for labourers was started in 1939 in various important centers. During the year, 17 such places were built, and in 1940 and following years more are to be added, with the object of giving shelter to 50,000 labourers during the winter months. These tenement houses are mostly brick buildings, with good heating, light and ventilation, and with common kitchens.

(c) Establishment of Labor Exchanges. In order to facilitate the employment of labourers and adjust the supply and demand of labour on the one hand, and to give protection and guidance, on the other, the Manchuria Labour Association is now establishing labour exchanges in important centers throughout

Manchuria. During 1939, 407,660 persons obtained employment through the exchanges under the management of the Association.

(d) Employment of Reformed Bandits. In order to protect reformed bandits and enable them to lead a decent life, the Government has required the Manchuria Labour Association to assist such men to find employment. Thus, 512 reformed bandits obtained employment during 1938, and 424 during 1939.

(e) Supply of Food and Clothing. It is of prime importance that labourers be able to obtain food and clothing at moderate rates. In compliance with the request of the Eastern Manchuria Development Committee, the Manchuria Labor Association began in 1938 the supply at low prices of food and clothing to the labourers in the eastern frontier districts. It is the policy of the authorities concerned to expand this service.

(f) Reduction of Railway Fares for Laborers. Regarding the question the Manchuria Labour Association negotiated with the S.M.R. respecting labourers assisted by that Association and travelling in parties. The S.M.R. agreed to a 40 per cent reduction of fares, the arrangement becoming effective October 20, 1938.

Cost of Living

The indices of cost of living show a steady advance since the outbreak of the China Incident. Taking 1936 as 100 the average index was up to 222 in June 1940. The greatest advance was witnessed in clothing costs as the following table reveals:

Table 14. INDICES OF COST OF LIVING

(Average of 1936=100)

(A) Hsinking

	Food & drink	Clothing	Dwelling	Fuel & light	Miscella- neous	Average
1936 (Average)	100.00	100.00	100.00	100.00	100.00	100.00
1937 (")	110.97	106.59	102.45	100.96	105.35	106.76
1938 (")	124.19	142.29	107.66	110.62	127.36	124.54
" (June)	122.56	159.29	105.03	109.18	128.25	126.48
" (Dec.)	133.17	161.95	112.58	124.38	129.72	133.22
1939 (June)	156.22	203.96	138.98	129.51	144.82	156.31
" (Dec.)	194.81	235.01	157.98	166.90	162.05	184.94
1940 (June)	229.80	337.21	170.72	168.19	186.69	222.19

(Continued)

(B) Mukden

	Food & drink			Fuel & light	Miscellaneous	Average
	Clothing	Dwelling				
1937 (Average)	110.89	107.92	101.13	99.89	106.43	107.30
1938 (")	131.21	148.52	104.40	117.88	126.40	128.98
" (June)	129.83	157.61	103.21	116.92	127.07	130.08
" (Dec.)	136.66	167.72	107.59	143.48	129.86	137.43
1939 (June)	171.70	199.11	134.76	154.63	147.64	164.65
" (Dec.)	207.00	226.08	150.24	194.82	166.67	192.10
1940 (June)	252.20	304.60	158.47	191.91	189.71	229.71

(C) Harbin

	Food & drink			Fuel & light	Miscellaneous	Average
	Clothing	Dwelling				
1937 (Average)	112.39	105.90	102.23	96.14	106.26	106.49
1938 (")	126.87	140.86	101.88	96.89	139.94	125.59
" (June)	125.02	161.03	101.93	96.18	140.45	127.92
" (Dec.)	134.10	155.89	102.82	100.09	142.28	131.38
1939 (June)	164.48	196.37	126.99	104.97	156.85	155.71
" (Dec.)	200.51	222.49	132.66	132.68	170.70	178.75
1940 (June)	236.83	266.65	138.53	128.72	199.50	205.71

Wages

A comparison of the wages by industries extended to Japanese and Manchoukuoans is shown in the subjoined table:

Table 15. AVERAGE DAILY WAGES

(Unit: M¥)

	Dairen		Mukden		Hsinking		Harbin		Tsitsihar	
	M.	J.	M.	J.	M.	J.	M.	J.	M.	J.
Carpenter:										
1935 Ave.	1.38	3.20	1.37	3.38	1.58	3.61	1.61	3.25	—	—
1936 "	1.40	3.20	1.50	3.50	1.57	3.53	1.71	3.38	—	—
1937 June	1.40	3.20	1.50	3.50	1.85	3.90	1.60	3.60	1.40	3.40
" Dec.	1.60	3.20	1.50	3.50	1.90	4.00	1.80	3.50	1.30	3.00
1938 June	1.50	3.20	1.60	3.50	1.60	4.00	1.50	4.00	1.50	3.20
" Dec.	1.50	3.20	2.10	3.50	1.70	4.30	1.60	4.20	2.00	4.00
Plasterer:										
1935 Ave.	1.66	3.50	1.47	3.42	1.81	3.95	1.63	3.33	—	—
1936 "	1.52	3.50	1.77	3.54	1.77	3.91	1.71	3.42	—	—
1937 June	1.50	3.50	1.60	4.00	2.10	4.50	1.60	3.60	1.40	3.20
" Dec.	1.40	3.50	1.50	4.00	2.00	4.20	1.80	3.50	1.40	3.20
1938 June	1.60	3.50	1.90	4.50	1.75	3.70	1.70	4.00	1.60	3.40
" Dec.	1.50	3.50	2.10	4.50	1.75	4.00	1.70	4.20	2.00	4.20

(Continued)

	Dairen		Mukden		Hsinking		Harbin		Tsitsihar	
	M.	J.	M.	J.	M.	J.	M.	J.	M.	J.
Blacksmith:										
1935 Ave.	1.18	2.94	1.38	3.43	1.78	3.98	2.07	7.00	—	—
1936 "	0.94	2.69	1.50	3.50	1.78	3.72	1.69	3.76	—	—
1937 June	1.00	2.70	1.50	3.50	2.10	4.50	1.60	3.20	1.20	3.20
" Dec.	1.00	2.70	1.50	3.50	2.50	4.40	1.70	3.40	1.40	3.20
1938 June	1.60	3.50	1.60	4.00	1.90	5.00	1.70	4.00	1.20	3.20
" Dec.	1.70	2.70	1.80	4.00	2.00	5.00	2.00	4.20	1.80	4.00
Stone-mason:										
1935 Ave.	1.29	3.50	1.52	3.50	1.55	3.95	1.63	4.20	—	—
1936 "	1.21	3.50	1.73	3.50	1.68	3.67	1.60	4.50	—	—
1937 June	1.20	3.50	1.60	3.50	1.60	4.00	1.60	—	1.20	3.20
" Dec.	1.20	3.50	1.60	3.50	1.80	3.80	1.60	—	1.40	3.20
1938 June	1.50	4.00	1.60	3.50	1.60	4.30	1.50	4.00	1.20	3.00
" Dec.	1.20	3.50	1.60	4.00	1.70	4.00	2.00	4.20	1.80	3.80
Free Laborer:										
1935 Ave.	0.84	1.50	0.60	2.50	0.70	2.50	0.80	1.94	—	—
1936 "	0.80	2.00	0.63	2.67	0.69	2.20	0.99	1.95	—	—
1937 June	0.80	2.00	0.70	2.50	0.70	2.50	1.00	1.80	0.50	1.10
" Dec.	0.85	2.00	0.70	2.50	0.80	2.40	1.00	1.80	1.10	2.00
1938 June	0.60	2.00	0.85	3.00	0.85	2.60	0.75	2.50	0.80	1.50
" Dec.	0.60	2.00	1.10	3.50	1.00	2.70	0.80	2.80	1.00	2.60
Shoe-maker:										
1935 Ave.	1.38	2.58	1.50	2.28	1.60	2.50	60.00*	120.00*	—	—
1936 "	1.45	2.50	1.50	2.30	1.60	2.50	60.00*	120.00*	—	—
1937 June	1.50	2.50	1.50	2.30	1.60	2.50	60.00*	120.00*	1.00	2.40
" Dec.	1.50	2.50	1.50	2.50	1.60	2.50	60.00*	120.00*	1.20	2.20
1938 June	1.50	2.50	1.50	2.50	1.70	2.50	60.00*	120.00*	1.40	2.20
" Dec.	1.50	2.00	1.50	2.50	1.70	2.50	55.00*	120.00*	2.00	3.60
Tailor:										
1935 Ave.	1.84	2.49	1.96	2.04	50.00*	75.00*	65.00*	120.00*	—	—
1936 "	1.70	2.28	2.00	2.00	52.50*	59.17*	65.00*	120.00*	—	—
1937 June	1.40	2.20	2.00	2.00	55.00*	60.00*	65.00*	120.00*	1.20	2.20
" Dec.	1.50	2.20	2.00	2.00	70.00*	75.50*	65.00*	120.00*	1.20	2.30
1938 June	1.50	2.30	2.00	2.00	60.00*	65.00*	65.00*	120.00*	1.40	3.00
" Dec.	1.50	2.50	2.00	2.00	100.00*	—	65.00*	120.00*	2.00	3.80
Printer:										
1935 Ave.	1.45	2.84	0.88	1.50	1.15	3.31	60.00*	120.00*	—	—
1936 "	1.52	2.79	0.90	1.50	1.25	2.88	60.00*	120.00*	—	—
1937 June	1.40	2.80	0.90	1.50	1.22	3.22	60.00*	120.00*	1.20	2.20
" Dec.	1.40	2.80	0.90	1.50	1.37	3.64	60.00*	120.00*	1.20	2.20
1938 June	1.40	2.70	0.90	1.50	1.36	3.49	60.00*	120.00*	1.40	2.40
" Dec.	1.50	3.00	0.90	1.50	1.31	2.93	60.00*	120.00*	1.60	3.40

Labor Disputes

While new figures on labor disputes are unavailable, the following tables show the trend from 1930 to 1936.

Table 16. LABOR DISPUTES

	Number of Labor Disputes, Participants, etc.				
	Number of cases	No. of Participants	No. of Participants per case	No. of days	No. of days per case
1930	35	2,785	80	114	3.3
1931	20	3,031	152	92	4.6
1932	8	1,134	142	23	2.9
1933	29	6,345	219	81	2.8
1934	11	863	78	52	4.7
1935	13	1,076	83	32	2.5
1936	13	1,129	87	46	3.5

(Continued)

	Labor Disputes by Industries					
	Mfg. Industry	Mining	Trans- portation	Civil engi- neering	Others	Total
1930	16	10	5	4	—	35
1931	10	2	3	3	3	20
1932	5	—	1	—	2	8
1933	23	1	1	—	4	29
1934	9	—	1	—	1	11
1935	10	—	3	—	—	13
1936	7	—	4	—	2	13

Table 17. LABOR DISPUTES BY CAUSES

	For Higher wages	Against wage decrease	Demands for wage payment	Complaint against treatment	Complaint against system	For shorter working hours	Collision of feeling	Total incl. others
1930	11	4	4	2	5	—	5	35
1931	6	2	3	2	2	—	4	20
1932	4	—	1	2	1	—	—	8
1933	12	2	4	3	—	2	3	29
1934	4	3	—	1	1	—	2	11
1935	5	—	2	—	4	—	2	13
1936	3	—	3	—	6	—	1	13

LABOUR MANAGEMENT AT THE FUSHUN COAL MINES

The following article, compiled by the Information and Publicity Bureau, of the South Manchuria Railway Company, furnishes an interesting aspect of the labour situation at the Fushun Coal Mines.

The greater part of the labourers engaged in mining at Fushun are Chinese and Manchus who are commonly called coolies. They totalled 43,000 in 1938 (inclusive of temporary employees) and are divided into three classes (1) day-rate labourers whose wages are calculated per day, (2) contract labourers, and (3) "patou," all according to working ability, the treatment they receive, and other considerations. In the following paragraphs, an explanation of the nature and treatment of the three classes is consecutively attempted.

Day-rate labourers are employed at set per-day wages, and are paid according to a specified number of hours. If a day-rate labourer works overtime, his pay is increased by one-tenth per hour of the set number of working hours, but contrarily, if his actual working hours are less than the specified number, a decrease by one-tenth per hour is computed. To night-shift labourers, an additional stipend of MY .10 is paid. In 1938, the number of day-rate labourers reached 13,000.

Unlike day-rate labourers, contract labourers are remunerated not according to the number of working hours but according to the amount of work completed. This system aims at the development of spontaneous urge on the part of the workers to work, in order that full efficiency might be expected of them. Therefore, capable and earnest workers can draw higher compensation for their labour. This system is deemed most appropriate to employ labourers of a low class, relatively irresponsible but highly inclined toward the acquisition of the highest monetary gains possible. In 1938, 22,500 contract labourers were on the payroll.

The "patou" is a Chinese term which denotes a foreman or a coolie head. Since the Japanese find little in common with the racial habits, customs, and language of the coolies, "patou" are placed over the labourers, who act as liaison agents between the management and the working force by relaying orders and instructions, direct the operations, and keep strict vigilance over morals and discipline. Hitherto, the character of the "patou" gave the appearance of a contractor, being a "big boss" over his subordinates and exercising a stern grip which reminds one of a feudalistic community. Consequently, there developed many evils and abuses. Some "patou" advanced loans to their coolies, others managed merchandise shops, all with the intention of fatten-

ing their private coffers uppermost. Aiming at the eradication of these evil practices, the mine authorities adopted remedial measures. Each coolie whether day-rate or contract was placed under the jurisdiction of the Fushun Coal Mines limiting the "patou's" authorities to pure supervision of work. The individual pay-off system was incorporated, merchandise shops for labourers were placed under the ownership and management of the authorities, and loans made to the coolies by "patou" were not recognized. The pay of the "patou" is connected with those of coolies under his direction, but he draws his personal salary as allowance. "Patou" are classified into two classes according to their ability. The Great "Patou," nine in number, are appointed directly by the Superintendent of the Fushun Collieries. These were the "big bosses" under the situation described above, but after reorganization took effect, their position and influence have shown a downward trend. The Lesser "Patou" are appointees of divisional or departmental chiefs who are responsible to the Superintendent. These "patou" total fifty-four individuals and oversee the work of their details, but in recent years, Japanese employees have supplanted them, who in turn designated subordinate foremen called "lingtou" or "piaotou" selected from among the coolies. Taking advantage of their abilities, good results are being reaped, not to mention the satisfactory revision of the old system of supervision. The "patou" are paid allowances once a month which are computed according to the total pay received by the coolies under the respective "patou," as follows:

When supervising pure day-rate miners—not more than 115/1000
When supervising contract labourers other than the above—not more than 80/1000

Family allowance, housing allowance, and retirement allowance constitute other parts of the "patou's" income.

To the impartial observer, the mine labourers are exceedingly submissive and docile, yet diligent and industrious, but lack ambition to improve their ability or increase income, even among the higher paid workers. There seems to be little or no desire to elevate or better their standard of living. The cultural standard is also very low, while the greater part of them is still unenlightened in thought.

We shall now refer to the native lands and the age of

the coolie labourers.

As the common term "Shantung coolie" indicates, there is in Manchoukuo a great number of coolies who hail from Shantung Province. This fact is also applicable to Fushun where a number of them is found. A survey conducted in 1937 shows the native lands of coolies at Fushun are as follows:

	No. of coolies	Percentage
Manchus	9,272	26
China { From Shantung	17,512	49
From Hopei	8,396	24
Others	438	1
Total	35,618	100

The majority of the Manchu coolies listed in the above table come from Mukden Province while some hail from Jehol.

In looking over the ages of the coolies, it is rather difficult to obtain reliable data due to the absence of a registry system in China and Manchoukuo, but according to information acquired from the coolies themselves in a survey, it was found that apparently, there is a natural limitation placed on the range of ages, since the greater portion of those investigated was engaged in strenuous manual labour. The survey of 1937 reveals that there are:

Less than 19 years of age	1,389	4 per cent.
From 20 to 29 years	16,962	47 " "
From 30 to 39 years	13,452	38 " "
From 40 to 49 years	3,596	10 " "
50 years or above	219	1 " "
Total	35,618	100 " "

As it has been indicated above, the coolies coming from Shantung and Hopei provinces of China constitute 74 per cent. of the total number of coolies at Fushun. Such being the case, one can readily see that they are merely soldiers of fortune who wander about not to seek a permanent settlement, but to earn a living for the time being with intentions to return at a suitable opportunity after accumulating a small fortune. Subsequently, most of the coolies at Fushun are unmarried, a mere third of the total living with or having families of their own as illustrated by the figures (for 1937) below.

	Day-rate laborers	Contract laborers	Patou	Total
Bachelors	5,718	17,543	3	23,264
Those with families	7,467	4,741	71	12,279
Total	13,185	22,284	74	35,543

Coolies are recruited at Fushun, along the railway lines in Manchuria, or in distant Shantung and Hopei provinces. In the past large scale recruiting was conducted through employment offices set up at Tsingtao, Tsinan and Tientsin, but the Company (S.M.R.)* in recent years has left no stone unturned in trying to improve the efficiency and selection of its labourers. As a result, the coolie force at Fushun remained intact in the face of a grand movement of labourers throughout the country following the Manchurian Incident, no shift or uneasiness at Fushun being perceptible. Desertions were extremely rare, vacancies being made good immediately by substitution with local recruits. Local recruiting is conducted primarily through recommendations made by "patou" or by other relations. For a long time, the name of Fushun as a labour market has been heard far and wide including Shantung and Hopei. Whenever recruiting in distant localities is sought, natives of the respective localities are sent out as recruiting agents who assemble prospective applicants under familiar conditions, but in all cases, the Company defrays cost of travelling, board and lodging en route, and transportation costs of the selected coolies. Not all those who have been selected are assigned to work at the coal mines. Upon arrival at Fushun, each recruit is subjected to thorough physical examination and fitness for work, and finger print recording, after satisfactory results of which, he becomes a full-fledged regular employee of the Company. Decision of acceptance and assignment to the type of work are made after a series of careful physical examinations as listed below, which is conducted by an expert physician.

1. Physical Examinations

Height weight chest expansion grip
internal organs respiratory presence of diseases

2. Sensibility tests

Sight auditory color tests

3. Nutrition

Tests carried out according to the Tsurumi-Nakadate system

* The reader is reminded that the Fushun collieries together with other coal mines are direct enterprises of the South Manchuria Railway Company.

To prevent fatal accidents before they happen, since the division of labour at Fushun is highly intricate, critical examinations to find out whether a certain coolie is fitted for work or not are conducted according to the following standardized tests.

1. General mental examination
 - Mental constitution and ability
 - Sensory reactions
2. Physical strength examination
 - Pulling power
 - Carrying power

Besides the above examinations, labourers applying for special or technical work are required to undergo further examination to ascertain whether they are well fitted or not. In looking over the results of the 1937 examination, we find that there were:

Applicants	30,208
Physically unfit	7,527
Lack of ability	623
Unsatisfactory personal records	2,415
Total	10,565
Percentage of failures	35%

The mine authorities have done their utmost to uphold the standard of efficiency of their labourers, assigning those best fitted to the various phases of mining operations, but due to the complete absence of census registration system, there were cases of single employees assuming several different names. So great was the difficulty of identification that the finger print system was adopted in 1924, and applied to all applicants for employment. Since the finger prints of no two persons are alike and together with its unalterable permanency, the finger print system proved itself more than a substitute for the census registration system, and gave evidences of remarkable convenience in the identification and distinction of individuals under employment. The following applicants are refused admittance after the finger print tests are conducted.

1. Those applying for a position without first completing formalities for discharge.
2. Those whose discharge has not gone through a period of two months. However, this ruling is not applied to those who were discharged owing to the Company's circumstances, or those under special circumstances.
3. Those with penal records or with unsatisfactory personal records.

Presently, there are 230,000 finger print records filed at the Company, but no less than 400,000 have undergone the examination since the inception of the system, indicating the gigantic movement of those either seeking admittance or discharge. Moreover, finger prints act each time as seals for receiving payment. These finger prints are carefully checked with the original ones on file.

Commencement of Work. Newly engaged coolies (after meeting the abovementioned requirements) are given occupational names and numbers. The names usually denote the type or division of the work done by each individual, but the operations at the mines being too intricate and diversified, it is rather difficult to give names to all of the workers engaged in the different branches of work. The number would reach a high figure should this be done, and would require much more trouble in management than is necessary. Therefore, the day-rate labourers are grouped into 70 classes and the contract labourers into 15. The individual numbers are used in "kurikomi," readjustment and reorganization, and pay-offs, and act as the sole means of differentiating and identifying individuals, or for clerical purposes.

"Kurikomi" is a miner's term implying assignment of labourers. Men are assigned to the different posts, and instructions or methods of operation are designated. "Kurikomi" is of little use in case of day-rate labourers owing to the fact that the type and place of work are quite similar day in and day out, but such is not the case with contract labourers, since it does not mean that the same man works each day. There are changes in the type of work to be conducted on a certain day which affects the number and type of workers for a particular working day. In consequence, the management office requires the keeper of the labourers' quarters to file in a report each day indicating the name and individual number of the workers who will go to work, and dispatch this force to the mines upon requisition from the men directing operations on the spot. Each man assigned to work is given a slip. He reports to the junior officers in the mines with the slip which entitles him to work for the day.

New day-rate labourers receive payment immediately since the nature of their work assures a specified income, but contract labourers find it a little more difficult because they are paid

according to the amount of work they accomplish. Therefore, a new contract labourer meets with difficulty until his ability and experience reach a certain productive standard to ensure a satisfactory remuneration. Naturally, there are many contract labourers who begin looking for new positions due to insufficient income. In the case of contract labourers alone, a period of twenty days is set aside for a training session. Each junior officer selects minor officials to instruct and train newcomers, to mold the new group into efficient workers. During this short period of "apprenticeship" each prospective contract labourer is guaranteed payment of MY. 40 per day for his labour.

Attendance of miners in general has been very poor in contrast with that of other labourers, but due chiefly to the great concern attached to the improvement of attendance, considerable results have been obtained. The percentage for 1936 is as follows:

	Attendance including public holidays	Attendance for total working days
Day-rate laborers	91%	96%
Contract laborers	79%	82%

Because of the different types and phases of mining operations, there is no set length of working hours per day, but as a rule, men work 8 to 10 hours.

Income of the Labourers. Day-rate labourers are paid for their labour, i.e., between the 16th day of the previous month and the 15th day of the present month on the last day of the month. Contract labourers receive their month's pay, i.e., from the 1st to the last day, on the 12th of the following month. At the Kojoshi mine alone, there is a peculiar system of payment called "Manko Barai" of "Full Service Payment" when translated literally. Under this system, payment is made when the number of working days of a labourer reaches twenty days. Whenever any miner desires cash payment for his labour, he must have worked a total of twenty days before his desire is granted. Such being the case, the day on which payment is made varies with each individual. This system was adopted to prevent delinquency, since the Manchu labourers are in the habit of "playing truant" for two or three days following pay day, and cause a decrease in coal output.

According to an investigation made in recent years, the income for an average labourer is:

Day-rate laborer	MY15.35 per month
Contract laborer	16.39 " "

Among the contract labourers, the attendance of miners immediately affects the coal output. For this reason, a bonus is given to miners only, to encourage continual attendance. In other words, if a miner works 6 "manko" (6×20 days or 120 days) or above, he receives a bonus computed according to the following:

Upon reaching 6 manko	MY2.50
" " 12 "	3.50
" " 18 "	5.00
" " 24 "	7.00
" " 30 "	8.50
Over 30 manko, MY8.50 per 6 manko	

Whenever day-rate and contract labourers are ordered to rest owing to the mine conditions, or when their day's pay do not amount to MY .30, or when asked to rest on their working day due to the Company's convenience, or when the overseer deems it necessary, they are paid a rest allowance of MY .30 per day. This is done to compensate for the difficulties of the labourers arising from the loss of a working day's pay, due to no fault of their own.

Establishment and Institutions for the Labourers' Welfare.

Mention of the serious consideration being made by the Company for the promotion of the welfare of the labourers and to safeguard their livelihood was made above, but a more detailed explanation of the subject will be attempted here.

Assistance. In cases of day-rate or contract labourers receiving injury during work, becoming ill, or being killed, monetary assistance is given to the coolies, as well as medical treatment. However, the allowance given will be decreased to half if the cause of an accident is due to the fault or a violation of regulations on the part of the workers.

Medical treatment is given at the Fushun Hospital, the expenses of which are borne entirely by the Company. Artificial legs and arms are supplied whenever the need for them arises.

To injured or sick persons who have been instructed to take a rest by their physicians are paid accident allowances for the duration of their recuperation period. Day-rate workers receive one day's pay per day and contract labourers MY .30 per day.

If conditions are none too well even after receiving medical

treatment, further allowances are given in the following manner.

First class. Those losing both arms or legs, or virtually disabled to that extent, are paid an amount between 540 and 630 days' pay.

Second class. Those losing the use of one arm or leg, or receiving equal injury are given allowances between 360 and 450 days' pay.

Third class. Those retiring due to serious injuries are paid an amount equal to between 80 and 200 days' pay.

Fourth class. Those receiving injuries but being able to report for work receive between 10 and 40 days' pay.

The survivors of workers who have lost their lives due to accident or illness caused during work receive a condolence allowance equal to 630 days' pay of the deceased plus funeral expenses amounting to MY 8.50. Those entitled to receive the above are life partners, direct relations, and brothers or sisters, but when the surviving recipients are brothers or sisters, the allowance is cut in half. In case there is no relative to receive the funeral expenses, the money is paid to the one who will conduct the services. Coffins are supplied by the Company, but when there is no need for one, an amount equivalent to the cost of a coffin or MY 7.50 is given in addition.

One day's pay is calculated by dividing the total pay the deceased has earned during three months or three manko prior to his death, with the number of days worked. Any fraction of a sen above one-half sen is computed as one sen. In case of the deceased having worked less than three months or three manko, the total pay received is divided by the total number of days worked to get the average day's pay.

Mutual Aid Association. For a long time, the Company has given assistance in case of personal injuries, but besides expenses involved in medical treatment, food expenses are also necessary, while in many cases, the patients have sought passage to their homeland but stopped only by lack of money. To remedy such situations and to ensure more benefit for the labourers, a Mutual Aid Association was formed in November, 1924 after consultation with the labourers. Every day-rate or contract labourer, or patou is required to become a member of the organization and contribute monthly a sum of MY .25 while the Company pays a similar amount per month for the Association's funds. Based upon set rules and regulations all concerned are striving for the very best.

Payment from the Association's funds can be made only under the following conditions.

Medical expenses. Any member of the Association receiving medical treatment at the Fushun Hospital due to injury or sickness is given monetary aid from the Association's funds.

Whenever a member is told to take a rest by his physician due to injury or illness, or when he is confined in a hospital, an allowance of MY.10 per diem from the sixth day of his absence is given for sixty days, while in case of a member reporting to the hospital daily, he receives MY.15 per day.

If a member is ordered by the physician to return to his native land for cure, due to the nature of the injury or illness, 60 days' amount of the medical treatment and hospital allowance which he is entitled to is given him as travelling allowance.

In case the Company deems the labour too much for sick or injured members, and either retires them or authorizes retirement, retirement allowances are given under the following conditions.

a. Those maimed for life—MY70 to MY100.

b. Those who are considered unable to obtain another position—MY50 to MY80.

c. Those being seriously crippled or handicapped—MY25 to MY60.

Funeral expenses amounting to MY6.00 are given to the individual holding the services for a deceased member.

To the family of deceased members, a condolence allowance of not more than MY40 is made, and is limited only to life mates or direct relatives living together with and receiving the support of the deceased at the time of death.

Merchandise Shops for Labourers. Up to this time, miners had been supplied with meals, while any necessary article for everyday use was procured at the merchandise shops managed by the patou under the former system as mentioned above. This practice showed strong earmarks of deliberate exploitation by the "patou" for their personal profit, and did everything but promote the welfare of the labourers under them. Therefore, the Company bought over the various shops in February, 1930, and placed them under its own management. Reorganization was effected, prices standardized, and in fact lowered the former retail prices by obtaining large supplies to sell at cost, thus insuring better quality at lower cost for the sake of cutting down the labourers' cost of living. There are at present thirteen stores throughout the mines or in the vicinity of the labourers' living quarters, where wheat flour, corn flour, kaoliang, millet, wines, tobacco, seasoning, miner's caps, uniforms, leather goods, towels, soap, matches etc. are obtainable. The prices for these articles

are usually lower than the market prices by 5 to 10 per cent. Cash is not necessary when making purchases at these stores since each labourer seeking to make use of the stores can procure his supplies by applying for a charge account to the Company. An account book is granted on which is stated the income of the labourer. The total amount of purchases made is subtracted from the monthly pay of the labourer. In general, the store management seeks to balance their sales and costs of operation, but whenever a profit is obtained, that amount is contributed toward the funds for the maintenance of beneficial establishments for the labourers, as it is explained below.

Living Quarters. It is the Company's earnest desire to accommodate all labourers in living quarters provided by the Company, but owing to the rapid increase in the number of labourers, approximately 74 per cent. of the total workers are housed under this system. In consequence, quite a few labourers go to work from neighbouring villages. A small fee is charged by the Company for occupancy, but it is far below any that can be gotten elsewhere. No doubt, the number of those desiring admittance is exceedingly large. Taking redemption fund, cost of repairs, coal, electricity and water charges into account, the average monthly cost for an unmarried coolie living in one of the Company's living quarters in MY .40 per month, while for a family it is MY .22 per square metre, varying of course with grade and equipment. Nearly all the buildings are one-storied, being built of bricks with tile roofings. They are equipped with either "ondorn" heaters (similar to the kan heaters) or with stoves (tilutzu) for heating; electricity for lighting, and joint-use water mains. A specified amount of fuel for heating, i.e., coal and mat-rush, is distributed free of charge. In the settlements, there are public water closets, baths, a barber shop charging low price, and the aforementioned merchandise shops, all for the benefit and convenience of the workers. The following figures give the number of individuals and families that are accommodated in the Company's living quarters, as of April, 1937.

Number of buildings accommodating single men	398
Total capacity	17,728 persons
Number of buildings for families	746
Total capacity	6,623 families

Amusement Centre. In 1925, the Company set aside an area of 1,134,000 square metres of mining land on the right bank of the Yangpaipu which lies in the westerly direction of the new city area, and established an amusement centre for the coolies at a cost of MY 50,000. Since then, an additional sum of approximately MY 60,000 has been contributed by "patou" and from the Labourers' Welfare Fund, while the Amusement Centre Maintenance Committee has been organized to supervise the affairs of the Centre. Within the huge Centre, a "miao" (native temple) where the popular gods Laotzu, Kuantu, Tsaishen, Huoshen, and Niang Niang are worshipped, has been erected, the idols of which were made by Peking experts who were called to Fushun especially for the purpose. In grandeur and magnificence, the miao is rivalled by only a few throughout Manchuria, and is attended by many all the year round. Then there is a large theatre standing in front of the miao, where performances are held constantly free of charge for the enjoyment of the coolies. People literally flock to the shows like honey-bees to the flowers, to watch magicians, freakish displays, and what not. Peddlers and small open-door shop owners congregate outside the theatre displaying their wares of inexpensive soft drinks or candies in order that the labourers assembled at the great centre of pleasure might get an evening's enjoyment not only through their eyes but also through their mouths.

Manual Training Institution. For the benefit of those seeking employment or livelihood at Fushun due to their inability to work any longer at the mines on account of serious injury or sickness, or of those dismissed by the Company for similar physical reasons, the Manual Training Institute was established in 1924 to provide training and develop skill in handicraft. Since then a number of invalids have been admitted and given proper training. There is a natural limitation on the usefulness and utilization of the invalid's labour, and many difficulties have been experienced, resulting in numerous revisions and reorganizations, but at the present time, the Company is encouraging basket work, making of hemp ropes, mats and leather goods. All the products except leather goods are bought by the Company to supply its needs. For the past few years expenditure and income have been balanced. The institution is capable of admitting 60 individuals while the

aggregate number accommodated to date totals 160 persons.

Labourers' Welfare Fund. Since 1926, the Company has accumulated funds and interest thereof, from funds that had been contributed by the Company and Manchu labourers which neither of them can rightfully claim, and set them aside to be spent for the promotion of the labourers' welfare and convenience. In addition, pays of regular employees that cannot be paid, and profits arising from the business handled by the merchandise shops have also been added to the Labourers' Fund since 1911. After necessary sums are appropriated for current needs, the remainder is deposited with the Company for future use. This fund is mainly used for conducting theatrical shows in the labourers' settlements, for motion picture shows, festivals of the miao, labourers' club expenses, and for miner's uniforms and safety caps totalling around MY 20,000 or MY 30,000 a year.

Savings Deposits. In the past, a contract labourer who had ended work, usually had no one to depend upon and was compelled to wander about aimlessly. Therefore, a savings deposit system was inaugurated in August, 1936 to insure livelihood of contract labourers after retirement. Each month, a coolie deposits MY .50 towards this end, and the Company not only pays a high interest on the deposits, but also adds funds of its own. After serving 10 years, a labourer is entitled to MY 200, and after 15 years, MY 300, a sum that is more than twice the amount deposited by the labourer.

Labourer Finance Section. For the purpose of stabilizing the daily lives of labourers, the Labourer Finance Section was organized in November, 1936. Credit at low interest is advanced to new labourers for the purchase of mining suits and safety hats, or to any one urgently in need of cash.

Labourers' Clubs. There are Labourers' Clubs at the Amusement Centre, the Shale Oil Plant, Laohutai Mine, Wantawu Mine, Hsintun Mine, and Ryubo Mine. The Labourers' Club is a civic centre for amusement and comfort of the labourers. There are equipment for ping-pong, native chess, and musical instruments at the disposal of the labourers. At the Labourers' Club of the

Amusement Centre, there are foreign newspapers and books for the education of the labourers while for those who are ambitious, lessons in the Japanese language are available. Considerable progress has been made in this field. Running expenses of Labourers' Clubs are met by the Labourers' Welfare Fund.

CHAPTER XXVI CULTURAL ACTIVITIES

EDUCATION

Historical

Popular education in Manchuria up to the end of the great Ching dynasty, founded by the Manchu races, was conducted for the most part by private schools which were of various kinds. There were cases of villagers jointly engaging the services of a teacher and using a room in a Buddhist temple as a class-room; of wealthy families engaging private tutors to teach their children in their own homes; and of teachers opening their own schools and receiving applications for enrollment. Only such subjects as reading, writing and abacus calculation, which are necessary in everyday life, and the Confucian Scriptures were taught in all of these schools. There was no systematic education. The age limits of pupils and the lengths of courses were indefinite. Education was conducted freely under a principle entirely different from that of present-day school education. It is needless to say that the school equipment were poor and inadequate, and the educational standard low. There were some Government and public schools but there was little to choose between them and private schools in standard.

When relations with leading European and American countries became intensified towards the end of the Ching dynasty, a need of improving all the educational facilities by introducing the advanced educational methods of these nations came to be keenly felt, and finally in 1902, a new educational system was enforced. It was, however, not until after Russo-Japanese War (1904-05) that the European and American methods of education were actually introduced. The private schools were gradually renovated and were renamed primary schools. A sweeping revision of the curricula was made, while at the same time efforts were made to raise the standard of the teachers by giving them a

course in teaching. Students were sent to Japan to study in the leading educational institutions in that country. A number of provincial middle schools and normal schools were founded, but they were far from reaching the level of similar institutions in the leading countries of Europe and America.

The year 1912 saw the downfall of the Ching dynasty, when a serious revolution broke out in China proper and resulted in the establishment of the Republic of China. A general revision of the educational system was simultaneously effected and a new education based on the spirit underlying the foundation of the Chinese Republic was enforced. As the influence of the new regime extended to Manchuria, the educational facilities there were gradually remodelled according to the above system.

Further improvements were made in 1922, taking into consideration the results obtained during the past ten years, and a new educational system somewhat modelled after the American system, was put in force. Under the new system, the educational institutions were divided into lower primary school (4 years), higher primary school (2 years), junior middle school (3 years), senior middle school (3 years), college (2-3 years), and university (4-5 years). The senior middle schools were patterned after the American high school system, and were classified into ordinary, normal, agricultural, engineering and commercial schools. Those completing the senior middle school course were admitted into colleges and universities. In addition to the above institutions, vocational schools, which admitted graduates of primary schools, were founded.

The educational system had thus been readjusted on the whole. Meanwhile, the warlord, Chang Tso-lin, had already established himself on firm ground and had succeeded in establishing the so-called Northeastern regime. Burning with ambition to rule over the whole of China, Chang Tso-lin and his son continuously fought with other warlords in China proper, sending large armies across the Great Wall, for the upkeep of which they imposed heavy, unjust taxes upon the people. Practically no attention was paid to cultural facilities and hardly any progress was witnessed in the field of education up to the advent of Manchoukuo.

The foregoing is an outline of the progress of school educa-

tion in Manchuria from the time the new educational system was introduced up to the outbreak of the Manchurian Incident. A study will next be made of the nature and standard of the educational facilities under the former regime.

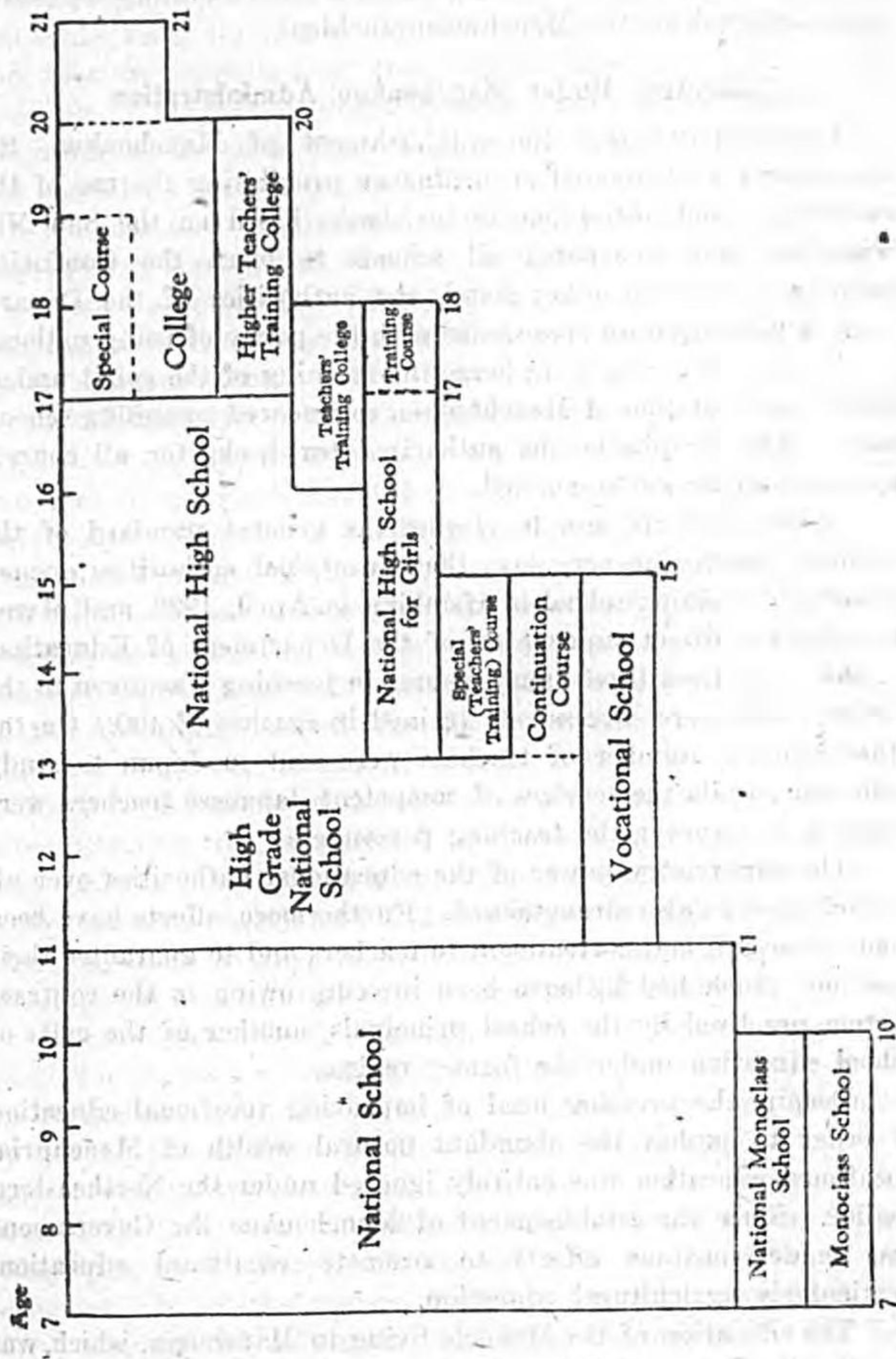
According to the final statistics compiled by the Northeastern regime, the number of educational institutions throughout Manchuria in 1929 was as follows:

Elementary education	No. of institutions	Enrollement
Lower and higher primary schools	12,465	752,756
Secondary education		
Middle schools	173	30,140
Normal schools	126	—
Vocational schools	56	3,523
Higher education		
Universities and colleges	9	3,617

At a glance the above table gives one the impression that school education, particularly elementary education, was considerably diffused under the former regime, but it should be remembered, for example, that out of the total of 10,115 primary schools in Fengtien Province, the most developed province among the three former Northeastern provinces which constituted Manchuria, 90 per cent or 9,166 schools were lower primary schools with a four year course. Furthermore, the average number of pupils and teachers per school were only 55 and 1.7 respectively. From these figures it can readily be deduced that the greater part of the primary schools were one class or two class schools. Moreover, even though the educational system of the Kuomintang Government was adopted and text-books authorized by the Ministry of Education used, no efforts were made to raise the standard of the primary schools which were still very miserably equipped. The percentage of primary school attendance was also very low. In Fengtien Province only 34 per cent of the children of school-going age attended school. In Kirin Province the percentage was 17 per cent, and in Heilungkiang Province it was 11 per cent.

In considering the condition of the primary schools mentioned above, one can easily surmise the quality of secondary and higher education in Manchuria under the former regime. An investigation made in 1933 revealed that out of the total number of middle school teachers in Fengtien Province, one-half were uncertified

THE EDUCATIONAL SYSTEM OF MANCHOUKUO



looked by the Government in its efforts to spread education in the new State. Thanks to the efforts of the Department of Mongolia Administration, 461 primary schools and five middle schools have been newly established, and the Mongols are now able to receive the benefits of modern civilization.

Although the peculiar Manchurian climate necessitates the paying of special attention to physical training in schools, this training was slighted under the Northeastern regime. Following its establishment the Manchoukuo Government, deeply concerned about the physical well-being of school children, organized physical training corps and dispatched them to various parts of the country to give courses in physical training. It is also utilizing motion pictures for the purpose of spreading knowledge on physical training and public health. Extremely satisfactory results are being obtained.

The number of primary school students as in February 1939 was 1,589,169, consisting roughly two-thirds of boys and the rest of girls. Statistics of primary, middle and normal schools and organs for higher education as well as the number of students of primary school age are given below:

Table 1. STATISTICS OF EDUCATIONAL ORGANS
(As in February, 1939)

(A) Primary Schools

National Schools:	No. of Teaching		No. of Students		
	Schools	Staff	Male	Female	Total
Suburban	3,473	3,719	136,948	25,200	162,148
Ordinary	10,431	27,960	931,270	305,491	1,236,761
Upper	1,973	5,960	146,646	33,614	180,260
Total	15,877	37,639	1,214,864	464,305	1,589,169

(B) Middle Schools

Higher National Schools:	No. of Teaching		No. of Students		
	Schools	Staff	Male	Female	Total
Agricultural	65	837	18,585	—	18,585
Engineering	16	231	4,493	—	4,493
Commercial	32	520	12,416	—	12,416
Marine	1	13	207	—	207
Girls' Higher National Schools	35	522	—	9,328	9,328
Vocational Schools:					
Boys'	54	398	6,515	—	6,515
Girls'	35	247	—	3,224	3,224

(Continued)

(C) Normal Schools

	No. of Schools	Teaching Staff	No. of Students		
			Male	Female	Total
Higher Normal School	1	77	505	—	504
Temporary Training Institute	2	—	77	—	77
Normal Schools	15	371	5,440	—	5,440
Girls' Higher Normal Schools	6	—	—	366	366
Central Training School	1	18	360	—	360
District Training Schools ..	15	54	1,267	—	1,267

Higher Educational Organs

	Teaching Staff			Students		
	Japa-nese	Manchou-kuoan	Total incl. others	Japa-nese	Manchou-kuoan	Total
Government:						
Hsinking Law (Hosei) College	28	6	34	153	416	569
Harbin Academy	36	3	45	206	11	217
Mukden Agricultural College ..	38	20	59	9	283	292
Harbin Engineering College ..	62	37	111	79	345	424
Hsinking Engineering & Mining Technical Academy	64	19	83	343	187	530
Mukden Engineering & Mining Technical Academy	40	8	48	177	91	268
Hsinking Medical College	21	7	28	43	227	270
Private:						
Harbin Medical College	34	8	43	74	245	319
Mukden Medical School	3	21	42	—	103	103
Manchoukuo Hokuman Academy	10	1	39	—	6	229
Harbin Dental Academy	8	—	9	—	142	178
Mukden Pharmacist Training Institute	28	11	39	25	196	221
Mukden Commerce Academy ..	17	1	18	150	50	200

Table 2. CHILDREN OF PRIMARY EDUCATION AGE (1938)

	Children of School Age		Children Attending School		Male %	Female %	Average %
	Male	Female	Male	Female			
Hsinking ..	10,908	5,685	9,297	4,947	85.23	87.02	85.84
Kirin	426,421	268,301	176,681	50,288	41.43	18.74	32.67
Lungkiang ..	185,850	138,894	87,483	21,698	47.07	15.62	33.62
Heiho	4,651	2,913	3,492	1,945	75.08	67.12	71.87
Sankiang ..	93,390	50,663	32,621	9,033	34.92	17.83	28.92
Mutankiang ..	60,875	38,479	29,416	10,331	47.32	26.85	40.00
Pingkiang ..	388,896	195,090	147,409	46,464	37.90	23.82	33.20

	Children of School Age		Children Attending School		Male %	Female %	Average %
	Male	Female	Male	Female			
Chientao ...	56,565	25,233	36,439	11,093	64.42	43.96	58.11
Tunghua ...	59,965	40,487	37,001	9,598	61.70	13.71	46.39
Antung	200,912	143,061	102,305	24,263	50.92	16.96	36.80
Fangtien ..	603,622	601,343	405,379	161,555	67.16	26.87	47.05
Chinchow ..	342,036	202,512	195,838	52,242	56.26	25.80	45.56
Jehol	211,423	127,931	115,828	10,938	54.78	8.55	37.36
Hsingan W. .	114,262	7,416	10,166	1,268	8.90	17.09	9.40
" S. .	53,843	42,816	22,313	7,999	41.44	18.68	31.36
" E. .	10,844	7,395	3,500	1,235	11.39	16.70	25.96
" N. .	4,096	3,220	3,195	1,696	78.00	52.67	66.85
Total ..	2,828,559	1,901,439	1,418,363	426,593	50.14	22.44	39.01

The number of national schools in Manchoukuo is continually increasing. The following table furnishes an indication of the distribution of schools and pupils by provinces:

Table 3. NATIONAL SCHOOLS CLASSIFIED BY LOCALITIES (1939)

	(A) Number of Schools				Total
	Tutoring House	Suburban	Ordinary	Upper	
Hsinking	2	—	39	18	59
Kirin	1,148	560	742	221	2,671
Lungkiang	265	65	986	118	1,434
Heiho	4	74	15	11	104
Sankiang	123	88	322	70	603
Mutankiang	104	106	265	71	546
Pinkiang	431	583	737	165	1,916
Chientao	10	93	203	109	415
Tunghua	22	130	216	80	448
Antung	9	208	763	129	1,109
Fengtien	91	243	4,426	632	5,392
Chinchow	154	399	838	175	1,566
Jehol	974	819	479	94	2,366
Hsingan W.	61	19	71	16	167
Hsingan S.	67	75	202	38	382
Hsingan E.	1	—	88	13	102
Hsingan N.	5	11	39	13	68
Total	3,471	3,473	10,431	1,973	19,348

(Continued)

(C) Normal Schools

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Higher Normal School	1	77	505	—	504
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Hsingan S.	67	75	202	38	382
Hsingan E.	1	—	88	13	102
Hsingan N.	5	11	39	13	68
Total	3,471	3,473	10,431	1,973	19,348

(Continued)	(B) Number of Pupils				
	Tutoring House	Suburban	Ordinary	Upper	Total
Hsinking	202	—	13,226	2,427	15,855
Kirin	33,097	28,223	105,708	20,141	187,158
Lungkiang	9,017	2,407	92,295	12,494	116,213
Heiho	69	3,197	2,625	505	6,396
Sankiang	5,836	4,217	41,118	4,019	55,190
Mutankiang	3,405	5,204	34,774	5,518	48,901
Pinkiang	11,705	31,437	115,384	7,178	165,704
Chientao	212	6,708	41,770	12,030	60,720
Tunghua	741	4,935	31,810	6,597	44,083
Antung	426	9,422	80,076	11,597	101,521
Fengtien	3,901	10,591	462,940	67,089	544,521
Chinchow	5,554	16,005	143,570	16,889	182,018
Jehol	24,430	35,285	40,378	8,086	108,179
Hsingan W.	1,897	902	5,438	1,791	10,028
Hsingan S.	2,091	3,236	16,532	2,698	24,557
Hsingan E.	21	—	5,992	719	6,732
Hsingan N.	172	379	3,125	482	4,158
Total	102,758	162,148	1,236,761	180,260	1,681,927

The enrollment and location of higher schools by provinces are subjoined:

Table 4. OTHER HIGHER SCHOOLS CLASSIFIED BY LOCALITIES (1939)

	(A) Number of Schools				
	Higher National	Girls' National	Vocational	Girls' Vocational	Normal
Hsinking	3	2	1	—	—
Kirin	0	1	9	2	1
Lungkiang	5	2	3	2	1
Peian	4	2	1	1	—
Sankiang	3	1	1	—	1
Heiho	—	—	1	1	—
Mutankiang	1	1	—	—	1
Pinkiang	11	2	4	6	1
Chientao	6	3	2	1	1
Tunghua	2	1	5	—	1
Antung	10	3	1	2	1
Fengtien	39	15	14	14	4
Chinchow	10	1	5	4	1
Jehol	4	1	3	—	1
Hsingan W.	2	—	1	—	—
Hsingan S.	1	—	1	2	—
Hsingan E.	1	—	3	—	1
Hsingan N.	3	—	—	—	—
Total	114	35	54	35	11

(Continued)	(B) Number of Students				
	Higher National	Girls' National	Vocational	Girls' Vocational	Normal
Hsinking	1,461	579	460	—	—
Kirin	2,635	776	966	129	417
Lungkiang	1,528	688	349	236	428
Peian	944	228	92	76	—
Sankiang	597	88	35	—	108
Heiho	—	—	72	49	—
Mutankiang	210	135	—	—	243
Pinkiang	3,426	1,114	380	497	552
Chientao	2,351	546	455	79	333
Tunghua	418	152	462	—	225
Antung	2,711	569	107	175	297
Fengtien	4,555	3,870	2,302	1,433	1,746
Chinchow	3,116	459	459	354	399
Jehol	799	124	136	—	426
Hsingan W.	140	—	41	—	—
Hsingan S.	360	—	99	196	—
Hsingan E.	172	—	100	—	160
Hsingan N.	282	—	—	—	—
Total	35,705	9,328	5,515	3,224	5,434

Private institutes have shown tardy development. The number of teachers as well as pupils decreased in 1939 as compared with 1937 as the following table indicates:

Table 5. PRIVATE INSTITUTES

	No.	Teachers			Pupils			Per teacher Annual Income (M¥)
		Male	Female	Total	Male	Female	Total	
		(Susu)						
1935 ...	7,037	—	—	7,205	12,759	7,653	128,412	109.28
1936 ...	8,279	8,309	59	8,368	159,634	9,982	169,616	136.00
1937 ...	7,808	7,899	138	8,037	158,633	12,459	171,092	143.67
1939 ...	5,339	5,349	80	5,429	137,055	12,521	149,576	—

Statistics of kindergartens are given in the following table:

Table 6. KINDERGARTENS

	Number			Teachers			Pupils		
	Public	Private	Total	Male	Female	Total	Male	Female	Total
1935	24	21	45	16	76	82	1,398	924	2,322
1936	24	7	31	4	52	56	923	709	1,632
1937	28	9	37	3	60	63	1,061	734	1,795
1938	19	16	35	—	—	59	1,294	849	2,143

It is the government's policy to despatch Manchoukuoan students to Kwantung province and Japan for further study, and dormitories for lodging such students are established at both locations. Latest statistics on this activity are given below:

**Table 7. STUDENTS DESPATCHED FOR FURTHER STUDY
BY THE MANCHOUKUO GOV'T
(Classified by Locality)**

	Within Manchoukuo		Kwantung		Japan		Total incl. others
	Male	Female	Male	Female	Male	Female	
1935	78	—	31	—	1,083	131	1,324
1936	931	80	31	—	955	78	2,130
1937	299	5	73	—	1,670	174	2,221
1939	392	6	83	—	1,077	127	1,695

**Table 8. STUDENTS STUDYING IN JAPAN CLASSIFIED
(As in August, 1939)**

Course:	Universities & Colleges	Technical Schools	Higher & Prepara- tory Schools	Middle Schools	Total
Medical	56	347	111	—	514
Engineering	55	49	86	55	245
Science	5	—	1	—	6
Agricultural	19	49	3	6	77
Law	64	122	—	—	186
Literature	33	31	5	63	132
Commercial	58	238	13	9	318
Literature & Science .	—	—	69	—	69
Normal	—	103	—	18	121
Others	—	28	—	—	28
Total	290	967	288	151	1,696

Manchoukuo's expenditure for education in the fiscal year 1939 amounted to MY45,967,000. A classification of the expenditures may be gleaned from the following table:

**Table 9. STATE'S EDUCATIONAL EXPENDITURE
(1939)**

By State: (ordinary account)		Hsinking Engr. & Min- ing Technical Academy	446,788
Hsinking Law Coll.	206,165	Mukden " "	216,006
Harbin Engr. Coll. ...	374,808	Harbin Academy	216,136
Mukden Agr. Coll.	269,536	Penhsihu Industrial Training Inst.	62,827
Hsinking Medical Coll.	150,764	Preparatory School for	
Kirin Higher Normal Sch.	462,326		

(Continued)

Students to Abroad	41,340	Training Inst.	168,469
Central Normal Train- ing Institute	156,672	Teachers' Training	17,450
District " "	296,801	Educational Subsidies .	303,157
Hsingan Academy	82,543	Ordinance expenses for Colleges, etc.	930,000
Middle Schools	4,848,455	Repairs	4,721,760
For Students staying		Total	6,308,377
Abroad	329,178	Total State Expenditure ..	14,468,723
Total	8,160,346	By Provinces & Special Municipality	6,155,630
By State: (Extraordinary account)		By Cities, Banners	25,342,740
Compilation Textbooks	167,541	Grand Total	45,967,093
Temporary Teachers'			

Mention will now be made of some of the principal educational institutions in Manchoukuo.

The King Teachers' Training College

As previously mentioned, various measures were devised by the educational authorities following the advent of Manchoukuo to improve the teaching personnel which was very inefficient. As a step towards this end, the Government founded the Kirin Teachers' Training College (吉林師道高等學校) in Kirin in September, 1934, to train competent middle school teachers. This institution is under the direct control of the educational authorities and its course covers a period of four years. The enrollment in 1937 was 326, while the upkeep amounted to MY 373,688.

The Mukden Agricultural College

The neglect of practical education in the past has been a big shortcoming in consideration of actual condition in Manchuria, and the educational authorities are taking great pains to promote this form of education. The Mukden Agricultural College (奉天農業大學) was established in April, 1936, to meet this pressing need and is expected to contribute much to the development of agriculture in the new State in the future. It is also a Government institution under the immediate supervision of the educational authorities. The course is three years. One hundred and ninety students were enrolled at this institution in 1937. The running expenses for the same year amounted to MY375,684.

The Harbin Technical College

Japanese technical institution such as the Port Arthur College of Engineering and the South Manchuria Technical College (managed by the S.M.R. Company) were established long ago, and have turned out many technical experts, contributing greatly to the exploitation of Manchurian resources. However, owing to the rapid development of various industries, particularly heavy industries, in Manchoukuo since its advent, an acute shortage of technical experts has come to be felt, and it is to cope with this situation that the Harbin Higher Technological School, a very poorly equipped private institution, was taken over by the Government in May, 1937, and renamed the Harbin Technical College (哈爾濱工業大學). Aside from improving the existing equipment and installing new, modern equipment, the Government engaged a number of Japanese professors of high standing in order to raise the standard of the institution, for the upkeep of which MY 434,473 was spent in 1937. The enrollment was 313 in 1938.

The Hsinking Medical College

Under the former regime health and hygienic facilities were likewise neglected. The South Manchuria Railway Company alone had a medical college in Mukden and managed a number of fine hospitals in the S.M.R. Zone. In many districts various malignant diseases were prevalent and the sanitary conditions of the general community was such as to cause no small anxiety. Since the birth of the new State the Manchoukuo authorities have been exerting their utmost efforts to prevent epidemics and to spread knowledge of hygienic living among the people. As the training of competent doctors and their stationing in different parts of the country are most essential in realizing the above purposes, the Government transferred the medical school attached to the Kirin National Hospital, to Hsinking in March, 1938, and renamed it the Hsinking Medical College (新京醫科大學). Modern equipment have been installed at this institution which had an enrollment of 285 in 1938. Its course is four years.

The Tatung Academy

Of the various educational institutions founded since the birth of Manchoukuo, the Tatung Academy (大同學院) in Hsinking is probably the most unique.

The Tatung Academy was established for the purpose of training government officials and young men entering government service, in the spirit underlying the foundation of Manchoukuo and also practically, to qualify them for the task of building up the new State. It was founded in July, 1932, only a few months after Manchoukuo was born, because the training of many such men was vitally necessary at the time.

This unique establishment is under the control of the General Affairs Board of the State Council, and admits graduates of institutions above higher schools and colleges, and officials already in government service. It is divided into two sections, one for Japanese and the other for Manchurians. Besides giving necessary courses in political science, economics, geography and history, the Tatung Academy conducts surveys of actual rural conditions, lets Japanese students travel in various parts of Manchoukuo, and sends Manchurian students to tour Japan.

Since the need for personnel in the Manchoukuo Government is very urgent, the length of the course is especially shortened to six months during which all the students are ordered to observe strict, regulated dormitory life in order to receive thorough training.

Graduates of the Tatung Academy bravely proceeded to their government posts in remote parts of the country, where peace and order had not yet been established at the time of the inception of Manchoukuo, and exerted themselves for the realization of a government based on Wangtao. Unfortunately there are not a few who met a tragic end at the hands of bandits in the pursuit of their duties. The great service they rendered in building up the new State will be especially remembered in the history of the foundation of Manchoukuo.

The National University

Like the Tatung Academy the National University (建國大學) is also an unique educational establishment. It was founded in

Hsinking in May, 1938, with the object of propagating the spirit in which the new State was founded, and of educating men who will become builders of a moral society and leaders in the work of national enlightenment. It is under the direct supervision of the Premier. All educational expenses of the students admitted to this institution are borne by the State.

The National University offers a six year course, divided into two courses of three years each. Those who have completed secondary education are admitted to the basic course upon passing entrance examinations. Those finishing this course and graduates of colleges and universities are admitted into the advanced course after rigorous selection. Higher ordinary education is chiefly given in the basic course, with emphasis placed upon the study of the spirit of national foundation and actual training for developing the spirit of service, which is also given in the advanced course. The subjects taught in the advanced course are political science, economics, logic and philosophy. All the students are housed in dormitories in order to inculcate discipline and the spirit of self-government. The National University was opened with an enrollment of 150 in the basic course.

The National University, according to plans, will have separately a graduate school and a research institute. The former will admit those graduating from the advanced course or those of similar scholastic standing, who will further specialize in their selected fields. The faculty will form the organization of the research institute which will serve as an agency for research in various studies.

The improvement in the quality of educational institutions is noted from the marked increase in the number of pupils and students in contrast to the increase in the number of schools. The sharp decrease in the number of normal schools attracts attention, but this was due to the step taken by the Manchoukuo authorities in gradually closing many of the normal schools established under the former regime (which were very poorly equipped and inefficient and were not fitted as facilities for training teachers) and in instituting a high standard normal school education.

THE NEW EDUCATIONAL SYSTEM IN MANCHOUKUO

As stated before, no efforts were spared by the Manchoukuo authorities to promote the educational cause of the country. Since they were faced with the huge task of readjusting the educational facilities established under the former regime, they had little time to devote themselves to effecting a fundamental reorganization of the educational system, and were for a time compelled to carry on the old system at great inconvenience.

However, when reorganization along positive lines became possible with the improvement of educational facilities on the whole after a lapse of six years since the birth of the new State, the Manchoukuo Government, with the object of realizing the ideals for which Manchoukuo was founded, decided to carry out a sweeping reform of the educational system and organized a committee for the purpose in 1935. On the basis of the results of careful investigations conducted by this committee for many months, the Government enforced a new system on January 1, 1938, which revolutionized education in the new State.

The fundamental educational policy under the new system is to build up character by laying emphasis upon spiritual education, to develop the spirit of service by attaching importance to vocational education, and on the basis of these two forms of education, to impart academic and technical knowledge. The distinguishing characteristics of the new educational system are firstly, the emphasis placed upon spiritual training particularly in order that younger generation may be able to grasp the great ideals which motivated the foundation of Manchoukuo, secondly, the avoidance of undue emphasis upon mental training as in the past, and thirdly, the attaching of much importance to the kind of education to conform to the needs of actual life and actual conditions in Manchuria.

Elementary Education

The principal object of elementary education is to give basic and practical education to children in order to develop them into useful, law-abiding citizens. Elementary education is conducted in three kinds of schools, viz., the National School (國民學校), the National Monoclass School (國民學舍), and the High Grade National School (國民優級學校). These schools are established

by special municipalities, hsien (country), banner, town or village offices or by private citizens, but the approval of the Provincial Governor concerned is necessary for their establishment as well as abolition.

The National School. This school forms the basis of national education. It offers a four year course to children seven years or over according to the Manchurian way of counting age (six in the foreign way). The four year course was decided upon as most suited in the light of present conditions in the provinces. As the present percentage of national school attendance is still as low as 23, no maximum age limit has been set for admission into the first grade in order to give as many children as possible, who are not attending school, an opportunity to receive education.

The National Monoclass School (and the Monoclass School). These schools are established as substitutes for national schools in those districts where the establishment of national schools is difficult or inappropriate because of poor means of communication and the undeveloped state of the districts. The aim of these schools is to give national education in a simplified form, the course being from one to three years.

Although it would be ideal to give national education in the national schools, the education of the general public, as already mentioned, has hitherto been for the most part conducted by private schools of which there are about ten thousand scattered in different parts of the country. It is impossible to reorganize all of them immediately into national schools because of various circumstances. The educational authorities have therefore decided to bring about their gradual reorganization. As intermediate measures towards this end, efforts are being made to improve the efficiency of teachers and the standard of education, while the public schools have been renamed National Monoclass Schools and private schools, Monoclass Schools (國民義塾). Both classes of schools have been designated as auxiliary establishments of the national schools. It is planned to reorganize them gradually into national schools as their standard rises. Those graduating from national monoclass schools are qualified to enter the third or fourth grade of national schools.

The High Grade National School. Since those graduating from national schools are young and are not yet sufficiently developed

mentally and physically to enter high schools or go out into the world, the High Grade National Schools purport to serve as intermediary institutions for national school graduates intending to pursue further studies and also to train such graduates in a manner which will make them useful immediately upon entering society. Graduates of national schools or persons above eleven years of age of similar scholastic standing are eligible for enrollment in the high grade national schools which offer a two year course. They may have separately a continuation (or supplementary) course of one or two years.

Secondary Education

There are two kinds of schools belonging to this category, namely, the National High School (國民高等學校) and the National High School for Girls (女子國民高等學校). These schools are established by provincial governments, special municipalities or private persons, but the approval of the Minister in charge is necessary for their establishment or abolition.

Under the former educational system undue emphasis was placed upon mental training in the middle schools (the institutions of secondary education), and vocational training was given only in a few high grade middle schools. In the light of actual conditions in Manchuria, however, vocational education is more necessary than mental training. The outstanding characteristic of secondary education under the new system is the emphasis placed upon national education based on vocational education so as to turn out men and women who will form the backbone of the nation.

Both the national high schools and the national high schools for girls offer a four year course and admit graduates of high grade national schools or those above thirteen years of age of similar scholastic standing. The national high schools for girls have attached to them, a one year normal school course for training prospective national school and high grade national school teachers. Graduates of national high schools for girls or students of similar scholastic standing are eligible for this course.

Higher Education

This stage of education embraces colleges and aims at turning

out men and women who will become leading citizens of the nation, by teaching advanced theories and practice in sciences and arts. These institutions are established by the State, provincial governments, special municipalities or private persons, but are supervised by the Minister in charge.

The colleges offer a three year course (which may be extended to four years, if necessary) and those eligible for enrollment are graduates of national high schools and national high schools for girls or persons of similar scholastic standing. They have separately a special course for the benefit of those desiring to study in specified subjects within a relatively short period.

As the present institutions for higher education are still inadequate, the Government plans to establish gradually various types of colleges in the future as occasion demands.

Normal School Education

As facilities for giving normal school education, there are (1) the Teachers' Training College (師道學校), and (2) the Higher Teachers' Training College (師道高等學校).

The Teachers' Training College. These institutions turn out elementary school teachers and are established by provincial governments or special municipalities. The approval of the Minister in charge is necessary for their establishment as well as abolition. The teachers' training colleges offer a two year course and admit students who have completed three years at a national high school or those of similar scholastic standing. They have separately a simplified special course of two years to which are admitted graduates of institutions above high grade national schools with a view to turning out national monoclase school teachers and assistant teachers of national schools and high grade national schools in order to insure sufficiency in these teachers.

The Higher Teachers' Training College. This institution aims at turning out instructors of teachers' training colleges and teachers of national high schools and national high schools for girls. It is a State establishment and is supervised by the Minister in charge. Its course is three years and those eligible for enrollment are graduates of the three above-mentioned institutions or persons of similar scholastic standing.

Vocational Education

Vocational education is given in Vocational Schools (職業學校), and aims at turning out men and women of sound ideas and technical ability by imparting to them such knowledge and technique necessary to qualify them for various occupations in life. The course is, in principle, two or three years. Those over thirteen years of age who are graduates of national schools, or persons of similar scholastic standing are qualified to enter vocational schools.

Libraries

Though there are some thirty well-equipped libraries in the former South Manchuria Railway Zone, only 68 libraries are found in the whole of Manchoukuo. Of this number only three are well-equipped, these being the State Library in Mukden and the Kirin and Lungkiang Provincial libraries. The number of libraries, however, is being rapidly increased by the government.

Museums. Manchoukuo has two museums, the National Museum in Mukden and the Museum of Natural History and Science in Harbin. Opened in June, 1933, the National Museum contains many works of Manchu civilization in the various stages of its history. The Harbin Museum of Natural History and Science was established in the early years of this century under the supervision of the former Chinese Eastern Railway Company.

Table 10. LIBRARIES AND MUSEUM
(1938)

Libraries:	No.	No. of Books	Average Visitors per day
Kirin	7	80,163	4,592
Fengtien	31	387,801	121,842
Pinkiang	14	35,970	5,868
Lungkiang	6	67,576	5,768
Jehol	2	18,008	950
Tunghua	4	21,976	54,728
Antung	4	39,700	6,463
Total incl. others	82	731,811	206,885
Museum:		No. of Exhibits	
Mukden State Museum	1	13,268	48,090

RELIGION

The religions in Manchuria can be divided conveniently into two groups: the native Chinese religions, and those brought into the country from Japan and other foreign countries. The native religions possess a highly complicated nature, and are composed of Buddhism, Taoism, Confucianism, Mohammedism, Lamaism, etc., all having long histories. These religions are closely related racially, socially, politically, and educationally. In recent decades many foreign religions have found their way into Manchuria, the more important of them being the Japanese religions and Christianity.

The number of religious temples and followers by religions for the latest year available are shown below:

Table 11. STATISTICS OF RELIGIOUS PARTIES
(End of 1938)

	No. of Temples Shrines, Churches	No. of Preachers, Priests	Followers (1,000)		
			Male	Female	Total
Buddhism	1,648	3,935	895.0	873.2	1,768.3
Taoism	2,000	4,127	568.6	370.6	939.3
Lamaism	995	27,841	474.4	358.3	832.7
Mohammedanism	233	500	96.1	66.5	162.6
Roman Catholic	379	1,193	68.2	59.6	127.7
Other Christian Sects	717	1,813	70.2	52.0	122.2
Other Sects	65	134	42.9	31.3	74.3

Native Religions. There are various sects and denominations in the native religions, and each of them is intimately bound up with the social and political life of the people. Religious edifices are popularly called "miao" (shrine), or "ssyuan" (temple).

Besides the above, there are 35 "Wen Miao" or Confucian shrines in Fengtien Province, 15 in Kirin Province and 12 in Heilungkiang Province.

Hungwanzchui or Red Swastika Society which is also regarded as a sect of Taoyuan exercises considerable influence over the Manchoukuoans.

Religions among the Japanese. There are various sects and denominations of Shintoism, Buddhism and Christianity, represented by the Japanese. Buddhism has the strongest influence, with many temples, followed by Shintoism and Christianity.

Religions among other foreigners. When the first Christian missionaries, mostly Danish and French, settled in this country, they found it very difficult to cultivate the new field. At present various districts of this country are dotted with Roman Catholic churches, as well as with Protestant churches established mostly by British and American missionaries, particularly by Americans.

Buddhism. Buddhism in Manchoukuo has been divided into more than 30 denominations or sects, the most influential of which are Rinzaï, Zen. It is most popular and accordingly influential in Kirin province and also in Hunchun, Ningan, Tsitsihar and elsewhere.

Alive to the importance of religion, Chinese in responsible posts created schools for priesthood and Chinese priest organized the Chinese Buddha Society. Laymen taking an interest in Buddhism also set up a Buddhistic Association. The Chinese Buddha Society established colleges for all sects, instructional institutions, and training stations. These bodies give lectures or carry on social works. Other organizations do not remain idle. Chinese priests and laymen agreed upon co-operation, and formed the Chinese Society of Association Buddhists. Briefly, Buddhism in the land is steadily spreading.

Taoism. Taoism is a doctrine preached by Lao-tse. This was not a religion in its origin. When a certain period passed after the introduction of Buddhism, Taoism adopted idol worship. Limitless longevity and conciliation with nature are the doctrine it preaches. Taoism has 36 sects and 72 divisions.

Confucianism. Doctrines, principles, and precepts prevalent long before the birth of Confucius were compiled and systematised by him. Mencius was the most noted exponent of his ideas. During the Han Dynasty of China, Confucianism was made the national teaching and has since been influenced for many centuries.

The State of Manchoukuo was founded in accordance with the principle of Royal Righteousness, an idea derived from Confucianism. Consequently, the Confucius Festival is observed as the National Festival of Manchoukuo, and is conducted every year throughout the country on September 5.

Mohammedanism. Mohammedanism is an appellation much disliked by Mohammed himself, whose conviction it was that the teaching of Allah was the only truth which all men could believe

and the doctrine he preached he called Islam. Islam implies peace, safety, salvation and reverence. Mohammedans in Manchoukuo are mostly butchers, tanners, hotel-keepers, bath-keepers and the like. Their antipathy towards those believing in other religions is very strong. However, the Declaration of Independence of Manchoukuo contains an idea showing reverence for the Mohammedans, who are accordingly recognized in the national color of the country. In consequence, they are so friendly to Manchoukuo that an all Manchoukuo Mohammedan Meeting was held under the direction of Mr. Mohammed Kurubangary, President of the Japan Mohammedanism League.

Lamaism. Lamaism is a religion popular chiefly in Mongolia. When the Manchu Dynasty subjected China and her tributaries or subject peoples, Manchu statesmen availed themselves of that religion to make the virile Mongols imbecile and to cow them into docility. Lamaism is by no means an independent religion, but a form of Buddhism. Lama is a Mongol word implying "superior being." Mongols are accustomed to address Mongol priests of high posts, saying Lama or Lamadom. The doctrine of Lama is in no way different from that of Buddhism. There are several divisions, the most influential being the Red and the Yellow Sects. Manchoukuo is mostly influenced by the Yellow Lama.

There is one more religion in Manchoukuo known as Shamaism. This is a teaching indigenous to the soul of Manchoukuoans. It is believed by native Manchoukuoans in Northern Manchuria and by Siberian aborigines. Tsalism is another teaching, a school of which is said to have agitated the Boxers to rebel.

Taoyuan and World Buddha Scarlet Cross Society. Taoyuan was originated in Shantung Province in December, the 9th Year of the Chinese Republican Regime. Its object of worship, Laosó, is considered the progenitor of all things in the universe and the source of the Great Path. It is the Great Principle of Confucianism personified. The World Buddha Scarlet Cross Society is conducting various kinds of social work. Buddha Scarlet symbolizes great benefit of vast magnitude like that of the sun. Taoyuan and Buddha Scarlet Cross Society are mutually dependent, one inseparable from the other. A person who is member of one must be a member of the other. It is said that these bodies have millions of

members. The Buddha Scarlet Cross Society was founded in the 11th Year of the Chinese Republican Regime.

ANCIENT CULTURE

Manchuria is rich not only in natural resources but in material remains of prehistoric and ancient times. In the course of history, various native dynasties rose and fell in this domain. The Kaokouli, Pohai, Liao, Chin, Nuchen, and Manchou established their states in the land, extending their influence southwards; while the dynasties of Han, Wei, North Wei, Sui, Tang, Yuan and Ming, which arose in China or in Mongolia, had much to do with Manchuria. Ruins or remains of different periods are found scattered in various parts of the country. In Manchuria, where native literature is rather scarce, they furnish valuable material for the study of cultural history.

With a view to protecting the destruction or loss of ancient ruins and relics, the Government has enacted a law for the purpose. Ancient remains worthy of being treated as "national treasures" are preserved with Government expense. Further, archaeological researches are being encouraged by the Government. These researches conducted by experts are shedding light on various periods of Manchurian life. For instance, the ancient remains at Hungshan-hou (Chihfeng), Jehol Province, were thoroughly studied in 1935, by a party under Professor Kosaku Hamada, of Kyoto University. A detailed report on the excavation is contained in Vol. VI, Series, A, "Archaeologia Orientalis." Besides the ancient tombs unearthed, two groups of ancient dwelling places were discovered by the excavators. The old dwellings yielded stone implements, such as spades, hammers, axes, and knives; while the new ones brought forth earthenware and bronze objects, in addition to stone implements. From the character of the discoveries, the old dwelling places evidently belonged to farming people living some 4,000 years ago; while the new dwellings are presumed to be about 2,000 years old. In the latter period, Jehol, and particularly the Chihfeng district, is believed to have been inhabited by the Gungu tribe. The archaeological remains found in Jehol present a striking contrast to those of the Han civilization—proof that the locality formed no part of the Chinese Empire in those distant days.

Remains of Different Periods. Remains of the Han period are chiefly found in the Liaotung Peninsula, because the influence of the Han Dynasty did not extend over a large portion of Manchuria. In the "Archaeologia Orientalis" mentioned above, discoveries at MUYANGCHENG and PITUWO are reported in detail. Noteworthy remains of this period, an old tomb with pictures on the inside walls, was found quite recently at YINGCHENGTSZU, north of Port Arthur. The tomb-chamber, built with coloured tiles, contains a coffin for a man and wife. The Han period coincides with the early part of the Christian Era. From various indications, the tomb is supposed to be about 1,900 years old. The mural painting is rather primitive, but there are few wall pictures dating from this period. Up to the present, this is the oldest discovered tomb in the Orient. Valuable material for the study of ancient culture is available from the find.

The Kaokouli, a warlike tribe inhabiting mostly the Yalu Valley, dominated for a considerable period the northern portion of Korea and the greater part of South Manchuria. The Kaokouli State or Kingdom (37 B.C.—668 A.D.) had much dealing with Japan as early as the second century of the Christian Era. The ruins recalling the rule of the Kaokouli are in WANTU (Chienhsien, Antung Province), which was the seat of the government for two hundred years, until the capital was moved to Pinyang, Korea. The monument of Prince Haotai, which still remains in Wantu, is the oldest of the kind in Manchuria.

In Chienhsien, the district above mentioned, several old tombs with mural painting were discovered, and were investigated in 1935 and 1936 by parties under Professor Hiroshi Ikeno of Tohoku University and Professor Kosaku Hamada of Kyoto University. On the inside walls of one tomb are pictures depicting Kaokouli women dancing, men wrestling in a Japanese style, and warriors hunting tigers on horseback. The pictures on the walls and ceiling of another tomb represent palaces and clouds, the floral design used indicating the influence of Buddhism. The tombs are believed to be at least 1,500 years old, or the oldest so far discovered in Manchuria, next to the tomb found at Yingchengtzu near Port Arthur. These remains of the Kaokouli period furnish much valuable material for the study of ancient culture.

The most important remains of the North Wei period (about

420-600 A.D.) are the Wanfotang or the Temple of Ten Thousand Buddhas at Y-hien, Chinchow Province. A cave dug into the cliff washed by the Taling-ho forms the temple. In the niches on the walls of the cave are placed images of Buddha carved in stone. Most of these images are either broken or worn out, but those near the ceiling are almost intact.

The Emperor Yang of the Sui Dynasty (589-617 A.D.) and the Emperor Taichung of the Tang Dynasty (618-906 A.D.) invaded South Manchuria. The Emperor Yang captured various posts in the Liaotung Peninsula one after another and invaded Liaotungcheng, but failed to take it, on account of an insurrection in the rear. The Emperor Taichung captured Pisha-cheng, Mashou-shan, and finally Liaotung-cheng. The last named is the Liaoyang of today. The Pisha-cheng of those days is now known as Tahoshang-shan, a hill seen right across the bay from Dairen. The Mashou-shan is now called Shoushan-pu, where Lieut.-Colonel Tachibana, the Japanese hero of the Russo-Japanese War, fought and fell.

Exchange of Envoys with Japan. Pohai (717-927 A.D.) was the state established in the territory previously occupied by the Kaokouli. The remains of Lungchuan-fu, the government quarters of Pohai, are located in Tung-ching-cheng, Ningau-hsien, Mutankiang Province. The capital of Pohai is said to have been modelled after Changan, the Chinese metropolis. The earth mounds and stones on the hill where the government quarters stood are now the only vestiges of those days. History records that Pohai and Japan were in friendly relations for two hundred years, exchanging envoys. In 1934, when members of the Oriental Archaeological Society excavated the site of the ancient palace, Hotung-kocheng, old coins familiar in Japanese history, were found in considerable quantity, to the delight of the archaeologists. A detailed report on the excavation at Tung-ching-cheng is contained in Vol. V, "Archaeologia Orientalis," to which readers are recommended to refer.

Arising in Liaosi, or the district west of the Liao River, the Khitans destroyed Pohai and established the state of Liao (916-1125 A.D.) The Liao-Chin towers which are still existing in different parts of Manchuria are the remains of those days. Many of these towers were built in the Liao period, and others in the succeeding period of Chin—hence the name of Liao-Chin towers. These towers

greet the eye of travellers in Manchuria. Besides the Liao-Chin towers, there are not a few temples dating from these periods. The Fengkonchi Temple in Y-cheng, Chinchow Province, is one of them, the dome of which was built about nine hundred years ago, being the oldest wooden structure in Manchuria.

Chin (1115-1234 A.D.) displaced Liao and governed North China as well as Manchuria. Huining-fu, the government quarters of the time, are found in ruins, in Pei-cheng near Ashieh-ho Station, southeast of Harbin. In the fields about Huining-fu coins and mirrors of the period were discovered. Excavation is to be shortly carried out, which will yield material for the study of this period.

The Yuan or Mongol Dynasty founded an empire stretching from the China Sea to the Dniester, but there are not many ruins or remains of the period in Manchuria. As remains from the Ming period, there are ruins of forts and stone walls erected against the incursions of the Nurchen (Manchou tribe) and against the Hoku (Japanese adventurers). These remains, however, are limited to South Manchuria. Pei-cheng in Chinchow Province was the garrison town for the Mings.

The Manchou Dynasty, arising from Hsing-king-hsien, Fengtien Province, ruled China until 1912. There are many places and structures associated with the dynasty in different parts of Manchuria.

CINEMA

The motion picture activities of Manchuria were centered solely in the staging of foreign productions heretofore. A large number of Japanese productions and a sprinkling of European pictures are being shown in Manchuria at present. American productions which were formerly shown in the country are absent from the theatres at present due to difficulties in arriving at an agreement with the American producers.

Of late Manchoukuo has shown increasing interest in the establishment of a domestic motion production industry, and for this purpose an organization known as the Manchoukuo Motion Picture Corporation was created in August, 1937. The Corporation is capitalized at 5,000,000 yuan, of which 2,500,000 yuan is paid up. The principal investors are the South Manchuria Railway Company and the government of Manchoukuo.

The object of the Corporation is to control the exportation, importation and distribution of motion picture films and to conduct enterprises relating to the production of educational, cultural and entertainment films, with a view to contributing to the exaltation of the national spirit and to the promotion of national education.

The technical work of the Corporation consist of the following: production of motion pictures, exportation and importation of same, distribution of same, conducting of business concomitant to the foregoing three items.

Photoplays so far produced and already distributed by the Corporation include the following: "Our Village Heroes," "Birth of Movie Stars," "Chi-Chiao-Tu," "Wan-Hsun-Mu" (Travelling after Mother), "Ta-Lu-Chang-Kang" (Our Land of Fortune), "Chih-Hsin-Chu" (True to You Forever), "Honeymoon Express," "Song of Genghis Khan," "Tien-Yuan-Chun-Kang" (Spring Sunshine in The Country), "Kuo-Fa-Wu-Ssu" (Fair and Just in the National Law), "Yuan-Hun-Fu-Chou" (The Ghost Takes His Revenge), "Tieh-Hsieh-Hui-Hsin" (Fighting Policemen), "Good Mother," "Chen-Chia-Tsu-Mei" (Foster Sisters), "Tung-Yu-Chi" (Loafing Around in Tokyo), "Yen-Kuei" (Poor Opium Addicts!)

The Corporation has exerted a great effort in the production of educational and cultural films with the following objects in mind:

1. To play an important role in the enlightenment of the general masses in this country through educational films.
2. To encourage and promote racial harmony among the five races inhabiting Manchoukuo through short feature films dealing with current topics.
3. To provide primary schools in the country with a series of so-called "school education" pictures.
4. To inculcate in the masses in this country national policies of the Government. As a matter of fact, an endeavor has already been made to popularize the "Wang-tao" rule or benevolent administration among the people living along the frontier districts through the medium of interesting films depicting the Government's activities.
5. To bolster the so-called spiritual mobilization campaign and other patriotic movements which have been launched by the Government and the Manchoukuo Concordia Association.

6. To take the lead in the nation-wide anti-Comintern campaign.
7. To produce historical films which deal with national affairs and bear upon national policies.
8. To send select films abroad in accordance with agreements relative to the exchange of cultural films between Manchoukuo and Italy and between Manchoukuo and Germany, respectively.
9. To introduce abroad various phases of industrial and economic development in this country now being conducted on a large scale according to the Government's five-year industrial program.
10. To distribute "goodwill" pictures in those areas already occupied by the Japanese military in China.
11. To reveal abroad real conditions in Manchoukuo. In this case, an effort will be made to show how within the short period of eight years the Empire of Manchoukuo, as an independent state in the Far East, has attained great progress in many ways.
12. To encourage tourist activity both domestic and from abroad.
13. To cooperate with police and cultural bodies in the country.
14. To encourage the domestic use of cultural films with a view to holding in check the influx from Shanghai and other places of anti-Manchoukuo pictures.

Importation of German Films. Consequent upon the conclusion of a trade agreement between Manchoukuo and Germany, the Corporation has imported quite a number of motion picture films from German producing companies. The Corporation has also concluded a contract with Luce of Italy for the exchange of cultural films and news reels produced by each contracting party. Already several pictures have been exchanged since 1938.

Mutual Adoption of News Reels by Japan and Manchoukuo. In view of the importance of news reels, the Corporation, joining hands first with the Manchoukuo News Agency, and then with the Domei News Agency of Japan at the end of 1938, has positively effected the mutual adoption of news reels by joint production with the Domei Agency not only for exhibition in Japan and Manchoukuo, but also in other parts of the world. To be more concrete,

arrangements have been made between the two concerns whereby news reels made by the Domei will be exhibited in Manchoukuo not as Domei News but as the product of the Manchoukuo Motion Picture Corporation, while in Japan and elsewhere the Manchoukuo Motion Picture Corporation's films will be exhibited not as such but under the name of the Domei Agency.

Popularization of 16-Millimetre Pictures. In a country like Manchoukuo, which embraces geographically so extensive an area, it is of paramount importance, from the viewpoint of national policy, to utilize the agency of moving pictures in spreading education, elevating the people's sentiment in providing means of healthy recreation. For this reason and also out of consideration of expense and equipment, the Government of Manchoukuo has decided to popularize and promote the use of small-size motion pictures.

Moreover, many of the Special Companies in Manchoukuo are undertaking to install small-size movie projectors for the welfare of their employees. In order to meet this situation, the Corporation has decided to start its own branch business to supply instruments, films and other articles required for the taking and projecting of 16-millimeter pictures, and in view of the inadequacy in supply of films of this size both in quality and quantity, it has also established, ahead of its rival concerns in Japan, adequate facilities for making reduced-size editions and for repairing and fitting up instruments and apparatus, so that the business aspect of the miniature movie may be conducted with thorough efficiency.

Travelling Movie Circuits. For small towns or border districts where they are no regular movie houses, the Corporation has persistently endeavored to promote the spread of educational and entertainment films by instituting travelling circuits. In view, however, of the existing state of affairs in this country, the Corporation has effected the expansion and improvement of the system in close collaboration with the authorities of the Government, the Hsieh-ho-hui (Manchoukuo Concordia Association) and other organs interested.

Production of Manchoukuo Series. The necessity of introducing to the world through films all the phases of the remarkable progress achieved by Manchoukuo in all the fields of her activities, embracing politics, economics, industry, culture etc., has long been

keenly felt. At present, the Corporation has set itself the task of producing the following series:

- History of the Foundation of Manchoukuo;
- Manchoukuo Concordia Association;
- Army and Navy of Manchoukuo;
- Agricultural Co-operative Societies in Manchoukuo;
- Economics of Manchoukuo;
- Finance and Banking in Manchoukuo;
- Heavy Industries of Manchoukuo;
- Light Industries of Manchoukuo;
- Agriculture of Manchoukuo;
- Forestry in Manchoukuo;
- Mining Industry of Manchoukuo;
- Salt Industry of Manchoukuo;
- Live-stock Farming of Manchoukuo;
- Fisheries of Manchoukuo;
- Staple Products of Manchoukuo;
- Communication and Transportation in Manchoukuo;
- Aviation in Manchoukuo;
- Postal Administration of Manchoukuo;
- Urban Communities of Manchoukuo;
- Rural Communities of Manchoukuo;
- Sightseeing in Manchoukuo;
- Social Conditions in Manchoukuo;
- Living Conditions of the People of Manchoukuo;
- Religions of Manchoukuo;
- Literature and Arts of Manchoukuo;

Establishment of Cinema Research Laboratory. So far, in Manchoukuo, no systematic technical study has been made in regular cinema circles or other departments of the motion picture industry of apparatuses or instruments or other technical and mechanical matters connected with the industry. When, therefore, disorder occurred in the working of the projecting apparatus of a movie house, there was no alternative but to depend upon technicians in Japan, and it frequently happened that some of the regular movie houses, unable to have their machines in service due to the time and expense required for repairs, were compelled to cause no small amount of inconvenience to theatre-goers in general. Realizing the urgent necessity of rectifying such a deplorable situation, the Cor-

poration established in 1939 a research laboratory and a high precision machine workshop with a view to rectifying this deficiency as well as to promote in general the technical advancement of the motion picture industry in Manchoukuo.

Motion pictures censored in Manchoukuo in 1938 classified by countries of origin and kinds are given below:

Table 12. MOTION PICTURE FILMS CENSORED
(1938)

Country of Origin	Films Censored	No. of Reels	Length (meters)	Censor Fee (M¥)	Scenes Prohibited	
					No.	Length (meters)
Domestic	227	486	117,204	1,258	3	9
Japan	1,352	5,714	1,345,293	18,994	50	835
China	249	2,148	459,357	4,125	139	2,368
Germany	45	276	70,963	1,004	14	114
Italy	11	45	10,448	157	—	—
France	19	168	12,815	642	7	196
U.S.A.	94	296	67,123	988	1	3
Britain	12	106	25,662	378	4	15
Others	5	27	6,850	103	—	—
Total	2,014	9,266	2,145,715	27,650	218	3,451

(B) Classified by Kinds
(No.)

Country of Origin	Amusement	Publicity	Educational	News	Total incl. Others
Domestic	12	7	—	124	277
Japan	859	52	3	460	1,302
China	239	—	—	—	249
Germany	27	—	—	1	45
Italy	3	1	—	3	11
France	19	—	—	—	19
U.S.A.	30	1	—	38	94
Britain	12	—	—	—	12
Others	3	—	—	—	3
Total	934	61	3	626	2,014

Press and Publications

The central organs in charge of press and publications in Manchoukuo is the Manchuria Public Information Association which was organized in September 1936. Its announced policy is "to maintain close contact among newspapers, new agencies and

other public information enterprises, to control them and thereby to assure their sound development." In accordance with the aforementioned policy the Association took in charge the supervision of the leading newspapers and the sole news agency in the country.

Besides the above organ there is an establishment devoted to the distribution of school text-books. It is the Manchuria Book Company which was established in April 1937.

Statistics on publications and a list of the leading journals in Manchoukuo are subjoined:

Table 13. NUMBER OF PUBLICATIONS

	Private	Government	Total
1935	533	131	664
1936	771	188	957
1937	813	180	993
1938	1,548	154	1,702
1939	1,582	99	1,681

Table 14. PUBLICATIONS CLASSIFIED

Subject:	(1938)				Total incl. others
	Japanese	Manchou	Japan & Manchou	Russian	
Private Publications:	960	359	61	149	1,548
Politics	13	14	—	1	30
Social	13	7	2	40	62
Economics	2	21	1	2	26
Law	39	31	26	9	105
Science	27	8	—	3	39
Religion	61	4	—	17	83
Educational	183	58	12	20	283
Literature	386	22	1	21	431
Art	14	—	—	—	14
Music	27	1	1	1	30
Others	195	193	18	35	445
Government Publications: ..	69	66	17	1	154
Politics	19	8	1	—	29
Economics	1	5	—	1	7
Law	2	7	9	—	18
Science	—	12	—	—	12
Educational	3	4	—	—	7
Music	1	—	—	—	1
Others	43	30	7	—	80

Table 15. LEADING JOURNALS IN MANCHOUKUO

(May, 1940)

Name	Location	Publisher	Editor	Estab- lished	Language
Manshu Shimbun	Hsinking	H. Wada	S. Kasakami	1909	Japanese
Shinkyō Nichi-Nichi	Hsinking	T. Shiroshima	E. Tokawa	1920	Japanese
Tatung Pao	Hsinking	Y. Someya	T. Oishi	1933	Manchoukuoan
Man-Sen-Nippo	Hsinking	Z. Ri	G. Yamaguchi	1932	Chosenese
Manchuria Daily News	Hsinking	T. Ono	N. Nakano	1908	English
Manshu Nichi-Nichi	Mukden	T. Matsumoto	S. Yuhata	1905	Japanese
Hoten Mai-nichi	Mukden	K. Matsumiya	S. Obama	1907	Japanese
Chengking Shihpao	Mukden	Y. Someya	T. Kikuchi	1905	Manchoukuoan
Sing Shihpao	Mukden	—	Chang You Lan	1909	Manchoukuoan
Taitung Nipao	Dairen	Y. Takayanagi	S. Sato	1908	Manchoukuoan
Harbin Nichi-Nichi	Harbin	K. Samukawae	R. Sugawara	1922	Japanese
Tapeh Shimpao	Harbin	S. Yamamoto	T. Nakamura	1922	Manchoukuoan
Wupao	Harbin	"	"	1937	Manchoukuoan
Pinkiang Nipao	Harbin	Wang Wei Chou	Chao Tsiu Hung	1937	Manchoukuoan
Harbinskoe Vremya	Harbin	K. Furusawa	G. Shibata	1931	Russian
Lungkiang Minpao	Tsitsihar	S. Katayama	—	1933	Manchoukuoan
Tsitsihar Shimbun	Tsitsihar	"	"	1933	Japanese
Toman Nichi-Nichi	Mutankiang	Y. Susami	S. Nakajima	1940	Japanese
Antung Shimbun	Antung	T. Sato	—	1906	Japanese
Antung Shihpao	Antung	"	—	1935	Manchoukuoan
Kirin Shimbun	Kirin	M. Mihashi	K. Tokimasa	1922	Jap. & Man.
Toman Shimbun	Yenki	H. Wada	I. Yagi	1924	Japanese
Tung-Man Shihpao	Yenki	"	"	1933	Manchoukuoan
Bujun Shimpō	Fushin	R. Kubota	—	1921	Japanese
Fushin Minpao	Fushin	"	—	1931	Manchoukuoan
Sankiang Pao	Chiamussu	T. Yasui	—	1934	Manchoukuoan
Heiho Minpao	Heiho	Lan Si Hou	Kuo Ching Fu	1932	Manchoukuoan
Yingkow Shimpō	Yingkow	Li Tzu Shih	—	1908	Man. & Jap.
Nekka Shimpō	Chengtch	T. Mori	—	1935	Man. & Jap.
Sankaikan Nippo	Shanghaiwan	S. Kurokawa	—	1934	Manchoukuoan
Kinshu Nippo	Chinchow	Y. Shimotsuke	J. Ogata	1932	Japanese
Liangsi Chenpao	Chinchow	"	"	1938	Manchoukuoan
Anzan Nichi-Nichi	Anshan	R. Ueda	Y. Nojiri	1932	Japanese
Ryoan Mainichi	Liaoyang	N. Watanabe	—	1908	Japanese
Liaohai Kumpao	Liaoyang	"	—	1933	Manchoukuoan
Tetsurei Jiho	Tiehling	S. Nisbio	—	1911	Japanese
Anpo Mainichi	Penhsifu	I. Nomura	—	1926	Japanese
Shito Shimpō	Ssuping kai	N. Sakurai	—	1934	Japanese

CHAPTER XXVII SANITATION

Since its foundation, the new state of Manchoukuo, taking into consideration the peculiarity of the prevailing sanitary conditions, adopted a policy composed of three principles: (1) increase of medical treatment institutions and their distribution among the masses, (2) the prevention of epidemics and diseases, and (3) the improvement and increase of sanitary organizations in the rural districts. With these three principles in mind, the Health Section of the Department of Civil Affairs was made responsible for the administration of matters relating to sanitation and health. As the initial objective, public doctors and public welfare clinics were distributed and assigned throughout the country, while in October, 1936, the Health and Sanitation Research Office was established in Hsinking. In the principal municipalities, hospitals for handling contagious disease patients were created, half of the cost of which was met by the Central Government's treasury. By 1937, sanitary organizations were established in twelve of the fourteen provinces, to each of which expert medical officers, expert pharmacists, and expert veterinarians were assigned as officials, in accordance with the third principle, improvement and increase of sanitary organizations in the rural districts.

Moreover, effective measures were adopted to curb the opium habit among the masses, which had undesirable effects upon the race and had acted as a cause of crime for a long time.

Medical Facilities

At the end of 1939, the total number of physicians in Manchoukuo was returned at 22,500 including 18,400 native doctors. This figure represents a ratio of 5.7 per 10,000 population as against 7.6 per 10,000 population for Japan. Quantitatively speaking, the difference between the two countries is negligible but qualitatively, the country presents a tragic contrast in this respect, as more than 80 per cent. of physicians in Manchoukuo are either native doctors

or those not familiar with modern medical science and thus their capabilities and technique are far below those of Japan. In order to remedy the conditions and to improve the standard of those engaged in medical professions, the government has exerted further efforts to expand medical training institutions and has taken all such appropriate and effective measures as are necessary for the promotion of public health.

At the end of 1939, there were 600 dentists and 700 pharmacists in Manchoukuo, of which figure only 1/3 and 2/3 respectively were fully qualified.

The number of medical institutes, by provinces, at the end of 1937 is as follows:

Table 1. NUMBER OF MEDICAL INSTITUTES
(End of 1937)

Province:	State Hospitals	Public Hospitals	Public Clinics	Fumin Clinics
Hsinking	—	1	—	—
Kirin	1	1	12	7
Lungkiang	—	4	23	8
Heiho	—	—	7	2
Sankiang	—	—	12	7
Mutankiang	—	—	4	5
Pinkiang	—	3	12	5
Chientao	2	—	4	3
Tunghua	—	—	9	4
Antung	—	—	5	1
Fengtien	—	11	5	4
Chinchow	—	1	10	5
Jehol	1	—	14	6
Hsingan W.	—	—	6	—
Hsingan S.	—	—	5	1
Hsingan E.	—	—	4	—
Hsingan N.	—	2	5	—
Total	4	23	137	58

Latest available statistics on the number of medical practitioners by provinces are those for the year 1938. The statistics show that in that year there were a total of 19,885 physicians, consisting of 2,510 physicians practising under Western methods and 17,375 under native methods. Medical facilities were best in Hsinking which had 2.15 physicians per 1,000 population. Details are tabulated below:

Table 2. NUMBER OF MEDICAL PRACTITIONERS

(1938)

Province:	No. of Physicians			per 1,000 population
	Western Style	Chinese Style	Total	
Hsinking	273	457	730	2.15
Kirin	171	2,982	3,153	0.60
Lungkiang	155	1,179	1,334	0.55
Heiho	8	36	44	0.68
Sankiang	115	473	588	0.48
Mutankiang	4	20	24	0.05
Pinkiang	457	3,046	3,503	0.77
Chientao	24	674	698	1.06
Tunghua	13	20	35	0.04
Antung	134	900	1,034	0.46
Fengtien	947	4,652	5,599	0.56
Chinchow	99	2,032	2,131	0.52
Jehol	77	750	827	0.22
Hsingan W.	4	55	59	0.11
" S.	8	64	72	0.09
" E.	1	25	26	0.23
" N.	20	10	30	0.06
Total	2,510	17,375	19,885	0.54

Public Physicians. The nation-wide distribution of medical facilities has been one of the programs of the Government, but physicians of occidental schools are concentrated in urban areas, while native doctors of native technique are most in rural districts. In order to offset the general incompetency of the native doctors, the government in 1933 adopted the "public physician system" with the object of each hsien having one public physician. In 1939 the total number of such offices had increased to 157, while 10 more are planned within 1940, reaching a total of 167. By virtue of such establishments, inhabitants of remote regions are able to enjoy the benefit of modern medical treatment.

After the transfer of physicians from the S.M.R., the "public physicians" in Manchoukuo have now reached 550. Thus, the long desired goal of "one public physician for one hsien or banner" has been realized.

The number of patients treated by public physicians in 1937 numbered 185,843. Patients classified by ailments are shown in the following table:

Table 3. NUMBER OF PATIENTS TREATED BY PUBLIC PHYSICIANS

	1936	1937		
		Male	Female	Total
Constitutional Diseases	2,105	1,750	992	2,742
Psychosis	313	266	187	453
Nerve System	2,996	3,178	2,019	5,197
Circulatory System	2,805	2,687	2,868	5,555
Eye	5,682	5,720	2,982	8,702
Ear	2,840	3,274	1,641	4,915
Nose and Throat	3,065	3,235	1,684	4,919
Respiratory System	11,227	11,704	6,737	18,441
Digestive Organs	17,923	19,388	11,409	30,797
Tooth	2,222	2,850	1,536	4,386
Organs of Locomotion	2,195	1,855	735	2,590
Skin and Annexa	10,347	11,628	4,131	15,759
Urinary and Genital Organs	2,505	2,451	1,822	4,273
Wounds	6,830	9,375	1,951	11,326
Drowned, Frozen & Hung	70	94	13	107
Malformation	39	24	18	42
Childbirth & Pregnancy	1,361	—	2,913	2,913
Acute Poisoning	533	385	517	902
Chronic Poisoning	615	654	213	867
Tumours	593	755	427	1,182
Parasites	3,305	2,776	1,513	4,299
Beri-beri	315	341	309	650
Infectious Diseases	32,644	36,160	18,393	54,553
Unknown	563	208	109	317
Total incl. others	—	120,772	65,171	185,843

People's Welfare Hospitals. These hospitals have been opened with proceeds from the State people's welfare lottery. By the end of 1939, 79 of these were established at 76 points in hsien or banners and 12 more were expected to be created within 1940.

S.M.R. Hygienic and Sanitation Activities. Ever since its commencement more than three decades ago, the South Manchuria Railway Company has taken an active part in bringing about the observation and enforcement of the ordinary sanitation measures among a primitive population, and also in keeping a constant vigil over the possible outbreak of dreaded and deadly epidemics. In strict adherence to this principle, the Company has been playing an important role in carrying on free vaccination and various inoculations against epidemic whenever necessity arose. The systematic and scientific analysis of drinking water in the various localities is

also a factor in the prevention of diseases. In the humanitarian enterprises of the elimination of epidemic diseases such as bubonic plague, the Company has spared no efforts and has even suffered the sacrifice of the lives of its research workers. Sensing the necessity of adequate hygienic facilities, the S.M.R. has undertaken to maintain 32 well equipped hospitals and 17 clinics besides despatching 29 physicians to the various points where railways have been constructed.

The Dairen Hospital, which was constructed and equipped by the S.M.R. at the cost of ¥8,000,000, is one of the best hospitals in the Far East. It is an independent organization under the Company's supervision. In order to make the hygienic facilities thorough, the Company has taken upon its shoulders the maintenance of bacteriological examination stations in six towns. Trained nurses are stationed in sixteen localities where no medical facilities are to be found and these are despatched upon regular visitations routes. The largest and the most outstanding of these hygienic facilities is the Hygienic Institute which has been founded for researches in the maintenance of health and the manufacture of various sera and vaccines for the prevention of diseases peculiar to Manchoukuo. The authorities concerned have been especially active and energetic in finding preventive measures, and already the bubonic plague which long existed in Manchuria has been almost conquered. The dreaded typhus and dysentery, too, have been controlled and what is more, energies are bent towards the extermination of contagious diseases among the live-stock.

Public Hospitals. There are at present four such hospitals, at Kirin, Chengteh, Lungchingchun and Yenki, since taking over the hospitals at Lungchinchun and Yenki formerly maintained by the Government-General of Chosen. The management of these hospitals has been placed in the hands of provincial governments.

Medical Training Institutions. The government has striven assiduously to train the best physicians for the new state by expanding the medical training institutions, by enforcing rigid examination and taking over appropriate measures. In 1940 there were the following medical training institutes in Manchoukuo: Manchuria Medical College, Hsinking Medical College, Harbin Medical College, Mukden Medical College, Sheng-king Medical College,

Harbin Colonization Medical Academy, Tsitsihar Colonization Medical Academy, Lungchingchun Colonization Medical Academy, Dental Institute (incorporated in Harbin Medical college), Medicinal College (incorporated in Manchuria Medical College), Mukden Pharmacist Training School.

Prevention of Epidemic Diseases

As measures towards the eradication of epidemics the Government has established modern isolation facilities and inspection offices in various parts of the country. The following are some of the facilities available:

Infectious Disease Hospital. It has been the Government's program to establish such hospitals at the seat of each provincial capital and in other important cities and towns. In the spring of 1940, there were 19 such hospitals. An additional thirteen hospitals were to be completed within the year.

Plague Prevention Stations. Such stations are under the supervision of provincial governments and are charged with distribution of medical officers, the storing of medical materials, and investigation of epidemic diseases, besides supervising anti-plague affairs within their jurisdiction in each province. All of these stations are in the border regions.

Bubonic Plague Prevention Facilities. In Manchoukuo, there was formerly a vast area infested by this plague, extending over 19 hsien and 5 banners. Since bubonic investigation stations have been established at Halaha and Tungliao, a remarkable achievement in bubonic plague prevention has been attained. Further, vigilance stations have been constructed in localities where outbreaks of epidemics are most frequent and isolation stations opened along the King-Pai, Ssuping-kai-Tsitsihar and Talai-Chengchiatun railway lines. There were in 1940 two investigation stations, 12 vigilance stations and 12 isolation stations. In 1933, the known deaths from this plague numbered 1200, but this number has decreased year after year, and is now only a fraction of the total.

As outbreak of bubonic plague is not only detrimental to public health but also has a great baneful effect on communications, economy and industry in the country, the government is taking more positive steps in the preventive work in an effort to completely eradicate the bubonic plague.

Quarantine Stations. For the purpose of preventing epidemics and diseases along the border and at ports of entry, quarantine stations are maintained at Antung, Yingkow, Shanhaikwan, Heiho, Suifenho, Manchouli, Kupeikow and Hsifengkow, the first two being transferred to the control of the local custom houses.

Chronic Infectious Disease

Tuberculosis. It is generally surmised that there are about 700,000 people infected with tuberculosis in this country, of which young, able-bodied men constitute main bulk. This is indeed a big loss to the nation. So far, no tubercular sanatoria had been established by the Government. But in Hsinking, Mukdep, Harbin, Port Arthur, Dairen, etc., the Government has taken over the S.M.R. sanatorium for the care of these sufferers. Besides, there exists the Manchuria Tuberculosis Prevention Association.

Leprosy

The number of leper patients is also great. There has been an upward tendency in emigration from neighbouring countries, as a result of the steady progress of the colonization plan and the remarkable development of industry in this country. In order to cope with the ever increasing spread of this disease, the Government in 1939 established at State expense at Sung-shanpei, Tiehling hsien, leprosoria to give treatment to leper patients.

Recently regulations governing the prohibition of entry of the afflicted have been enforced.

Venereal Disease

Compulsory measures have been enforced to take care of patients of the disease. Women's hospitals are now found at Hsinking, Mukden, Anshan, etc. Many more will be established in other important cities in the near future. To Mongolian districts, medical relief parties are despatched from time to time to combat the spread of the disease.

Trachoma

The spread of trachoma in Manchoukuo is alarming, affecting nearly half the total population. In view of the grave situation,

the government since 1939 has dispensed a large sum for the suppression of this dreaded disease. In various schools are stationed eye specialists and optical nurses and school children are treated free of charge. For 1940, a large increase was earmarked in the budget in order to expand equipment and facilities.

Notifiable infectious diseases for the years from 1935 to 1939 are tabulated below:

Table 4. NOTIFIABLE INFECTIOUS DISEASES

	Typhoid & Paratyphoid fever			Typhus			Dysentery		
	No. of cases	Dead	%	No. of cases	Dead	%	No. of cases	Dead	%
1935	4,549	904	19.8	1,220	272	22.3	4,583	573	12.5
1936	6,228	1,004	16.1	4,496	763	17.0	4,894	466	9.5
1937	14,850	2,423	16.4	7,349	1,025	13.9	6,834	803	11.7
1938	5,207	468	9.0	1,395	209	14.0	9,185	626	6.8
1939	5,063	514	10.1	1,577	254	16.1	8,513	659	7.8
1939:									
Manchoukuoan	1,369	179	13.4	1,255	243	19.3	2,168	326	15.0
Japanese	3,674	385	11.0	322	11	3.4	6,345	333	5.3
	Smallpox			Pest			Cholera		
	No. of cases	Dead	%	No. of cases	Dead	%	No. of cases	Dead	%
1935	1,629	341	20.9	395	389	97.5	—	—	—
1936	1,749	441	25.1	150	141	94.2	0	0	0
1937	3,064	452	14.8	248	239	96.5	1	0	0
1938	1,345	171	12.7	718	687	96.0	21	9	42.9
1939	1,005	148	14.8	657	500	76.0	0	0	0
1939:									
Manchoukuoan	783	118	15.1	655	498	76.0	0	0	0
Japanese	222	30	13.5	2	2	100.0	0	0	0
	Diphtheria			Epidemic Cerebrospinal meningitis			Scarlet Fever		
	No. of cases	Dead	%	No. of cases	Dead	%	No. of cases	Dead	%
1935	312	77	24.7	426	35	8.2	1,844	314	17.0
1936	284	70	24.7	185	40	21.6	1,102	217	19.7
1937	238	43	18.1	103	20	19.4	1,442	267	18.5
1938	693	129	18.6	193	32	16.6	1,947	244	12.5
1939	1,179	191	16.2	191	68	35.6	1,303	238	18.0
1939:									
Manchoukuoan	342	124	36.3	53	32	60.4	480	196	40.8
Japanese	832	67	8.1	138	36	26.0	823	42	5.6

Table 5. LESSER INFECTIOUS CASES HANDLED BY PUBLIC CLINICS

	1935			1937		
	Case	Dead	%	Case	Dead	%
Measles	5,540	1,269	23.4	9,665	1,663	17.2
Varicella	2,681	489	18.2	3,425	682	19.8
Eruptions	4,416	219	4.9	4,255	395	9.5
Mumps	4,017	351	8.8	3,595	167	4.6
Pneumonia	1,932	329	16.5	2,959	225	12.4
Influenza	44,096	2,309	5.2	98,718	9,751	9.9
Malaria	4,949	266	5.3	5,655	342	6.2
Rose	1,244	87	7.0	1,251	66	5.3
Septicaemia & Pyaemia	1,812	283	15.7	1,517	201	13.2
Puerperal Fever	2,135	541	25.3	2,961	556	18.5
Tetanus	2,597	198	7.8	1,782	304	17.1
Hydrophobia	410	86	21.0	391	59	15.1
Whooping cough	11,505	1,034	9.0	21,457	1,672	7.8
Tuberculosis	10,047	933	9.3	16,110	1,478	9.2
Syphilis	15,504	394	2.5	30,293	181	6.0
Gonorrhoeal Diseases ..	15,815	301	1.9	27,631	163	0.6
Tracoma	13,538	0	0	31,028	0	0
Parasite	6,516	345	-5.3	5,013	293	5.8

LOCAL HYGIENE

The food and drink problem in Manchoukuo is also receiving increasing attention because of its close relation to public health.

Improvement of the physical standard of the nation is a basic condition for the perfection of national defence. Therefore, gymnasia have been opened, a systematic survey of the physical status of school children is made regularly and physical education in schools has been instituted. Popular exercises under the name of "national foundation exercises" have been adopted and are now widespread among the people.

Besides these measures of an indirect nature to improve the physical standard of the nation, the Government in a positive effort to remove all the obstacles to the maintenance of health arising from a collective form of living, has promulgated regulations concerning the clearing up of urban areas and has perfected various public sanitary facilities such as cemeteries, city water and sewerage systems. Measures have also been taken to purge the cities of smoke and dust, which are a menace to public health.

Manchoukuo's varying social environment and the marked difference in the characteristics of the various races inhabiting the country increase the difficulty of operation of a State-wide scientific sanitary policy to give unified guidance to the nation in respect to public health. In order to work out a unified sanitary policy for the whole nation the Government intended to establish within 1940 an organ for this purpose.

Sanitary Technical Institute. This institute was established in Hsinking with a branch office at Harbin. Equipped with all modern precision machines and appliances for research purpose, it is conducting sanitary experiments and research into all causes of infectious diseases and engaging in production and distribution of vaccine serum and other remedial materials. Since 1938, this organ has been under the supervision of the Continental Institute of Scientific Research.

Hygienic Laboratory. Since hygienic experiments play an important role in health promotion, disease prevention and sanitary administration, such laboratories have been established in important towns such as Hsinking, Harbin etc., and in all cities where provincial governments are seated.

Health Consultation Offices. The Government took over seven such offices from the S.M.R. and is endeavoring to establish many more in all important cities and towns.

COLONIZATION SANITATION

In order to expedite progress of colonization perfection of the sanitary equipment in colonist settlements is consequently of an urgent nature. There are many problems such as difference of climatic conditions between Japan and Manchoukuo and the existence of regional disease in North Manchuria, which require immediate solution to ensure the health of Japanese colonists.

The authorities are making various scientific researches to prevent the epidemics, to improve drinking water and to perfect the sanitary system for the colonists. The authorities have further decided to establish a new medical organ for special protection of expectant mothers and of infants.

It is also planned to investigate into the whole range of local hygiene and to provide the necessary facilities for the perfection

of the sanitary system in the colonist settlements. This plan was already under way in 1940.

RED CROSS

The activities of the Manchoukuo Red Cross Society are divided into two categories, under the Relief Department and the Welfare Department. Relief services form the principal function of the offices of the Red Cross work in Manchoukuo, devoted to the improvement of public health in general, and to providing medical attention on the battle-field in time of war. The Relief Department is faced with the constant task of finding the necessary materials, medicaments, instruments, bandages and so forth, to be ready to meet any instant demand, in civil or military spheres. It must keep a sufficient number of doctors and nurses, and must also undertake the training of nurses for this purpose.

Manchoukuo Red Cross Society. The Manchoukuo Red Cross Society operates, under the supervision of the Relief Department, three large hospitals, at Mukden, Harbin and Chinchow. The Harbin Hospital also maintains a branch under its management, and the Chinchow hospital has a branch at Fushin. All hospitals have special buildings where epidemic patients may be isolated. Each of the three hospitals offers a special training course for nurses. While these hospitals are devoted to public service in time of peace, they are subject to being placed under absolute military control in time of war. With a view to assisting the development of colonization settlements in the frontier areas, the Society has planned to offer medical services to these communities, and has been urging the construction of hospitals at Chiamussu, Mutankiang and other places.

The Welfare Department is divided into two sections, known as the Social Section and the Welfare Section. With the general improvement of social conditions in Manchoukuo, the social service labors of the Society are being extended accordingly, benefiting a rapidly increasing number of people each year. In view, however, of the expanse of the country, its service cannot be said to have adequately attained their goal, and in consequence greater effort is being made to establish branches in every section of the land. The Welfare Section, in conjunction with the Social Section is charged

with providing the public with proper medical services, especially in the remote settlements. For this purpose it conducts travelling clinics, and has established free dispensaries at as many places as possible throughout the country, earning the sincere gratitude of millions of inhabitants.

Another activity of the Welfare Section is the care for invalid soldiers, through the Home for Disabled Soldiers which corresponds to the Shohei, Hogo-in of Japan, and has performed heroic service in brightening the lot of injured heroes. The Institute cares for Manchoukuo soldiers and civilians who have been stricken in their country's cause, and relieves their anxiety for their future. This service is unique to Manchoukuo, in contrast to the structure of the Red Cross Societies in other lands. To most nobly fulfill its lofty mission the Manchoukuo Red Cross Society has worked in close harmony and cooperation with the Concordia Association, with the Manchoukuo Soldiers Support Association, and the Manchoukuo National Defence Women's Association.

Another unique feature of the structure of the Manchoukuo Red Cross Society is its inseparable relationship with the functions of the Government. Officers and chiefs of the Society usually hold their posts concurrently with government positions. Thus the Governors of the 18 provinces and the Mayor of the Hsinking Special Municipality are concurrently chiefs of the respective branches of the Red Cross Society, while other offices are filled by corresponding local officials, correlating the two institutions. This close coordination is implied in the gravity of the national emergency and the high purpose of the national policies. Another factor is the close relationship between the functions of the Red Cross Society and those of the State in promoting public welfare and providing for the needy and distressed.

Activities of the Red Cross Society. In addition to operating the central hospitals aforementioned, the Society provides a course of training for nurses at these institutions, established in April, 1940 at present embracing 80 student-nurses, who are pursuing their humanitarian labors. These students comprise both Japanese and Manchou young women. School buildings and dormitories are now under construction for their accommodation.

The Society is always anxious to establish more hospitals through the country, and especially in the border areas. Several

new hospitals are expected to be completed in the course of a year or two. In March, 1939, the Hsinking Deaf and Dumb Asylum, formerly under private management, was transferred to the Red Cross Society, and the Welfare Department has conscientiously undertaken its task to improve the conditions of these unfortunate children, which include Japanese, Manchous, Koreans, and Mongolians. In 1940 there were 54 children enrolled.

The Welfare Department also sponsors the Hsinking Domestic's Institute, opened as an experiment, in cooperation with the Concordia Association, for the domestic training of young Manchou girls. It trains them to become qualified maids and housekeepers in Japanese homes. They are tutored in Japanese customs and etiquette, and given a primary education in the Japanese language. This work has been undertaken in the spirit of developing the Red Cross spirit in the home. When they have completed their training in etiquette, cooking, hygiene, laundering, Japanese language and kindred subjects, they are found employment in Japanese homes. The first class of 18 graduated from the school in October, and they are happily established in congenial Japanese homes. Students were being enrolled for the second class in 1940.

The Welfare Department has given utmost attention to the provision and free distribution of medicaments and free medical services, at the request of local authorities, throughout the country. Sometimes the Society has assisted in the work of pacification among the more backward districts. In all cases their services have been graciously appreciated.

During 1939 eight travelling medical squads conducted circuits through rural communities in 5 provinces, 12 hsiens and 2 banners, tendering valuable help to the people suffering from various ills. These parties each made several circuits, each for a two month period. Other special clinics were dispatched to the northern and western frontier areas, where the population is sparse, and regular medical services cannot be maintained.

In addition, the Welfare Department is contemplating establishment of permanent services, including hospitals and dispensaries, in various cities within the next few years, aiming at the general advancement of public health throughout the country.

The Society has also provided medical depots and emergency stations in many public places, including Concordia branches,

schools, government offices and similar centers. Standard kits are distributed, their number in the past year totalling 209 thousand.

A project is under consideration to enlarge the premises of the Home for Disabled Soldiers by the addition of several new wards. The present capacity is 150, and 54 injured heroes are sheltered there under the warm protection of the Red Cross. Their ranks include Japanese, Manchous and Mongolians.

Here the invalids are provided with free and generous accommodation, clothes, meals, and medical attention, and are granted a small monthly allowance of pocket money. Those who are fit are taught some manual art, such as sewing, shoemaking, floriculture and similar crafts, according to their abilities and physical handicaps. This vocational training not only gives them a sense of usefulness, but also relieves the monotony of their limited existence.

With the aid of the Manchoukuo Soldiers Support Association an institute for the care and shelter of the families and dependents of war heroes was projected for 1941, by the Home for Disabled Soldiers.

In addition to these manifold services, the Welfare Department has under contemplation to take up various other activities, common to the organization in various parts of the world. Among these may be mentioned care for infants and women during pregnancy, especially among the poor; instruction for the care of the eyes and the prevention of blindness, a campaign to curb the spread of tuberculosis and other scourges.

In 1940 the Manchoukuo Red Cross Society maintained branches in the 18 provincial capitals, and 209 subsidiary branches throughout the country, this vast and growing humanitarian chain being unselfishly devoted to the improvement of public health and morale in time of peace, and to the relief of soldiers and other sufferers in time of war.

No review of Red Cross activities in Manchoukuo would be complete without reference to the Order of Merit of the Red Cross Society, recently established to honor those who have given signal service in this humane work, and those who have in any way made an outstanding contribution to the progress of Red Cross work in the Empire. Simultaneously, membership medals were also instituted. In keeping with the spirit of the work, the conditions of award, as well as the design of these emblems, have been care-

fully worked out. The medal bears the design of a red cross on a round background.

The foundation and development of Red Cross work in Manchoukuo owes much to the efforts of its former chairman, the late Lt.-General Hideichi Takeda, who undertook the difficult task of introducing the work from Japan, with the assistance of the Red Cross Society of Japan.

Major-General Yoshio Kudo succeeded General Takeda, and has worthily continued his efforts as president of the Manchoukuo Red Cross Society. Major-General Bunhichiro Ozaki, an outstanding surgeon and authority on medicine, as chief of the Relief Department, is an invaluable asset to the Society, especially in view of his long acquaintance with medical work in Manchoukuo. His predecessor, Mr. Kuga also rendered valuable service in the improvement of the medical standards of the Society.

Foreign Hospitals

Hospitals operated by foreigners are located in various districts in Manchoukuo and have extended valuable service not only to foreigners but to the native population as well. A list of these hospitals, with their locations, is appended.

Table 6. FOREIGN HOSPITALS

	Location	Nationality
Christian Free Hospital	Hsinking	British
Hsinking Christian Hospital for Women ..	"	"
Hsinking-Free Hospital	"	French
Christian Hospital for Women	Chinchow	British
Liaoyang Hospital for Women	Liaoyang	"
British Hospital	Hailung	"
Puai Hospital	Hsinminfu	"
Weimei Hospital	Hsinminfu	"
Free Hospital of Tiehling Christian Church	Tiehling	"
Kaiyuan Christian Church Hospital	Kaiyuan	"
Fakumen Christian Church Hospital	Fakumen	"
Kirin Anglican Church Hospital	Kirin	"
Antung Danish Hospital	Antung	Danish
Hsishan Hospital	Hsiuyenhsiencheng	"
Chenghonan Hospital	Chenghonan	British
Tsichang Hospital	Lungtsingtsun	Canadian

AN OUTLINE OF THE OPIUM ADMINISTRATION

Preface

For the purpose of carrying out the principles for the prevention of opium-smoking which were formally adopted and announced in October, 1937, Imperial Ordinance No. 487 was promulgated on December 27 of the same year, to be effective on and after January 1, 1938, and providing for revisions of the Opium Law. Accordingly, regulations governing the enforcement of the revised Opium Law, the procedure relating thereto and the control of addicts, and other supplementary regulations and official instructions were issued, along with the progress of various other necessary arrangements. With the executive organs concerned fully posted about the matter, every effort was made to leave nothing undone to ensure a satisfactory enforcement of the revised Opium Law. By the revised law, narcotics other than opium were affected as well.

State Retail Sale System. The old private retail sale system left room for undue profiteering and therefore was incompatible with the object of prohibiting opium smoking. Taking stock of this fact, it was decided to transfer opium retail sales to municipalities, hsien and banners by the end of the year 1940, with the view of properly regulating the use of opium and other narcotics, rationalizing their distribution, curbing their misuse through illicit transfers and preventing the appearance of new addicts. The State retail sale system is also intended as a means of exercising better control over the old addicts.

Before the enforcement of the State sale system, all necessary investigations and arrangements had been made in accordance with what was stipulated in Decree No. 72 of November 1, 1937, issued by the Department of People's Welfare. At the same time, a conference of the provincial government officials in charge of the matter was convoked, at which the Central Government's policy was clarified and discussed. With all these investigations and preparations completed by the end of that year, the business of old private retailers, along with their buildings, various establishments and employees, was taken over most smoothly by the State without any trouble or friction. The State opium sale system thus enforced from January 1, 1938, is now being observed in

a total of 17 cities, 134 hsien and 18 banners, representing slightly upwards of 90 per cent of the whole territory of the country.

The State sale system has yet to be enforced in a small number of hsien in Jehol and Hsingan Provinces where the situation with regard to the maintenance of peace and order is still somewhat unsatisfactory, or in some other hsien where specific local conditions prevail.

The total amount of money expended for buying up the establishments of the old private opium retailers aggregated MY904,659. In the provinces of Lungkiang, Tunghua, Mutankiang, East Hsingan and North Hsingan and in the special Hsinking Municipality, the needed money was met by advances from the budgets for general accounts, to the extent of MY333,941. In all the other provinces, necessary sums were raised by the flotation of bonds which totalled roughly MY571,700.

For the State retail sale of opium, opium sale control offices were created against private retailers. The total number of private opium retailers officially designated before the enforcement of the State sale system was 2,139 throughout the country. Simultaneously, however, with the enforcement of the system, private retail shops were either merged together or abolished. At present, 1,363 State-managed opium sale control officers are operating whereas the number of private retailers stands at only 272, indicating a startling decline of 504. These State-managed opium sale control offices, in principle, are attached to State opium-smoking houses and in each city or hsien, one to three of them are being maintained.

The management of the State opium-smoking houses, generally speaking, is satisfactory. In surveying the budgetary estimates for the 1935 fiscal year of the various provinces, it is noted that net profits from the public sale of opium aggregated MY9,000,000, of which MY2,600,000 were to be offered as dues to the provincial coffers. Relatively large though this amount of profits may appear, it is thought that even if these profits are forthcoming at their present rate, it may require at least three years before the projects enumerated below, which have a direct bearing upon the absolute prohibition of opium-smoking, can be completed, while considerable State subsidies are needed in Jehol, Sankaing, Tunghua and Hsingan Provinces where the State opium sale system has not yet been

enforced or where the system, though already adopted, has proved unsatisfactory thus far:

- a. Redemption of bonds and loans floated for enforcing the State opium sale system.
- b. Improvement of State opium-smoking houses (repairing and perfection of sanitary and other facilities).
- c. Qualitative improvement and better treatment of employees of State-managed opium sale control offices.
- d. Construction of opium-addict infirmaries.
- e. Management of opium-addict infirmaries.
- f. Establishment of facilities necessary for the guidance of addicts.
- g. Anti-opium propaganda and social education.
- h. Simple remedial hospitals and other medical institutions.
- i. Distribution of relief medicines.

Registration of Opium and Narcotic-Addicts. To ascertain the precise number of addicts was the basic and most important conditions for the execution of all programs and measures aimed at the eradication of drug-taking. Naturally, the Central Government took every opportunity to give instructions and encouragements to local authorities with regard to the registration of addicts, in the hope that all addicts might be registered before the end of July, 1918, the time limit set for registration.

But some addicts in those districts where the preservation of peace and order was unsatisfactory or in other areas, shocked by the intensity of the anti-drug movement launched immediately after the announcement of the Government's policy, misconstrued this registration system as presaging the imposition of a tax or compulsory labour. They considered it a shame to themselves to have their names registered.

For these and other reasons, only slightly more than 200,000 addicts had been registered after a lapse of four months since the registration system was started, according to official reports received from the various provincial governments by the end of May. Thus, the results of the registration were far from satisfactory.

In order to cope with this situation, the Central Anti-Opium Encouragement Committee despatched parties of officials to local districts to expedite the registration of addicts. For about one month, these parties acted positively upon the various organs concerned in the principal cities of the country, thus dispelling

groundless rumours of an extension of the time-limit for registration. At the same time, the local authorities concerned were better informed in order to understand the real objective of the registration system and to make positive efforts towards accelerating the registration task. Quite fruitful, indeed, was the despatch of these parties. Thus, the registration of addicts throughout the country had nearly been completed by the end of July, save for some districts in Sankiang, Tunghua and Jehol Province and in Huatien-hsien, Kirin Province, where specific conditions prevailed.

Table 7. NO. OF REGISTERED OPIUM AND OTHER NARCOTIC ADDICTS

Province	Population	Opium Addicts		Other Addicts registered
		No. registered	Percentage against population	
Kirin	5,020,387	96,166	1.9	3,657
Lungkiang	2,288,038	47,009	2.0	0
Heiho	61,295	10,063	16.4	375
Sankiang	1,049,995	15,148	1.4	27
Pinkiang	4,289,945	157,096	3.6	2,959
Chientao	636,867	5,289	0.8	1,466
Antung	2,186,824	10,174	0.5	612
Fengtien	9,291,382	94,776	1.0	6,900
Chinchow	3,845,618	41,380	1.1	—
Jehol	3,227,443	32,988	1.0	1,104
Mutankiang	574,201	32,836	6.0	244
Tunghua	806,877	15,872	2.0	305
Hsinking	334,692	9,674	2.8	127
East Hsingan	77,520	2,511	3.2	—
West Hsingan	469,889	5,093	0.6	—
South Hsingan	637,795	4,681	0.7	32
North Hsingan	83,693	4,151	4.9	—
Total	34,882,461	584,907	1.7	17,808

Statistics by the Department of People's Welfare as at the end of July, 1938.

Relief of Opium and Other Narcotic Addicts. As remedial institutions for the benefit of opium and other narcotic addicts, ten State infirmaries have been established, in addition to 36 hsien-managed infirmaries created with the proceeds from the public sale of opium. Thus, there are altogether 46 infirmaries in operation at present. Frankly, however, most of these infirmaries are far from satisfactory in point of scale and equipment; some of

them even have the appearance of establishments for sheltering indigents.

Further, no active endeavours have been exerted to accommodate many addicts into these infirmaries. Due also to the failure of these establishments to institute any positive remedial measures for the addicts taken in, seven out of the ten persons treated at the infirmaries again become addicts after retiring from the institutions. This fact has given rise to the occurrence of the opinion that the curing of the addicts is impossible.

In the firm conviction, however, that if such remedial facilities are substantially improved, better guidance is given to the addicts and thoroughgoing control is exercised, the undertaking can progress successfully, the Government decided to erect a total of 200 more infirmaries in different provinces during the three years of 1938, 1939 and 1940 and has mapped out a 10-year program under which all addicts (estimated at 900,000 including young addicts or legal minors) to be taken under remedial treatment during the period of 10 years. Below is given a detail of this program.

Table 8. TEN-YEAR ADDICT RELIEF PROGRAM

Year	State Opium-Smoking Houses			Accommodation Capacity	No. of persons admitted per annum	No. of addicts
	Existing	New	Total			
1938	46	—	46	2,672	19,704	880,296
1939	46	126	172	12,162	85,194	795,162
1940	172	30	202	13,662	95,674	699,528
1941	202	—	202	13,662	95,674	603,894
1942	202	—	202	13,662	95,674	508,260
1943	202	—	202	13,662	95,674	412,262
1944	202	—	202	13,662	95,674	916,992
1945	202	—	202	13,662	95,674	221,358
1946	202	—	202	13,662	95,674	125,724
1947	202	—	202	13,662	95,674	30,090
						870,290

Note: The period of accommodation for each addict is 50 days. Estimating the total number of addicts in 1938 at 900,000 of whom about 50,000 will be cured or will die during the 10-year period over which this program spreads, it is indicated that there will be no addicts left by the end of 1947 (the 14th year of Kangte)

CONTROL OF ADDICTS AND ILLICIT DRUG TRAFFIC

- a. During the period of registration, the entry of persons into opium-smoking houses and other affairs were controlled rather moderately in order not to cause excessive apprehension among the addicts, but after the lapse of this period, strict control began to be exercised over all such affairs.

Since the lapse of the period of registration, only those addicts bearing official certificates have been permitted to enter smoking houses and the entry of any other persons has strictly been prevented with the view of checking the spread of this evil practice and prohibiting illicit traffic in drugs.

- b. The supply of opium to registered addicts is being made most strictly without any excessive quantity being granted. Also, the distribution of raw opium to cities, hsien and banners is undertaken on the basis of the exact number of registered addicts.
- c. With regard to the control of drug smuggling and illicit traffic and of the cultivation of poppy, efforts are being made to leave no room for such activities by rounding up all persons engaging therein as was done in 1937. In connection with the control of poppy cultivation, the police organs in the various provinces in co-operation with the other authorities concerned, have been assigned to the task, following the abolition of local peace preservation societies at the end of March, 1938. Necessary instructions in this connection have already been given as regards the manner of control.
- d. It will be well nigh impossible to carry out satisfactorily the opium-smoking prohibition policy only by reliance upon the powers of existing police. Hence, the appointment of a greater number of opium monopoly supervision officials has long been desired by the various provincial governments. As a temporary measure 227 of the supervision officials of the Opium Monopoly Bureau have been transferred to police organs with the view of establishing unification of control.

In reality, however, this measure involved the transfer of one half of the old number of these supervision officials and the discharge of the other half. So, it may be said that this entailed a decline in the force of control.

With regard to the disposition of these supervision officials, the main emphasis was laid upon urban districts. In frontier districts, the control of illicit drug traffic in the past has been entrusted almost exclusively to supervision officials of the Monopoly Bureau. But this has had to be discontinued and at present, the local police authorities are requested positively to take up this task as incumbent upon themselves. In order, however, that the 10-year anti-drug program may be carried out successfully, there is a need of keeping at each police station one or two officials in charge of this matter for the purpose of preventing the illicit ingress of private drugs and of attending to all other affairs relating to the eventual prohibition of opium and narcotic taking.

OPIUM-SMOKING IN RELATION TO NATIONAL PROBLEMS

In spite of its determination to dispose of the opium question in as short a period of time as possible, the Manchoukuo Government is faced with certain problems, a knowledge of which is essential to the understanding of its policy with regard to the eradication of the opium habit. In the following paragraphs a close study will be made of the urgent problems related to the whole opium question.

Government Finance. According to figures for the past several years, the profit derived from the opium monopoly by the Manchoukuo Government amounted to the sum of ten million yuan for one of the record years. On the surface, this may seem a profitable source of State revenue. But close scrutiny reveals that this sum is not a profit in the real sense of the world. In the first place, Manchoukuo consumes annually some 180 million yuan worth of opium. In the second place, the opium habit not only demoralizes the addicts spiritually, but also weakens them physically. Together with the decline in their utility, comes a proportionate lessening of the productivity of the country. It appears that addicts consume more resources than the average individual at the same time producing much less. As a proverbial Chinese adage says, they are "fond of eating, but dislike work." If this extra consumption and the subsequent loss in national productivity are computed in terms of money, it is estimated that Manchoukuo loses 150 million yuan annually.

Worse still, the criminal rate increases in direct ratio to the number of addicts, putting an extra burden on the policing and administrative costs to the State. Taking into consideration these various facts, the elimination of the opium habit from Manchoukuo would mean approximate savings every year to the State of over 300 million yuan, conservatively estimated.

The net saving of this huge sum, directed into usual channels would mean a corresponding increase in the consuming power in the country, providing a potential incentive to the general economic prosperity and well-being of Manchoukuo. It is also evident, that as a result of the increase of economic activity, the State revenue from taxes would more than offset the rather dubious gains to be

gotten from the enforcement of the opium monopoly.

The relatively small profit accruing incidentally from the opium monopoly may arouse some suspicion on the part of foreign public opinion as well as misunderstandings. But an examination of the actual situation leaves no room for such doubts or cynicism.

True, there are difficulties and obstacles to be overcome in any undertaking. But in connection with the opium problem, the Manchoukuo Government is firmly determined to hurdle any and all obstacles to the achievement of ultimate success.

Politics. Conscientiousness and a sense of responsibility on the part of government officials are prerequisites in the proper functioning of the general political organization of a country. During the period preceding the advent of Manchoukuo, many government authorities were slaves to the drug habit. The higher, the more common the habit. But it was not restricted merely to the upper group, the whole body of public servants, in fact, seemed to be devotees of Morpheus.

Such a situation naturally resulted in the utter demoralization and the corruption of the State machinery. Petty officials found that in satisfying their cravings they could not live within their earned incomes. Thus they were forced to seek other sources of revenue. High Government officials found their rank and station a distinct advantage in gaining illegal funds. Soon the whole political structure became honeycombed with graft, bribery, extortion, and underhand connivance. State policies failed to be carried out, peace and order changed to chaos and insecurity. The example of the rulers of the State served to influence the public mind to a tremendous extent. Opium-smokers arose, some in sheer imitation of the life led by the higher officials. Culture, national pride and spirit all deteriorated.

Furthermore, addicts increased in number daily and monthly. Crime rose in direct proportion. Eventually the proud Chinese race which from time immemorial had vaunted to the world of its traditions of humanity, justice and morals, its code of "Sankang Wuchang"* degenerated to a mere ghost of its former material and spiritual splendor.

* "Sankang" means the ways of Heaven, Earth and Man, "Wuchang"—loyal, filial piety, fraternal love, conjugal affection and friendship.

A study of the situation prevailing throughout Manchoukuo under the now ousted military regime impresses one with the extent of the havoc wrought by that arch enemy of mankind, opium, in all phases of national activity. Only with the radical elimination of opium smoking could government officials be hoped to act according to the dictates of their conscience and their responsibilities. Only in this way could national unity be achieved and national prestige enhanced.

State Economy. Already, the economy of Manchoukuo has developed from a primitive to a new, systematic form, in spite of the lapse of a short time since the new State was brought into being. In surveying the general tendency of our wealthy classes, many of them lack a spirit of progressiveness, soundness of health and body or are managing indirectly their own enterprises by entrusting their businesses to third persons. In the case of those who directly manage enterprises of their own, many seem to be too eager to seek selfish profits. The opium-smoking habit is responsible for this to a large extent.

No matter how the State may control the nation's economy, the economic activity of an individual affects not only his immediate family or public organization, but the whole State and race. Hence, the harmful habit of opium-smoking even among individual persons cannot be overlooked. It is from this point of view, that Manchoukuo, now bent upon economic construction, must keep its economy free from all the destructive effects of opium-smoking.

People's Welfare. The greatest achievement of the Oriental races is its spiritual culture of many centuries' standing. As a matter of fact, Oriental culture forms a vital and brilliant part of world civilization. Thus, our race is ruled by a morality inherent in the Oriental races, in addition to modern laws. Humanity is nothing but moral virtues. Even in present society, featured by a materialistic civilization, the real value of these Oriental morals can never be diminished.

In this sense, our daily life, of necessity, is being influenced by our spiritual civilization. Our family system and State structure also have in this civilization their common origin, so is the case with our manners and customs. In a nutshell, moral virtues are the mother of all these.

Unfortunately, however, the importation of foreign opium after the now famous Opium War had a serious effect upon the health standard of the nation and destroyed, though gradually, these traditional moral virtues, with the consequence that this race finally fell into the state of inactivity such as existed at the time when the ousted militarist clique was still in power.

Addicts, when well off, may not do any wrongs, but once they have been confronted with the danger of bankruptcy, then, bereft of reason and their sense of honour, they will only seek for selfish profits and finally go the length of committing unlawful acts. This renders the preservation of social order difficult as well as affecting public health and sanitation.

Industry. One of the primary objectives of the Manchoukuo Government's administrative policy is the development of industry, for the attainment of which certain ideal conditions are necessary. Of these conditions, natural resources, capital, labour and production technique are the four most important ones. In labour and production technique, Manchoukuo suffers a certain shortage. But it is believed that this question will solve itself when the dope habit has been completely stamped out in the country.

The huge sum of roughly 300 million yuan spent yearly in the consumption of opium and other narcotics could then be shifted to be used usefully in the industrial development of Manchoukuo.

Among addicts are to be found intellectual individuals. But since falling prey to the opium-smoking habit, they have been unable to utilize to the fullest extent their knowledge and abilities, besides losing the courage to cope with life in general. Should these addicts be cured, their knowledge and abilities could be put to useful purposes.

There is a shortage of labour, notwithstanding the fact that between 80 and 90 per cent of the whole population of the country is engaged in agriculture and industrial enterprises. The opium habit has much to do with this situation. Individuals falling into the habit do not lose the whole of their labour capacity in a short time, but it is needless to point out that their labour capacity is considerably lowered.

The habit however rapidly becomes chronic. Investigation shows that only two or three percent of the addicts can withstand some sustained labour. Thus if opium-smoking were completely

suppressed, the labour of several hundred thousand men could be available to offset the shortage of labour needed in the exploitation of the industrial resources in the country. In this way is the opium question closely related to public health, politics and national policy.

International Situation. Although it is not long since Manchoukuo was established, a number of countries have already extended their formal recognition to the new State. Despite the fact that there still are foreign Powers who have not recognized Manchoukuo, Manchoukuo has made herself into the modern State that she is at present, thanks to the untiring, united efforts of her Government and the people.

Racial Unity. Racial unity is the sole objective which Manchoukuo has had in view ever since her foundation. On this principle are based all the foundations of her political system and institutions. For the purpose of bringing about this racial unity, the Manchoukuo Government has established what is now known as the Hsieh Ho Hui (the Concordia Association) as a fabric of State structure. This organ of the Government is charged with the task of exalting Manchoukuo's national spirit of racial unity and harmony.

It means, in a nutshell, the perfect unification of all the different races residing in Manchoukuo so that they may be able to forge ahead together in attaining the great common ideal, namely, the creation of a land of peace founded on "Wang Taoism" (the Kingly Way).

Everyone may fully understand this spirit theoretically and act loyally to the State in line with this principle. But in the efforts expended towards establishing this racial unity, everyone in the country should be not mere theorists, but men of action and practice. Only when the whole nation acts positively and faithfully in accordance with the spirit, can real racial unity be brought about.

With the Manchu and Mongol races opium-smoking is, so to speak, a historically hereditary disease. Although a heroic combat has been continued for many years by them against this disease, the battle has not as yet been won.

The harms of opium-smoking have permeated so deeply into the fabric of Manchoukuo society and every phase of the daily life

of her people that young and old, men and women have come to regard the habit as a great national agony, and to dread it as such. Even addicts, themselves knew fully the dreadful harms of the habit. Once they fell into its clutches, their will power gradually weakened and their spirit of self-recovery became completely lost. Thus, the opium habit developed into a national calamity.

Opium-smoking cannot be eliminated unless proper collective counter-measures are taken by a group of different but harmonious races. If the Manchurian race, long a slave to opium-smoking, can free itself from its shackles with the assistance and co-operation of the Japanese race, unfurling as it does the banner of racial harmony, then the Manchus would naturally appreciate and feel grateful for the efforts of the Japanese made in the spirit of racial unity.

Since her foundation, Manchoukuo has accomplished various things meriting admiration in the administrative field, too numerous to enumerate here. In those undertakings which so far have relatively failed to show tangible results, the fullest cooperation of the general public has not been forthcoming. But as far as the opium question is concerned, the whole nation fully realizes its dangers and is cooperating in the successful suppression of this habit. The successful termination of this campaign will be an accomplishment of historical significance and of great credit to the Manchoukuo Government.

The nation as a whole will also come to realize the sound administrative policy of the Government and form a better understanding of its efforts, thereby promoting harmony between the Government and the governed. The secret of racial unity lies in the sharing by different races of their respective difficulties and pains. The suppression of the opium-smoking habit which calls for the highest form of sharing can be regarded therefore as the first step taken towards the establishment of real racial unity.

Fundamentally, a government by virtue of laws can guide its nation and regulate its activity. But the Manchoutikuo Hsieh Ho Hui (the Concordia Association), it should be noted, is an organization which, from a moral standpoint, affords spiritual guidance to the nation and puts into practice various state programs based upon the Wang Tao principle.

For example, with regard to the opium question the Hsieh Ho

Hui was asked to play the main role in disseminating necessary information for the subjugation of opium-smoking when the Government had decided upon its anti-opium program. Thus, the organization has been carrying on various activities for the suppression of this habit, rousing public attention to its danger, trying to prevent the birth of new addicts by means of social sanctions and administering speedy medical treatment to confirmed drug fiends.

At the same time the Hsieh Ho Hui has constantly and steadfastly exerted every effort, out of its spirit of mutual assistance, to help and to encourage addicts both directly and indirectly to recover their self-respect without disappointing or disheartening them, in face of innumerable difficulties.

The Hsieh Ho Hui is continuing its movement for the creation of a richer and stronger State. In accordance with its principle of national guidance sorely needed at this crucial moment, curtailment of material consumption, encouragement of productivity and money savings, utilization of waste goods, exaltation of the national spirit of loyalty and the encouragement of voluntary labor service to the State are the ideals that guide this movement.

At present, there are still about a million addicts in this country. Several hundred million yuan is expended in the consumption of opium and other narcotics while the number of persons succumbing to the harmful effects of opium-smoking is estimated at several tens of thousands. These facts show the serious harms which narcotics have on physical strength, manners and customs of the whole nation. Unless the consumption of dangerous drugs is speedily suppressed, the encouragement of productivity and money savings and the exaltation of the popular mind will be nigh impossible.

Conclusion. Already, more than two years and a half have passed since the Government first adopted its positive policy of suppressing the drug habit. During this span of time, the Government has left nothing undone in its efforts to find a speedy solution to the various problems that are related to the policy. Taking into consideration the failure of past attempts in this direction and the necessity of meeting the exacting requirements of the current situation in the country, the anti-opium campaign has

been divided into several different stages.

The first stage, completed by the end of July, 1937, was occupied with the registration of all old addicts. The second stage, which was started immediately after that date, covered the perfecting of medical facilities to be placed at the disposal of the addicts. The third included the institution of stringent laws to prevent the rise of new addicts. This was started the very day the registration of the addicts was finished. But its enforcement was not to begin until after the completion of the second stage. Accordingly, individuals, not duly registered found smoking opium and those found profiteering from the narcotic traffic have been severely punished, and will be punished with equal severity in the future.

Beginning with 1939, moreover, addicts in government service or in the employ of special corporations will not be tolerated. From every angle, efforts are being made to eliminate smokers once and for all, no matter what difficulties may crop up in the way. It should also be pointed out that the year 1938 was the time limit allowed for the reformation of such addicts. Thus if any addicts are found among public servants or employees of special corporations, there should, of course, be no room for any sympathetic considerations.

The opium laws mentioned above are applicable according to the social position or occupation of the addict. Besides, age restrictions are in force, in accordance with which all addicts aged under 30 were required to cure themselves voluntarily from the evil habit by the end of 1939. In case any such addicts are found after that date, they are to be indicated and subjected to forcible remedial treatment.

The original policy for the suppression of the drug habit was to be spread over a maximum period of ten years. But the Government intends to complete the policy within the shortest possible period. With respect to some narcotics, the Government, seeing that they were several times more poisonous than opium, adopted a policy of immediate suppression at the very outset.

In spite of this policy, some supply of these narcotics is still permitted. This is for no other reason than the prevention of their illegal traffic which otherwise would be impossible. After the perfection in the future of necessary medical facilities, the

addicts will preferentially be taken into infirmaries and other institutions. All addicts and illegal drug traffickers when found even after that will be severely dealt with.

CHAPTER XXVIII

SPORTS

The athletic activities widely popular in Manchuria consist of such sport as are practised in the West, such as baseball, rugby, tennis and winter games. Because of the winters, which are colder than in Japan, skating and skiing in Manchuria have won a large following among sports enthusiasts. Skating, especially, is highly popular and the wide expanses of the rivers in various localities, frozen during the cold months, make excellent rinks for this pastime.

In the summer months rugby and baseball attract keen attention, particularly among Japanese residents, and these games are given much prominence in the sports sections of the newspapers in Dairen, Mukden, Hsinking and Harbin.

Manchurian teams in track and field have also made visits to Japan in past years—a tendency which shows every indication of growing in favour.

Japanese "sumo" or wrestling has also a large following among the Japanese in Manchuria. The bi-annual wrestling tournaments in Tokyo are broadcast to Manchuria each year and this has been a factor in creating the popularity in this sport. Furthermore, the professional Japanese wrestling teams have made it a practise to visit Manchuria almost every year.

Manchoukuo-Japan-China Athletic Meet

A sports event which attracted keen attention in 1939 was the athletic meet held at Hsinking from August 30 to September 3 in which Manchoukuo, Japan and China were represented. The results of the meet are tabulated as follows:

Table 1. RESULT OF MANCHOU-JAPAN-CHINA ATHLETIC MEET HELD AT HSINKING

(Aug. 30—Sept. 3, 1939)

	Winner	Record
100 meter dash	1st Kin Yu Taku (j)	11 sec. 2
	2nd I. Kikuchi (m)	11 sec. 4
	3rd T. Yoshiwara (j)	11 sec. 5
400 " "	1st S. Morimachi (j)	50 sec. 3
	2nd K. Yamamoto (j)	51 sec. 4
	3rd Chan Sing Hsien (m)	51 sec. 9
800 " "	1st M. Ishida (j)	1 m. 58 sec. 8
	2nd Kan Hsi Wei (m)	2 m. 0 sec. 5
	3rd Li Shih Min (c)	2 m. 0 sec. 6
800 meter relay	1st Japan	1 m. 32 sec. 7
	2nd Manchoukuo	1 m. 35 sec. 3
	3rd China	1 m. 37 sec. 8
1,500 meter dash	1st Kan Hsi Wei (m)	4 m. 10 sec. 8
	2nd M. Ishida (j)	4 m. 18 sec. 2
	3rd S. Seguchi (m)	4 m. 21 sec. 0
10,000 " "	1st K. Murakoso (j)	32 m. 8 sec. 8
	2nd Fang Ching Ho (m)	35 m. 8 sec. 2
	3rd Tang Kuo Shih (m)	35 m. 53 sec. 0
Marathon race	1st S. Kabasawa (j)	2 hr. 39 m. 20 sec. 0
	2nd S. Nakamura (j)	2 hr. 47 m. 32 sec. 8
	3rd Chin Feng Huan (m)	2 hr. 55 m. 42 sec.
High Hurdle	1st M. Kinami (j)	15 sec. 6
	2nd M. Kato (m)	16 sec. 3
	3rd S. Hirai (j)	16 sec. 3
Running High Jump	1st T. Akima (j)	1.88 meters
	2nd Chin Chin Ti (c)	1.85 meters
	3rd Y. Suzuki (j)	1.80 meters
Hop, Step & Jump	1st M. Harada (j)	15 meter 09
	2nd Chang Li San (c)	14 meter 77
	3rd K. Yada (j)	14 meter 41
Running Broad Jump	1st M. Hara (j)	7 meter 02
	2nd K. Yada (j)	6 meter 88
	3rd K. Okada (m)	6 meter 84
Pole Vault	1st S. Takano (j)	3 meter 80
	2nd K. Nakamura (j)	3 meter 70
	3rd T. Abe (m)	3 meter 70

	Winner	Record
Javelin Throw	1st N. Ueno (j) 57 meter 25	
	2nd G. Suzuki (m) 54 meter 80	
	3rd N. Sugita (j) 53 meter 61	
Discus Throw	1st K. Fujita (j) 40 meter 27	
	2nd Hon Gi Sei (j) 39 meter 21	
	3rd Tolpin (m) 37 meter 68	
Total score	1st Japan 131	
	2nd Manchoukuo 99	
	3rd China 51	

Note: (j), (m) & (c) represent Japan, Manchoukuo and China respectively.

Manchoukuo-Chosen Ice Skate Contest

The winter of 1940 was featured by an exciting ice skating contest between representatives of Manchoukuo and Chosen held at Keijo. The team from Manchoukuo came out victorious in all of the events and several commendable records were made. The results of the contest are as follows:

Table 2. MANCHOUKUO-CHOSEN ICE SKATE CONTEST
HELD AT KEIJO
(January, 1940)

Men's	Winner	Record
500 meter (separate)	1st S. Naito (m) 45 sec. 7	
	2nd Jaku Ryu Shin (c) 46 sec. 9	
	3rd Mishiro (m) 47 sec. 1	
3,000 " "	1st S. Matsumoto (m) 5 m. 24 sec. 9	
	2nd Hashimoto (m) 5 m. 30 sec. 4	
	3rd Rin Un Ho (c) 5 m. 30 sec. 7	
1,500 " "	1st S. Naito (m) 2 m. 32 sec. 1	
	2nd Boku Un Ho (c) 2 m. 41 sec. 6	
	3rd Mishiro (m) 2 m. 42 sec. 5	
5,000 " (open)	1st K. Hashimoto (m) 9 m. 30 sec. 3	
	2nd Kin Sei Kei (c) 9 m. 30 sec. 4	
	3rd Jaku Ryu Shin (c) 9 m. 32 sec. 4	
2,000 " relay (separate)	1st Manchoukuo 3 m. 11 sec. 5	
	2nd Chosen 3 m. 12 sec. 8	
Women's		
500 meter (separate)	1st Y. Eshima (m) 54 sec. 3	
	2nd Nawate (m) 55 sec. 0	
	3rd Okura (m) 56 sec. 2	

	Winner	Record
1,500 " "	1st E. Okura (m) 3 m. 1 sec. 5	
	2nd Nawate (m) 3 m. 5 sec. 4	
	3rd Tashiro (c) 3 m. 18 sec. 5	
3,000 " (open)	1st Y. Eshima (m) 6 m. 28 sec. 0	
	2nd Yamamoto (m) 6 m. 28 sec. 1	
	3rd Mitsugashiri (m) 6 m. 34 sec. 0	
2,000 " relay (separate)	1st Manchoukuo 3 m. 49 sec. 7	
	2nd Chosen 4 m. 17 sec. 6	
Total score	men Manchoukuo 54	
	men Chosen 39	
	women Manchoukuo 50	
	women Chosen 20	

HUNTING

The following article on hunting in Manchuria is from the pen of Mr. Taro Itoda.

The wealth and variety of wild life in Manchuria conspire to create the greatest possible interest in hunting, which is consequently established on an extensive commercial basis. Moreover, commercial fur farms for the raising of such valuable fur bearing animals as, fox, elk and spotted stag are numerous.

Zoographically Manchuria is wonderfully blessed, this country being the converging point of three totally different zones:—the steppes of Central Asian plateau, Siberian forest zone and the sub-tropical zone of ever-green Japan and hot coastal area of Indo-China. We find in this country three totally different topographical terrains: the steppes on the north, the vast forests and the three great mountain ranges with their tops high above the sea of forests. We have within our easy reach a hunting Eldorado, possessing every kind of game to satisfy the entire gamut of hunting desire and taste, from big game hunting to small bird shooting.

Hunting and fur trading have both played important roles in the commercial development of Manchuria from time immemorial and as late as the closing years of the last century provided the only means of sustenance for over 90 per cent. of the inhabitants of that area, excepting the nomads and tribal races of the far north. With the gradual advance of civilization into the wilderness fol-

lowing the construction of the railways, hunting dwindled to its present insignificance, though still important and the game is gradually being pushed farther north or into the very depths of the Kirin forests. Nonetheless the industry still plays an important part in the economical well-being of the country. Almost 2,500,000 pelts of 30 different species were exported to foreign countries during the 1931-1932 hunting season bringing almost six million yuan in revenue (Jubilee Collection, 1932).

Hunting for meat and fur still forms one of the principal means of living for the Orochons and Solons of the Great Hsingan and Barga districts and of the Golds, a subfamily of the Tungus, inhabiting the lower reaches of the Sungari and the Little Hsingan range and a part of the Kirin forests. Chinese, Manchus and Koreans of Kirin Province were the first and only professional hunters of this country until the advent of the Russian marksmen who came into this country with the start of the construction of the former Chinese Eastern Railway. These late-comers being armed, bolder and more expert soon ousted the primitive natives; yet the Russians never went any great distance from the railways due to the total absence of ordinary comforts of the simplest kind, also due to certain restrictions placed on travel by foreigners outside the treaty places, and what was worst of all, the instability and rampancy of bandits then prevailing, especially in the Kirin forests.

According to official statistics (1934), both hunting and trapping in this country have given employment to some 40,000 souls and the annual turnover of the trade is approximately 20 million yuan, the net income of each person engaged averaging 500 yuan a year. These figures most eloquently speak of the great importance a well rationalized hunting industry would have on the economic life of the State. Unfortunately for this very important industry, it has not been given the attention it deserves, with the result that the above return is less than half of what it was in the first decade of the present century. For this state of affairs, the blame must be laid to irrational killing of the game as well as to equally thoughtless felling of trees unattended by no attempts at reforestation. (At present there is in Manchuria a hunting law which prescribes a closed and an open season for game, also a law for reforestation. All such primitive methods of trapping as pits dug in the ground,

baiting either with poison or dynamite, are absolutely prohibited by the Government, as is also the reckless killing of the game for the mere sake of killing).

Methods of Hunting

The following methods of hunting were in vogue prior to the promulgation of the Hunting Laws of Manchoukuo a few years ago, while a few of these ancient methods are still permitted. The increase in the values of fur on world markets in the last few years created an army of murderous hunters armed with dynamite and strychnine. This army sallies forth into the steppes and forests to scatter all over the country their dangerous implements which slaughter all species of animals, both valuable and worthless, threatening extinction. With the exception of a mere 20 to 30 per cent of all animals so killed which fall into the hands of the hunters, the rest are a total loss, and their poisoned carcasses, devoured by other beasts create a wanton destruction of animal life. Besides, the fur of strychnine-poisoned animals possesses almost no commercial value due to the simple reason that the fur falls off the skin as the result of the chemical reaction of the poison.

1) Going after the game on horse-back, with a pack of dogs: This method is practiced by the Mongols, Orochons, Solons and This method is practiced by the Mongols, Orochons Solons and other nomads of the north.

2) Trapping fur-bearing animals: This method is practiced by Chinese, Koreans, Manchus and a few Russians.

3) Catching animals for their meat in trap-holes: This is the favourite method of the Chinese and Manchus.

4) Use of dynamited bait: This savage practice is followed by Chinese and Koreans.

5) Use of poisoned bait: This is practiced by Chinese and Russians.

6) Snaring small birds with nets and nooses: This is another favorite method principally employed by the Chinese.

7) Hunting with oversized cross-bows attached to tree trunks the bows being set off by the victim. This method is practiced by the Chinese only.

8) Hunting game with firearms: This system is practiced by Russians and Manchus and a few Chinese professions.

9) Using falcons for game-birds: This method is a favorite sport of the Mongols, Manchus and Chinese.

10) Hunting birds with firearms, this is practiced by Russians and a very small section of the Chinese huntsmen.

11) Hunting the smaller animals with the trained, common eagle: This primitive method is practiced by the Mongols only.

Each of the above methods has its own individual merits and its use is influenced by the season, weather, nature of the terrain, nature of the game sought, qualifications of the hunter, the condition and quality of the firearms, the number and ability of the dogs and numerous other factors too numerous to mention. Fur-bearing animals are sought with all manner of traps by Manchus and Chinese and practically never with firearms. The Mongols use a kind of trap which they call 'dui'. This trap is constructed with the aid of two tree trunks, one dead and the other healthy and springy. The dead trunk forms the lower beam of the trap, with the heavy healthy one placed on it at an angle of 30 to 40 degrees, while the bait is so placed within the trap that the animal will cause the heavy up-right to fall across its nape, thus killing itself. Another primitive method frequently employed is the running noose. This is placed in the animal's path well concealed with twigs and leaves with one end securely fastened to a nearby tree.

For trapping the animals used for meat such as roe-buck, wild goat or boar, the Chinese build an extended corral-like abattis or a blind alley at the end of the woods. This alley extends from 10 to 25 kilometres in length and all along the path of and leading to this fence pits are dug and covered with small twigs and branches spread over with leaves. The animal is hounded towards this enclosure and fleeing from his pursuers falls into one of the pits. This method is extensively used by the natives yet a number of animals so caught manage to extricate themselves and flee, only to fall easy prey in their weakened state to other stronger animals. Chinese call this method of trapping 'lu-da-wei.'

The legal hunting season runs from September to the middle of March. Hunting with firearms for big game is pursued with or without the aid of dogs. However, to go after big and dangerous game it is vital that the hunter possess experience, endurance and presence of mind, for without these resources he will be lucky if he

returns alive, though with empty bag, after having shot at his tiger or what not. If luck is not with him, he will have fallen victim to his quarry. All big game hunting in Manchoukuo is dangerous even for the experienced hunter because of the extreme wildness of the forests and the constant danger of a sudden attack by an animal from the rear or from ambush. Every one of these conditions or possibilities demands the hunter possess nerves of steel, endurance, presence of mind, alertness and agility. Local hunters of Sansin and visiting hunters from the nearby villages at the commencement of the hunting season in the Little Hsingan range invariably organize themselves into groups or squads comprising from five to 15 persons. This grouping is forced upon the hunters because of (1) the extreme danger attending them in the pursuit of their game and also for protection in case of a sudden surprise attack; (2) their lack of means with which to purchase powder and provisions for the duration of the hunting season as well as to support their families during their absence from home.

This hunting group is usually financed by one or more Chinese hongts who are usually fur-buyers, the condition being that the hunters so financed, provisioned and armed will deliver all their trophies to the hong who staked them. At the end of the hunting season and on delivery of all the game killed to the hong, the latter is obliged to buy the skins according to the market value at the day when the delivery is made and a final settlement is then made with the hunters. Obviously under such conditions the fur market was unbalanced, the buyers being united in securing the skins cheaply by forcing their hand against the hunter. In some of the out-of-the-way corners of bleak north Manchuria where the climate is extremely severe in winter the nomadic hunters readily exchange the pelts for a few ounces of alcoholic drinks or other necessities to protect themselves from the cold. The open season for shooting game-birds usually commences at the end of August and ends at the beginning of November, but the pheasant, woodcock and wood-hen season lasts until February. There are moreover the two-in-between-seasons for bird shooting, when the migratory birds including geese, ducks, quail, snipe, curlew, etc., are in flight; viz., in March and April on their way north and September and October flying south. The river basins of Sungari, Nonni,

Mutankiang, Lao-ho and the lakes Dalai and Buir are the favorite resting and nesting places.

Pheasants, Turkeys, Woodcocks, Partridges, Sables and Squirrels

The best pheasant grounds are to the east of Harbin and also along the valleys of the Ashiho, Maiho, Lalinho, Mutankiang, Murenho and Suifenho. Equally good pheasant shooting may be had along the middle and lower reaches of the Sungari.

First rate shooting grounds for wild turkey are the eastern spurs of the Great Hsingan range and along the valley of the river Muren. Woodcock are found in large numbers in all the forests and woods throughout Manchuria, the best season being in winter. Heath-cocks are mostly found in the main range of Great Hsingans and the best season for this bird is the spring.

Prairie chicken and partridges are principally found in the steppes of Barga though they are fairly common in the Sungari basin to the west of Harbin. Partridges are also caught in large numbers by the natives with a special kind of net.

In spring and autumn all the meadows and marshy grounds are thick with snipe, so much so that when they take to the air they simply blank out the sun and the average sportsman can easily bag a couple of hundred in a day.

Sables are still found in large numbers, but less than half of what they used to be some 20 years ago, in the majestic virgin forests of the Little Hsingan range and those of the Chang-pai-shan. Sables are hunted in two methods: with traps and nets. The natives stretch the net across the mouth of the hole and then chase the animal out of its den.

The best fur-bearing sable is found in the neighborhood of Sansin, coming from the Little Hsingan range. The fur of the sable fetches a fair price in the market.

Squirrels are plentiful in the woods and are either trapped or shot with guns of small calibre. Besides the native species of Barga one occasionally meets the Transbaikal squirrel in Hsingan province. They migrate to this region when there is a nut famine in their own homeland. The fur of the Transbaikal squirrel is priced higher than that of the domestic one.

Weasels, Polecats, Marmots, Otters, Ermines and Lynx

The Siberian weasel is found all over the country and is mainly trapped. Its fur is exported and Chinese writing and painting brushes are made from the hair of its tail.

The polecat is found everywhere and is trapped.

The marmot or prairie-dog is the native of the sandy wastes of Barga. In spring and autumn it is caught by being excavated from its burrow or is shot.

The autumn shooting season for marmot commences from the end of August and lasts to the middle of October and the spring season runs from the middle of May to August. Every hunting season finds more than 200 hunters engaged in this pursuit and it is one of the most profitable and safest of all forms of hunting in Manchuria.

In 1918 the total number of pelts of the prairie dog shipped from the Barga district by rail was 7,989,000 but in 1922 the total decreased to 1,363,000. This sudden and enormous drop in rail shipments is accounted for by the creation of an overland cart-transportation system from Barga to Tientsin through Kalgan and restrictions placed on hunting the prairie dog. In that year (1922) about one million pelts were shipped by cart to Tientsin.

Notwithstanding the fact that hunting of the prairie dog was prohibited, it was surreptitiously carried on by both Chinese and Russian hunters and the agents of the foreign fur buying firms openly bought such poached skins at ridiculously cheap prices.

In August, 1925, the ban on prairie dogs was repealed and with its repeal the number of hunters engaged soared from 200 to 3,000, the latter number at present being engaged in the pursuit.

It is important to take good note of the following fact in hunting the marmot. As the hunter enters deeper among the sand dunes of the steppe, he must first make sure there is no stray dog far from its burrow-grounds, because such wandering dog is certain to be contaminated with sickness. It has been established by medical authorities that all bubonic plague epidemics with which this country is occasionally afflicted originate from such sickly prairie dogs. Such infected animals are therefore avoided by the hunter or if accidentally killed it is left unskinned. It is well known among prairie dog hunters all such sick dogs leave their burrows and

colonies and go into self-imposed isolation until wholly recovered. The eyes of a stricken dog are milk-white.

The otter makes its home mainly along the banks of rivers and streams and is shot by a self-actuated bow or caught in a running noose. In the winter hunting season it is almost always killed near the water holes made on the frozen rivers. Its color is chestnut brown with a little mixture of grey. Its pelt is highly valued in the fur market.

The ermine is found in a few places in this country. It is one of the most highly priced furs. In winter it is white with the sole exception of the black tip of the tail.

The lynx frequents the Little Hsingan range as well as the Kirin forests, but is very rarely found in the Great Hsingans. Its color is light-grey with spots and the hair on the ear-tips is black.

Foxes, Raccoons, Badgers, Martens, Wildcats and Dogs

The fox is found in Manchuria in several varieties and the value of its fur varies according to its quality. In the Sansin district the color of the fox is black-brown; the Siberian crossed fox is red; in the Shihe district, white. It is caught with traps or poisoned bait and also shot.

Raccoon is found in the Kirin forests as well as in the Great and Little Hsingans. It is caught by excavating it from its burrow. Its fur is exported.

Badger is found throughout the country and it is excavated from its burrow.

In the steppes of Barga and in the Great Hsingan range the big grey Siberian wolf is found and in the Little Hsingan range and in the forests of Kirin province, smaller and red wolf. Wolves are caught by poisoned bait or with the rifle and the skins are exported.

The Himalayan marten is found in the forests of Kirin province and in the Little Hsingan range. Its rough fur has little commercial value. It is mainly trapped.

Corsac fox is found in Mongolia and in the steppes of Hulunbuir (Barga). It is hunted with dogs by the Mongols or shot by rifle by the nomads of the Hsingan provinces.

Wildeat is found in the forests of the Kirin province.

Domesticated dogs of better breeds having fine coats as well as the native mongrels also possessing a good coat have also become a source of commercial traffic due to the great demand for dog skins from abroad. Milady's pet or my lord's hunting dog of single color are the ones most in demand and most frequently disappear. It is claimed that dog fur withstands chemical processing in making imitations of other higher priced furs.

Leopards, elks, Wild Goats, Moose, Musks and Antelopes

The leopard is not found in very large numbers in Manchuria and is confined to the Little Hsingans and the vast unexplored forests of Kirin province. It is hunted with guns and dogs.

Meat furnishing animals are the elk, moose, mountain goat, wild goat, board, Mongolian antelope, spotted stag, tiger, musk and bear.

Methods of catching or killing the meat-furnishing animals are divided into two main categories: trapping and shooting with rifles. All the hoofed animals are either caught in the pit-traps or shot with guns and the savage clawed ones are killed with rifles, poisoned bait and dynamited bait.

Of all the wild animals commercially hunted the most important is the elk. It is hunted by various methods, primarily for the special products which it yields, such as the young horns, meat, skin, antlers, fat and unborn elk. The best season in which to get the young horn, extensively used for medicinal purposes in the Far East, is in June. Chinese catch the elks by trapping them in pit-traps and when any are found with the young horns still green they are reared in a pen until such time as the horns harden sufficiently to be ready for medicinal use then the elk is killed. Sawn off antlers are much cheaper than those with the skull bones attached and these latter are valued at from 500 to 800 yuan according to their weight. The antlers are boiled under some special process for preservation, the method being a carefully guarded secret, known only to a few hunters.

Antlers of the spotted stag which is still more rare found only in the Kirin forests fetch a price even double that of the elk-horns. In Chinese and Tibetan pharmacopoeia the antlers from the spotted stag are one of the most important medicines and along with

ginseng are used for curing very obstinate chronic ailments.

Besides the aforementioned products the elk yields horns weighing up to 18 kilograms which he sheds every March. The horns have considerable commercial value, as many useful articles are made from them.

During the month of September, which is the mating season the Russian hunter goes out after the stags with a horn decoy by means of which he imitates the call of a bull-elk. This trumpet is made from wood. The game which has been so attracted is shot when it comes within rifle range. The mating season is of about a fortnight's duration and in this period it is not a rare sight to see a bull-stag leading a string of 10 to 15 does.

From February to April the female is specially hunted, especially those whose time of delivery is fast approaching. The animal is killed and the unborn elk is removed dried and pounded into powder which is extensively used in Chinese and Tibetan medicine. Slaughter of female elk, especially under such inhumane methods and circumstances as practiced by the Chinese, will, if uncontrolled, soon see the total extinction of this valuable specimen of wild life of Manchuria.

The tail of a female elk is highly priced by the Chinese who consider it a great delicacy.

Raising of elk and spotted stag on farms, unfortunately, had never been practiced in the past due to the rampancy of bandits and because of other factors of instability, but since the advent of Manchoukuo a small beginning has been made near the city of Kirin, a two hour train ride from Hsinking. Elk and spotted stag farming will eventually bring good profits for the important reason that the demand for young horns for medicinal purposes is annually increasing throughout the whole of the Far East.

After the elk and the spotted stag, the wild goat, bear and boar follow in importance as suppliers of succulent and nourishing meat. The largest size attained by the boar is some 300 kilograms. Habitually found only in the very depths of the forests where there are abundant nut-bearing trees such as cedars, oaks, etc., when the year for nuts has been very poor and food is insufficient the boar ventures into the fields and causes immense damage to crops. Besides its meat the wild boar supplies bristles which are exported or made into brushes and rugs.

Wild goat is the principle source of subsistence for some of the nomadic hunting peoples such as the Orochons, Solons, Golds and Tungus. It gives meat for food, fur for clothing and skin for making tents. Some of the male species attain a weight as much as 50 kilograms.

The Russian hunter seeks the wild goat with a rifle and the wild boar with rifle and dogs. Dogs are used in tracking and cornering and keeping the animal at bay until the hunter arrives for the kill.

Moose is found only in the main range of the Great Hsingans and it is hunted principally for its meat and fur, which latter is used in the manufacture of imitation chamois leather. The moose attains the huge weight of 500 kilograms.

The musk is found in large numbers, principally in the forests of Kirin Province. It is hunted for the musk-gland which is only available in the male species.

Mountain goat is found only in the precipitous rocky tops of the mountains far above the timber line in Kirin Province. Hunting for it is most laborious and difficult as well as dangerous. The goat gives about 32 kilograms of succulent meat and the skin makes a valuable rug.

Mongolian antelope is only found in the Barga steppes. It may be taken most of the year but in February and March the animals herd together and migrate to other places for these two months. The Mongols hunt the antelope on horse-back. They chase it until it is utterly exhausted, when it is a simple matter to capture it, while the Russian hunts it with military type rifle or other large calibre gun.

Tigers

The most valuable and most interesting as well as the most dangerous sporting prize in Manchuria is the tiger. This animal plays no small and mean role in native superstition in the Far East. It is valued because of the excessive demand for, and the very limited supply in respect to the Chinese and Tibetan pharmacopoeia.

Chinese hunt the tiger with guns loaded and so placed against some tree in the path of the animal that it will automatically discharge the gun against itself, while the Russians boldly match

their skill in winter with the aid of dogs used for tracking the king of the wilds. Tiger hunting is extremely difficult and dangerous, and demands the maximum in experience, mental and physical alertness, and knowledge of the character and habits of the tiger. A wounded tiger rarely attacks the hunter directly but goes away so as to ambush him a little later and for that one reason it is vital for the hunter to be extremely careful and ever watchful, for a wrong step may be fatal.

Even a well, trained hunting dog fears to track a wounded tiger and for such purposes only especially trained native or Korean dogs are employed. The attack of a tiger is so sudden, noiseless and expert that sometimes the hunter is not even given a chance to use his gun. The force of the tiger always knocks the man to the ground and in some cases he is killed outright. There is no hope if taken unawares. The strength, agility and speed of the tiger, notwithstanding its bulk, are amazing.

The Manchurian tiger has little difficulty in carrying off the fight with a Himalayan bear of its own weight and it easily dispatches the bear with a fatal bite at the nape of the neck. So when a bear meets a tiger and is not caught unawares it usually saves itself by clambering up the nearest tree and fearfully awaits the withdrawal of its only deadly enemy.

The tiger's principal source of food is the wild boar and it always herds them. It turns man-eater only, when it is old and has lost its native agility and cunning in getting its food by preying on fleet-footed animals than man.

The Manchurian tiger is not closely related to the Indian or Bengal tiger as is most erroneously supposed but is sprung from the animal aborigines of Manchuria of the tertiary period. It is one and one-half times large than its Indian cousin and it sometimes attains 360 centimetres in length, 115 centimetres in height at the shoulders and weighs as much as 400 kilograms.

Because of the great interest evinced on the Manchuria tiger by the scientific world and because of the great demand in recent years from Europe and America for live specimens of the Manchurian tiger, Russian hunters both in the Ussuri district of Soviet Siberia and in Manchuria have commenced the dangerous practice of capturing these animals by bringing them to bay and then entangling them in nets and finally binding them with stout ropes.

However by such crude and dangerous methods it is only possible to catch live tigers weighing up to 160 kilograms, for it is impossible to bag a full grown animal whose agility and speed do not permit the successful manipulation of the heavy, clumsy nets.

At present the world's fur market offers for the skin of a full-grown Manchurian tiger as much as U.S.\$5,000, whereas the skin of a full grown tigress or the pelt of a young tiger fetches only U.S.\$3,000 and that of a baby tiger up to three years old is worth only U.S.\$1,500.

Throughout Manchuria some 50 tigers are killed yearly. The carcasses are frozen and sold in the market, being generally bought by the Chinese for medicinal purposes. Part of these frozen carcasses are shipped to China through Shanghai and Tientsin.

The tiger is not only found in the forests of the Little Hsingan mountains and in the great forests of Kirin Province but is also native to the Ussuri and Amur districts of Siberia and northern Korea.

In the great forests of Manchuria, especially in the eastern part of Kirin Province there are to be found three types of bear, namely the brown Siberian bear, the grey Kamchatka and the black Himalayan. All of them live where they find most nourishment, where cedar, oak, walnut and other nut bearing trees are plentiful.

From November to March they hibernate; for this purpose the Himalayan bear chooses the hollows of trees whereas its two cousins select caves and other such secluded refuges in the forests. The bear is hunted for meat, skin and gall, this last article being valued for medicine. Chinese, Manchu and Koreans hunt the bear either with dynamited bait or with guns fixed against a tree or onto some other support which the unsuspecting animal discharges against itself, whilst the Russian goes after bear with a gun and a pack of dogs.

Hunting Dogs

In Manchuria as in every backward country the breed of the native dog is somewhat primitive and in outward appearance it strikingly resembles its wild brother inhabiting the wilderness of the country.

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All hunting dogs at present found in this country may be

divided into two categories, locally bred and imported.

Of local bred dogs there are five distinct types according to breed, locality and training. The better known variety of native domesticated dogs in Manchuria are; (1) Mongolian greyhound or as it is sometimes called, Mongolian here hound; (2) Orochons' wild game dog; (3) Golds' wild game dog, this animal is used as a sledge dog in the long winter season; (4) Manchurian wild game dog and (5) Korean wild game dog. The wild game dog has been especially bred to attack animals such as bears, boars, tigers and the like.

The Mongolian greyhound is high in build, short haired and greyish in color. In appearance it strongly resembles the Russian greyhound but is more massive and rougher in its habits, its strength and endurance is astounding, much greater than that of its Russian cousin. It fearlessly attacks antelope, wolves, elks and the like. Thoroughbreds are valued at as much as 20 to 30 horses or ten camels. Inner Mongolian princes are the only ones who attempt to rear these dogs and very seldom are any seen either at Barga or Cherimski Seim, and it is only extreme cases that any are offered for sale.

The Orochons' dog is the native of Barga and the Great Hsingan district where the Orochons, Solons and Daurs domicile. It is of medium stature, of various colors, stubby, powerful and of great endurance. In packs they follow their game with fair success.

The Gold's dog is raised by the Golds and Tungus along the lower reaches of the Sungari. It is medium stature. Lean and tall, with big and erect ears, short, white hair its distinctive feature is its curled tail. It is energetic, powerful and very malicious. It never falters in attack, even singly, on boar, bear or tiger. The thoroughbred female dog is very highly prized and it is only when an owner faces an emergency that he will part with one.

The Manchurian dog is found chiefly in the Little Hsingan range and in the primordial forests of Kirin. They belong to the hunters and wild game trappers of these localities. With these dogs the hunter is frequently aided in catching sable, squirrel and Siberian weasel. In appearance this dog strikingly resembles the fox but is much longer of leg and broader of chest. Its coat is thick and soft, reddish-grey in color. The mouth, tips of its

pointed ears and paws are black. It seldom barks and is as sly as its cousin, the fox, and equally malicious.

The Korean dog as its name implies is the native of northern Korea and is mostly owned by hunters operating there and also in the upper reaches of the Sungari, Mutankiang and Yalu rivers in Manchoukuo. It is of large build, stubby and solid. Its ears are small and flat. Its coat is short and thick and of different colors, mostly black-brown, grey like the wolf's and dun. It is very malicious towards all animals and goes singly against a tiger, leopard, bear or boar.

Fish

The Far East appears to be exceptionally blessed with fish, where river and sea fish form one of the principal items of foods for the inhabitants. Besides, a large quantity is exported. Fishing in Manchoukuo is carried out in divers methods, viz., nets, rods and spears. Fishing is commercially pursued along the Sungari, Nonn, Mutankiang, Liaoho, Ussuri and Amur. In addition fishing is carried out in the lakes of the Mongolian steppe, principally Dalai and Buir.

More than 100 varieties of fish are found in Manchoukuo, the variety and abundance even surpassing both Siberia and Europe.

In the number and variety of mammalia Manchuria surpasses all other countries of the same latitudinal position. There are over 100 kinds of animals and the majority of them are rapacious and carnivorous. The number of animals having any real commercial value is about 35.

Birds

There are more than 300 different kinds of birds in this country of which only about 40 are commercially valuable. In quantity, Manchoukuo possesses one and one-half times as many birds as the whole of Europe and two and one-half times as many as Siberia.

Conclusion

Through its great wealth in variety of flora and fauna and the extensiveness of its wooded territory Manchoukuo is exceptionally well blessed, with extraordinary possibilities for expanding its

attractiveness for sporting commercial hunting and fishing as well as commercial farming of fish, fowl and game.

The steady advance of civilization and the opening up of new settlements encroaching on the forests and mountain ranges certainly calls for careful regulation and attention to game resources but by adopting a rational conservation policy it is possible to bring hunting to the same profitable level as all other commercial trades and industries.

One of the most profitable pursuits in this field is the raising of certain animals, such as fox, for its fur, and elk for its young horns.

For the preservation of valuable fur-bearing animals, such species as tiger, sable, elk, ermine, spotted stag, and musk deer must be protected from extinction. For that purpose it is imperative for the Government to establish several national parks and preserves as was the government's announced intention as early as 1936 when it decided to define the Great Hsingan range as a national park. By this means all this wealth of Manchurian flora and fauna might, under the protective care of the Government, increase abundantly.

Manchurian fur supplying and exporting centres are divided into the following four districts and the figures are for the 1931-32 hunting season.

District	Pieces (1,000)	Value (¥1,000,000)
Barga	929	1.9
Great Hsingans	382	0.7
Little Hsingans	253	0.6
Kirin Forests	1,009	2.6

Trade in Wild Animals Furs, Meat and Other By-Products of North Manchoukuo for the 1931-32 Hunting Season.

Animal :	Pieces	Local Markets (¥)	Pieces	Export Markets (¥)	Total (¥1,000)
1. Tiger	—	—	55	33,000	33.0
2. Spotted Stag	10	2,200	190	41,900	54.0
3. Leopard	—	—	32	6,500	6.5
4. Sable	1,000	110,000	5,900	590,000	700.0
5. Elk	1,000	92,800	4,000	371,200	464.0
6. Bear	400	20,000	600	30,000	50.0
7. Moose	1,400	49,000	—	—	49.0
8. Lynx	75	4,375	325	8,125	12.5

(Continued).

Animal	Pieces	Local Markets (¥)	Pieces	Export Markets (¥)	Total (¥1,000)
9. Otter	750	15,000	1,750	35,000	50.0
10. Fox	750	13,000	14,250	267,000	280.0
11. Glutton (Wolverene)	75	1,125	25	357	1.5
12. Wild Boar	4,900	73,500	1,100	16,500	40.0
13. Wolf	1,000	10,000	3,000	30,000	40.0
14. Musk Deer	4,500	5,000	10,500	40,000	45.0
15. Raccoon	5,000	25,000	14,000	70,000	95.0
16. Polecat	1,000	5,000	7,000	35,000	40.0
17. Corsac Fox	—	—	4,000	20,000	20.0
18. Mountain Goat	1,500	7,500	—	—	7.0
19. Marten	6,000	30,000	6,000	30,000	60.0
20. Siberian Weasel ...	15,000	56,250	60,000	168,750	225.0
21. Ermine	—	—	3,500	10,500	10.5
22. Wild Goat	9,000	27,000	6,000	18,000	45.0
23. Mongolian Antelope	2,000	6,000	—	—	6.0
24. Marmot (Prairie-dog)	—	—	800,000	1,600,000	1,600.0
25. Squirrel	100,000	100,000	1,200,000	2,400,000	2,500.0
26. Badger	9,500	19,000	2,000	4,000	23.0
27. Cat	5,000	5,000	10,000	10,000	15.0
28. Dog	100,000	100,000	80,000	80,000	180.0
29. Mole	1,000	500	7,000	3,500	4.0
30. Hare	10,000	2,300	190,000	43,000	46.0
Grand Total	281,060	779,550	2,431,227	5,962,950	6,742.5

From the above table we see that some six million yen worth of animal products were exported from Manchoukuo to foreign countries in the year 1932 which shows the economic importance of wild life to the State.

CHAPTER XXIX PROVINCES AND CITIES

Antung Province

Most of this province lies close to the western side of the river Yalu and is of increasing importance because of its close communications with Korea. Excepting 10 percent of its area, the country is mountainous, plains being seen only along the short coastline and the river Ai-ho. The climate is considered best suitable to Japanese settlers. Deep mountain recesses provided homes for banditry which has of late years been reduced to a negligible number.

This is one of the most backward parts of Manchoukuo except a small area to the west of the town of Antung. Natural scenery along the Antung-Mukden Railway line in the district of Fengcheng is well noted, there being a plan of developing a national park there. Agriculture is seen in the plains but is in an undeveloped stage as compared with other provinces. Chief crops are Indian corn, soya beans, kaoliang, paddy rice, ginseng, tobacco. Tussur-silk is produced in the mountainous area. The district of Changho on the seacoast is noted for salt production. Many varieties of mineral deposits have been reported, including gold, silver, copper, lead, zinc, asbestos, mica, none of which, however, is as yet produced in any respectable quantity. The most important product is timber which is found in abundance in the upper course of the Yalu, the town of Antung being its chief assembling center since old times. Modern industry is seen in the form of bean oil refining, wood pulp and yarn manufacture. The output of tussur-silk, the most characteristic local product, is estimated at approximately ¥6 million a year. This silk is mostly brought out to Antung and exported to Japan, South China and India.

Antung. The municipality of Antung stands along the river Yalu close to its mouth, its population as of 1938 being 202,416, the fifth largest city of Manchoukuo. The harbor is built on the river but water being shallow, it can only accommodate ships of 2,000 to 3,000 ton class coming up the river at high tide. The annual

movement of freight is around 200,000 tons. Timber of the Yalu basin is brought here and sawed.

Antung is also important as a station at the connecting point between the Korean and Manchoukuo railways. The new section of the city was created at the time of the Russo-Japanese war of 1904-5. Further industrial growth is to be seen as the result of a large scale power undertaking in the upper river and the subsequent industrial enterprises to be based thereon. Harbor improvement work is in progress despite failures in the past.

Tatung-kou. This port town unknown until a few years ago is situated closer to the estuary of the river Yalu. Harbor construction on a large scale is in progress as an outlet for the industry to be developed in Tungpientao and eastern Manchuria. The present plan to be completed over a period of 8 years from 1939 calls for a modern port accommodating 4000-ton ships and a large industrial town along the water front. A total capital outlay of more than ¥100 million is to be made for the same purpose. The proposed wharfing capacity is 2 million tons per year.

Fengwang-cheng. An important station on the Antung-Mukden Railway, Fengwang-shan, a high peak near by, is one of the "famous mountains" of Manchuria since old times.

Tunghua Province

This province, created in July 1937 as an independent administrative unit, lies on the right side of the river Yalu. It borders on Fengtien Province on the west, Kirin Province on the north, Chientao on the northeast, and Antung Province on the southwest. The greater part of the province constitutes what is known as Tungpientao, the rising district of industrial importance. Mountains of the Changpaishan system made the whole district inaccessible and backward in the past. The Yalu and the upper course of the Sungari, with their tributaries, drain the country.

Under these conditions of nature it is sparsely populated. Only 5.7 percent of the total area being under tillage, agriculture lingers at a very primitive stage. This part of the country was called in ancient times "a sea of trees," which, however, are all gone except in the northeast, as the result of uncontrolled deforestation.

The country was always known as a potential source of iron

and coal but their presence was not confirmed until only a few years ago. With the progress of metallurgical surveys, mineral reserves surpassing the most sanguine expectations have been brought to light. The most important is the iron ore mine at Talitzukou, to the west of Linkiang, its deposits being estimated at 100 million metric tons. The ores found there are of high grades with iron contents ranging from 58 to 70 percent. The iron reserves found at Chitaokou, south of Tunghua and north of Chian, though of lower grade, are estimated at 10 million tons, and those at Lao-ling in the northern part of the province at 120 million tons. Another mine of equal magnitude has also been found at Pataokiang on the river Erhtaokiang, a tributary to the Sungari. In addition, reserves of coal, gold, manganese, limestone, asbestos occur.

The province is very backward in railway development as it is in all other fields, the only railway being a branch running from Meihou, on the Antung-Mukden line, to Tunghua.

Tungpientao. This district comprises what was the eastern section of the former province of Fengtien. Under the reformed system of administrative division Tungpientao embraces a part of each of the three provinces of Tunghua, Antung and Fengtien, its southern extremity running as far as the neighborhood of Kwantung Province. But what is commonly known as Tungpientao is Tunghua Province.

Tunghua. This town is placed on the left side of the river Hunho, a tributary to the Yalu and is mart of local importance for agricultural products, especially, soya beans.

Chian. This ancient town of historic interest is placed on the right side of the Yalu and has a population of some 60,000. Its importance is seen as a distributing center of local produce such as soya beans, kaoliang, millet, tussur, gingseng, timber.

Linkiang. This town is the terminal point of river traffic up the Yalu. Its neighboring area is rich in timber.

Fengtien Province

Fengtien Province as it stands comprises the best part of the former administrative division of Fengtien. The most advanced and most thickly populated part of Manchoukuo. The area is approximately 76,000 square kilometres and the population 9,400,000.

The eastern part of the province is mountainous and the western part forms plains of fertile soil.

The river Liaoho drains the plains. The iron and coal mining of Manchoukuo is chiefly centered in this province. The magnesite reserves recently found in the area of Tashihkiao and Haicheng are claimed to be the richest in the world. The industrial enterprises around the city of Mukden represent 45 percent of Manchoukuo's industries. The Mukden-Dairen railway line is connected with a number of branches, forming a network of railways such as seen in no other part of the country.

Penhsihu. Known for its coal mine which is one of the three major mines of Manchoukuo. The Penhsihu Iron Works, now under the joint management of Japanese and Manchoukuo interests, is the oldest foundry in the country. The coal mined in this area, being of high coking quality, is supplied not only to the above foundry but also to those in Japan, the annual output exceeding 500,000 tons. The iron ore is mined at Miaoerhkou.

Mukden (Fengtien). Situated on the northern side of the river Hunho, a tributary to the Liaoho. This ancient town owes its origin to Nurhachi, the founder of the Manchu dynasty. The population as of 1938 is given at 739,906, the largest city in Manchoukuo. The municipal area covers 270 square kilometers.

This area is divided into 11 sections, of which Shenyang is the walled town, Tiehsi (Tetsunishi) is known for heavy industrial activity, and Tatung is marked by congestion of small scale and home industries. Mukden has always been an important mart for kaoliang, soya beans and other agricultural products, and its industries include manufacture of bean oil, textiles, arms, machinery, chemicals.

The industrial area of Tiehsi was marked off in 1933 from the new industrial policy of the Manchoukuo Government and placed under the management of the Manchuria Industrial Land Corporation. The land set for industrial development covers 24 square kilometers. The large scale industrial enterprises placed there exceed 100 in number.

Fushun. Situated east of Mukden, about 48 kilometers by railway. Fushun was marked by a few straggling farm houses until coal began to be mined in 1901. The mine was under Russian management until it was transferred to the ownership of the

South Manchuria Railway Company in 1907. The annual output of coal is given around 10 million metric tons. The town based on this industry has a population of above 200,000, the fourth largest among all Manchoukuo towns and its list of industries recently added coal liquefaction, light metals manufacture, cement, glass, paper, flour milling, etc.

Yentai. Situated west of Penhsihu and known for its coal mine under the management of the South Manchuria Railway Company. The coal reserves are estimated at 30 million metric tons, the present output being around 150,000 tons a year.

Liaoyang. The oldest town in Manchuria with a history of some 4,300 years. This town threatened to fall in decay in the years preceding the birth of Manchoukuo but more recently is a scene of increasing industrial activities. The production of cotton in the vicinity has given rise to the cotton industry. In addition, mills have sprung up for the manufacture of rubber, cement, tobacco, fiber. Subterranean streams which are abundant in this locality are made use of for industrial purposes.

Anshan. This town, lying to the southwest of Liaoyang, developed on the basis of the iron mines which are estimated at some 600 million tons. These deposits were found in 1909 by engineers of the South Manchuria Railway Company which completed the foundry in 1917. This establishment was later transferred to the management of the Showa Iron Works. A number of industries allied with iron manufacture has lately been added.

Tashihchiao. This town from which the Yinkow railway branches off from the Mukden-Dairen line leaped into prominence since the discovery of the huge magnesite reserves in its vicinity. The Niang-niang Miao on Michengshan, about a mile and a half to the southwest of this town, is noted for its annual festival and fair, the people coming there for the festivity for five days each year being said to number as many as 100,000.

Yingkow. This port town is situated on the left side of the river Liaoho about 22 kilometres above its mouth. It was made an open port in 1864 as Newchang under the Tientsin treaty of 1858, but the town of Newchang itself is some way above the river. The Liaoho river which comes down from the Mongolian plateau, draining the fertile alluvial plain, made Yingkow a thriving town from ancient times. But the town lost part of its business after

Dairen began to attract trade in consequence of the harbor improvements made under Japanese enterprise. Still in coastal trade Yingkow ranks third among all ports of Manchuria.

Yingkow exports soya beans and cake, kaoliang, cotton seeds, and imports wheat flour, sugar, tea, cotton, chemicals. Exports for 1936 amounted to 52 million in value and imports to ¥26 million. The harbor of Yingkow is handicapped by the silting of the river and the presence of a large bar at its entrance. Shipping entering and clearing annually is given at 1,000 in number and 1 million in tonnage, and the Chinese junks number around 2,300. Industry is represented by the manufacture of bean oil, cotton yarn and goods, matches, glass, sugar, etc. The manufacture of rayon making pulp from reeds under Japanese enterprise is one of the latest additions.

Tiehling. One of the oldest towns in Manchuria. The railway zone now forming part of the town was reclaimed by Russian engineers when the Chinese Eastern Railway was built through this part. The town lying on the Tzuho, a tributary to the Liaoho, is situated to the north of Mukden. Until the opening of the railway, the town prospered as a concentration center of agricultural produce which was transported down the Liao by boats. Although no longer so important as an agricultural mart, its trade in soya beans and its manufacture of cotton goods, rayon and vegetable oils represent quite respectable figures.

Ssupingkai (Ssupingchieh). Now a railway junction of increasing importance, this town was only a grassy plain 40 years ago. Its population is estimated at 50,000. The growth of the town dates from the time when the South Manchuria Railway Company placed the railway zone of this town under its administration. The export of soya beans to Europe a few years prior to the World War's outbreak in 1914 stimulated the growth of the town. Ssupingkai is today one of the most important distributing centers of beans. The opening of the railway connecting the main line of the South Manchuria Railway with Pingchi and Pingmei has been another factor contributing to the development of the town. More recently liquid fuel, woolen and cement plants have been added.

Faku. This town formerly thrived as an outlet for Mongolian produce but is now less important in consequence of the development of Ssupingkai. Its outward trade is chiefly directed to Yin-

kow. The list of trade with the Mongols consists of mostly cattle, horses, dairy produce, beans, hides and skins, alcoholic beverages.

Chengchiatun. This important town on the Ping-Chi railway was only a small Mongolian village less than a hundred years ago. Its development dates from the year 1910 when wharfs were built on the Liaoho as the terminal point of river traffic. Its growth was further stimulated by the opening in 1917 of the Ssupingkai-Chengchiatun Railway and later the Taonan and Tungliao line. It is a trading post for agricultural produce and livestock. The manufacture of bean oil, wheat flour and carpets is of not inconsiderable importance.

Kaiyuan. This town on the Mukden-Dairen railway line had been the most important distributing center of soya beans in South Manchuria until change was brought about in the movement of traffic through the construction of the Mukden-Kirin Railway. The volume of beans shipped to this point annually amounts to approximately 300,000 metric tons or half the amount recorded for former years. Bean oil making and flour and rice milling represent the main lines of local industry.

The ancient town of Kaiyuan where the tribal kingdom of Fuyu set up its capital lies some three miles to the northeast of the new town. This town tracing its history back thirteen centuries now has a population of only 20,000.

Hsifeng. This town is connected with Kaiyuan by means of a light railway. It is a mart for agricultural produce and tussur-silk.

Chinchow Province

This province lying to the southwest of Fengtien Province is densely populated in proportion to its area. The eastern section forms a part of the alluvial plain of South Manchuria and is suitable for agriculture and livestock breeding. The western section is mountainous and rich in mineral resources which, however, remain to be explored for the most part. The south of the province borders on the sea, its coastline being longer than that of any other province in Manchoukuo.* The seacoast west of Hulutao, protected by a mountain range behind, enjoys mild climate.

Chinchow Province through which the Mukden-Shanhaikwan railway runs forms a link in the chain of communication between

Manchoukuo and North China. Developed since very early times, local industry is well advanced as compared with other provinces. Agricultural products of importance are kaoliang, soya beans, millet, rice, cotton, indigo, fruits. Cotton which through continual improvements of species promises to become a product of increasing importance is cultivated in the area along the railway, its output at present being 19 million lbs. a year. The acreage under cotton is being greatly extended under Manchoukuo administration. In the same area fruits are extensively cultivated, the annual production of pears alone amounting to ¥2 million. Livestock of considerable importance mostly consists of cattle, swine and sheep. Along the coast fishery and salt manufacture are important. Cotton spinning and other industrial lines have of late been introduced.

Chinchow. The history of this city is said to be traceable back 4,000 years. The wall enclosing the city was repaired in the latter part of the 14th century under Ming dynasty, its length being approximately 5 kilometres. Raised to the status of a city in 1937, Chinchow has a population of some 110,000 and is the most important mart in the Liaosi area. The Jehol railway connects with the Mukden-Shanhaikwan Railway at this point. Its trade is estimated at ¥28 million annually in value. The list of local industries includes tanning, bean oil, flour milling, metal ware, cotton spinning and weaving, brick, glass, etc.

Tahushan. This town on the Mukden-Shanhaikwan Railway is important as the original point of the Ta-Tung Railway which runs to Tungliao (Paiyintala) and more recently to Chengchiatun.

Hsinlitun. This town on the Ta-Cheng Railway is the starting point of the railway branching off to the Fuhsing coal fields. Also important as a connecting point with Jehol and Inner Mongolia.

Hulutao. Harbor construction at this point in Lienshan Bay was commenced in October 1910 and later suspended. This work was resumed by the Mukden warlord under contract with a European concern. The Manchoukuo Government continues the undertaking, intending to develop the port as an outlet for coal from the Fuhsing and Peipiao mines. Indications are that area around the new port will attract many industrial enterprises. Salt is produced abundantly around this part of the country.

Chaoyang. Placed on the upper course of the river Talingho,

this town is of commercial importance as a trading center in the eastern section of Jehol Province. A market for kaoliang, millet, beans, and other agricultural products.

Peipiao. One of the most important coal mines in Manchuria. It was one of the first mines to be placed in operation. Coal is carried by railway to Hulutao by way of Chinchow.

Fuhsin. Under the new regime of Manchoukuo Fuhsin sprang into prominence for its coal resources. The so-called Fuhsin coal fields extend over the area around the walled town of Fuhsing, including Hsingchiu, Sunchiawan, Isingho, Pienmen, extending 65 kilometres north to south. The reserves are roughly estimated between 300 and 500 million metric tons.

Coal of the jurassic period occurs in four overlapping seams within the depth of 400 metres from the surface, the thickest seam measuring 30 to 40 metres. The uppermost seam lies 20 metres below the surface and may be operated by open cutting. The Manchuria Coal Mining Company in 1935 commenced open cutting mining at Sunchiawan, where the annual output is now around 2 million metric tons, the proposed output being 10 million metric tons for 1942. The coal of Fuhsin is highly volatile and suitable for fuel manufacture for which plants are under construction. More recently the discovery of oil reserves was reported in 1939 and experimental drilling was started, with some encouraging results.

Shanhaikwan. This border town standing between Manchoukuo and North China marks the eastern extremity of the Great Wall. At this point the Mukden-Shanhaikwan Railway connects with the Peking-Tientsin line. Its strategic importance was always recognized by military forces moving into or out of North China.

Jehol Province

This province forming the southwestern section of Manchoukuo borders on China in the south with the Great Wall as a dividing line and its western area rising to a series of tablelands borders, on Inner Mongolia, the latter part being characterized by a highly continental climate as of the Mongolian plateau. The eastern section forms plains. Many hot springs are found in the province as proof of volcanic activity in ancient times. The northern area drained by the river Laoha, a tributary to the Liao, is the most

backward part of the province in point of industrial, agricultural and other developments.

The town of Chihfeng is a commercial center of the northern section, Lianyuan (Chienchang) the center of the southeastern section drained by the upper reaches of the Talingho, and Chengte (Jehol) the center of the southwestern part lying on the upper course of the Lanho, the last named area, being the most advanced part of the province. The population of the province is estimated at 3.8 millions, of whom some 400,000 are Mongols. Most of the inhabitants engage in agricultural and pastoral work under primitive conditions. Millet, kaoliang, Indian corn, buckwheat and beans are major products. As a special local product, opium is cultivated, its annual output being estimated at ¥20 million in value. The list of livestock includes cattle, horses, sheep, goats, asses, camels, hides, and camel's hair carpets are produced in fair quantities. The mineral resources which still remain unexplored for the most part are said to include coal, gold, silver, lead, copper, iron, tungsten, asbestos, mica. Among branches of industry seen in the province the most important is ceramics and processing of livestock products at Pingyuan, Hsifengkou, and elsewhere.

Racial Distribution. The Jehol area since the conquest of China by the Mongols was regarded as a pastoral land and reserved for their own race. Under the Manchu dynasty great importance was given to this outlying area, the famous summer palace being constructed at Chengte. The republican government of Nanking made Jehol a special administrative district.

The province of Jehol was divided into 14 banners comprising a Mongol population of 540,000 but under the new administrative system of Manchoukuo is composed of 6 banners with Mongol inhabitants numbering some 400,000. In the early period of the Manchu dynasty the entire province was Mongol territory excepting the 4 hsien or districts of Chengte, Fengning, Lunghua, Weichang, the districts which the Mongol rulers were said to have turned over to the Manchu rulers as tribute. In those early times distinct lines were drawn separating the Mongol area from that of Chinese. But with the steady advance of Chinese agricultural settlers, the Mongols lost their lands, this tendency being accentuated under the republican regime. Under the impact of Chinese pressure, the Mongols lost much of their pastoral land and their racial