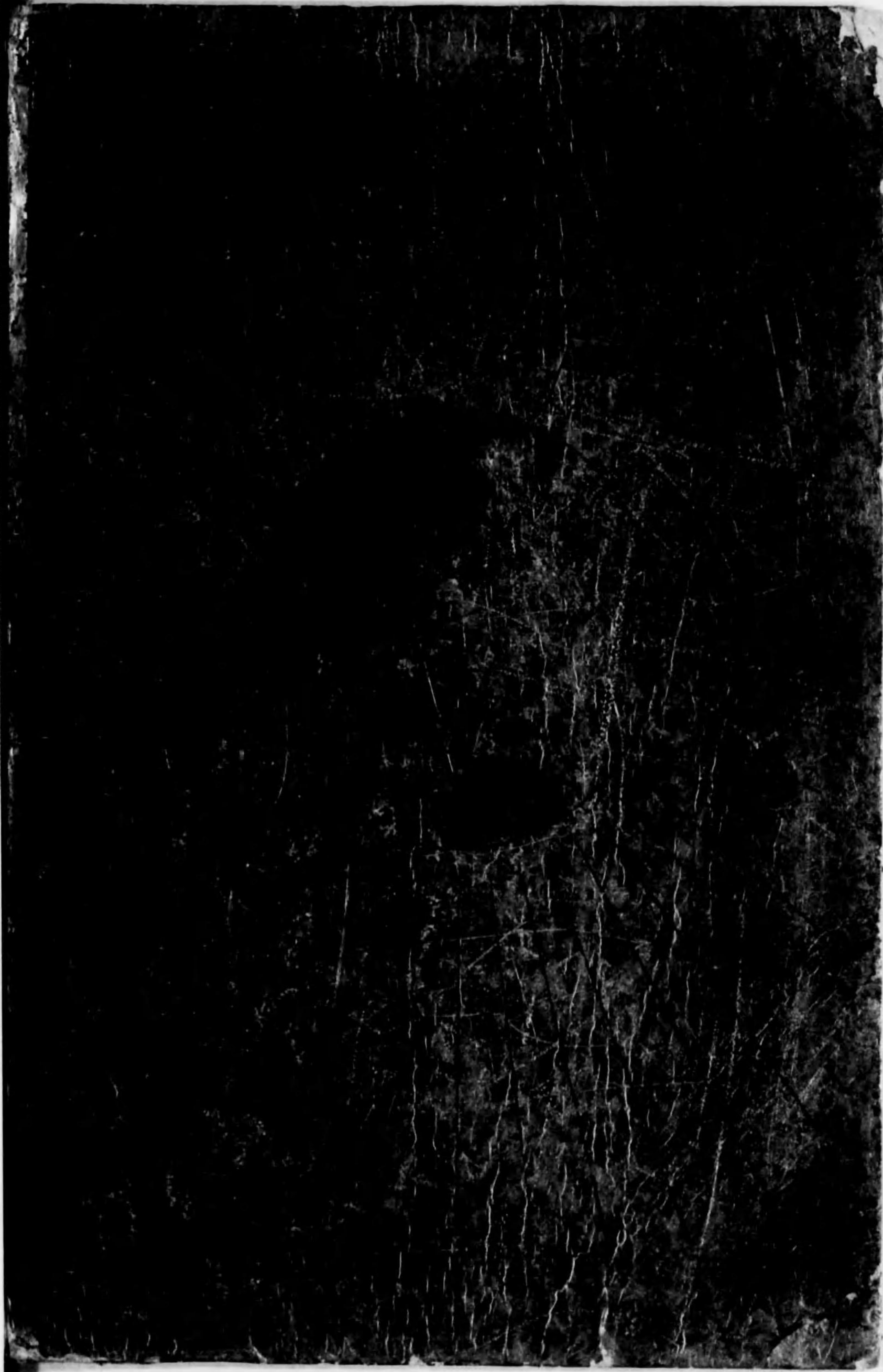




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# 東亞大觀

二千六百四年版



GLIMPSES OF EAST ASIA N.Y. K. LINE 1944 EDITION

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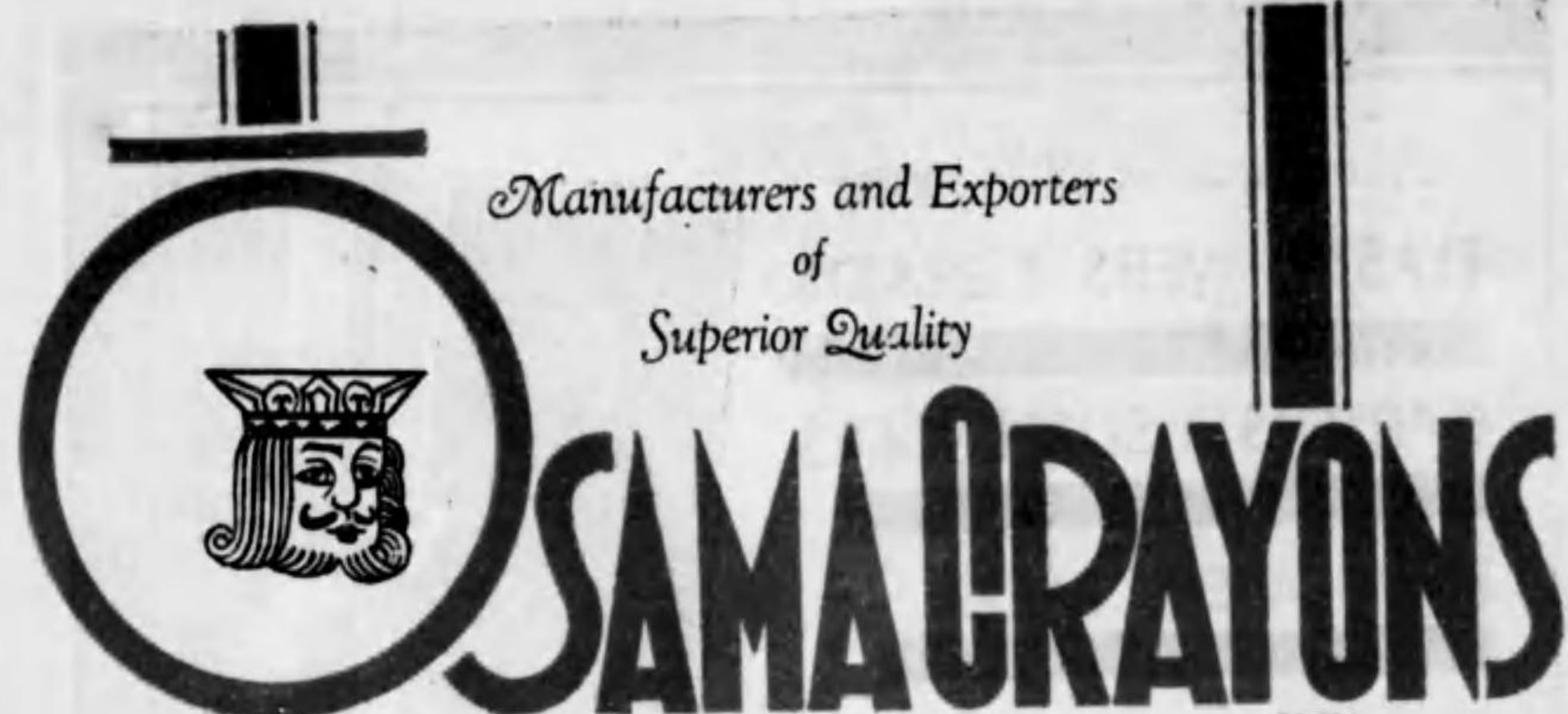
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 RESERVE FUNDS ..... ¥ 59,860,000  
 DEPOSITS (September 30, 1943) ..... ¥4,367,022,384

President: S. NAKANE Vice-President: K. OKANO

Managing Directors:  
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TOKYO OFFICE:  
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ESTABLISHED  
 1937



ANGAUR & HUHAESE  
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President:  
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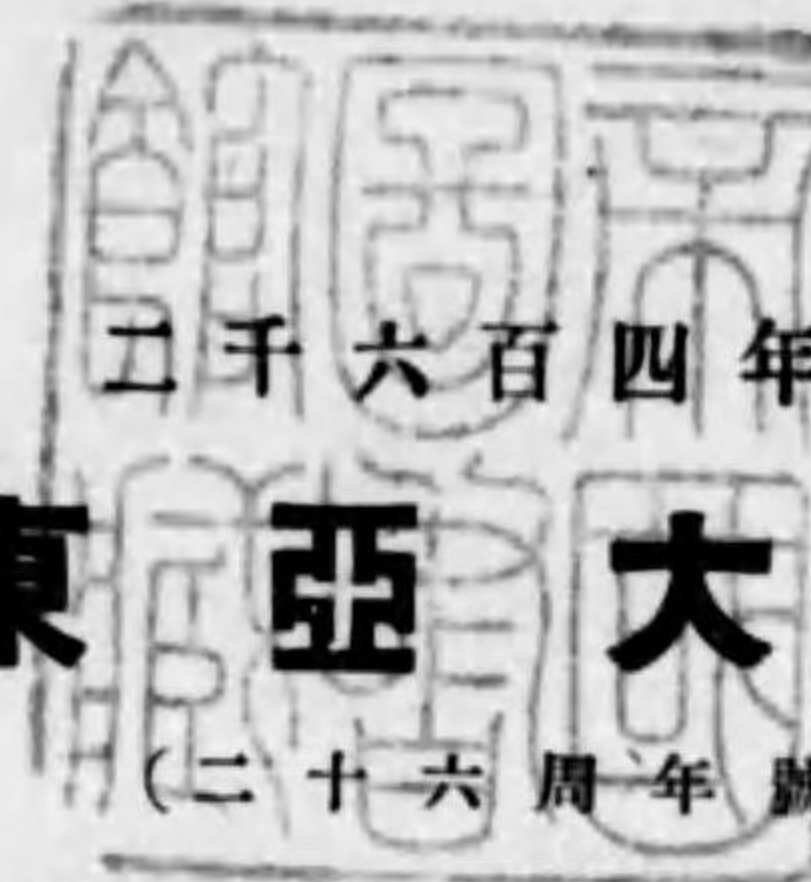
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二千六百四年版  
**東亞大觀**  
 (二十六周年號)

# GLIMPSES OF EAST ASIA

NIPPON YUSEN KAISYA OFFICIAL GUIDE

1944 EDITION

TWENTY-SIXTH ANNUAL ISSUE

JAPAN	FRENCH INDO-CHINA
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CHOSEN	MALAYA
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HONGKONG	AUSTRALIA
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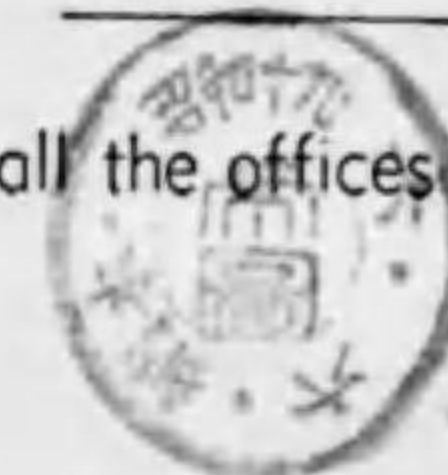
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## FOREWORD

IN presenting to our good readers the 1944 edition of "Glimpses of East Asia", the 26th since its founding, the Editor takes this opportunity to express his heartfelt gratitude to the interested Government departments and to our loyal readers, whose benevolent aid and support have made this publication possible.

Ever since its founding shortly following the termination of the First World War, "Glimpses of East Asia", which had for its aim the binding of the peoples of East Asia through cultural intercourse and mutual understanding and the reconstruction of Asia into a common prosperity sphere, immediately received the unqualified support and cooperation of our readers, and has, in the quarter-century since then, yearly made great strides, thanks to their helpful suggestions and encouragement.

It is a source of deep pleasure and emotion to the Editor, therefore, to publish this, the 26th anniversary edition, at a time when the great task of long-years standing—the establishment of the Greater East Asia Co-Prosperity Sphere—is rapidly being accomplished as a result of the brilliant victories achieved by the Imperial Japanese Forces and the sound economic policies of the Imperial Japanese Government, especially so because these facts mean the fulfillment of the ideals envisaged in our very first edition.

In spite of the fact that the Greater East Asia Co-Prosperity Sphere is in its final stages of completion, it is to be regretted that the construction of a New World Order is still far from attainment. For that purpose, the fighting strength of the nation must be further expanded. As is well known, in modern warfare even the most insignificant material is closely allied to the war effort. Although it may be said that the aims of "Glimpses of East Asia" have been to a certain extent attained with the coming into being of the Asiatic Co-Prosperity Sphere, there still remains much to be done. But when we stop to think that the paper used in printing this publication, although small in quantity, is a vital material in the conduct of the war, we believe it is our duty to contribute what we have to the nation's war effort.

Thus, "Glimpses of East Asia", with a history of twenty-six years, will temporarily suspend publication. The work that remains can wait the completion of the present sacred war. We promise, however, that we shall not cease our efforts to collect data and material and prepare for the day when "Glimpses of East Asia" will again appear.

The Editor once more expresses his deepest appreciation and respect to the readers for their support and hopes for their continued cooperation in the future.

Editor & Director



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# N.Y.K. Line

## For "The Glimpses of East Asia" for 1944

By HISANOBU TERAI,  
PRESIDENT OF THE N.Y.K.



Hisanobu Terai, Esq.,  
President  
N. Y. K. LINE

IN congratulating the Editor of "The Glimpses of East Asia" on the publication of its 26th annual number, I find myself amidst a war of the greatest scale known in history, in which Japan is now engaged, and in which she is everywhere winning.

Unfortunately at present, in consequence of war conditions, the unique character of the N.Y.K. as a world famous Japanese shipping concern, specially committed to the maintenance of all trade routes and communication between Japan and the various important centers of the world and vice-versa, by owning and operating its magnificent fleet of mail, passenger, and cargo vessels so well known to the commercial and travelling public of the world, is at the moment in a state of complete derangement. In the meantime, however, many of the Company's vessels are in the transport and various other services of the Imperial Army and Navy, and are, in fact, taking a meritorious part of the war duty, a thing of which I am distinctly proud. At the same time no words can express my high appreciation of the Captains, Officers, and Crews of the N.Y.K. vessels for the loyalty and faithfulness with which they are carrying out their duties, some of them gallantly exposing them-

selves to the imminent danger of their lives in the first line of hostilities, and more especially my profound sympathy with those who have sacrificed their lives whilst bravely in the fulfilment of their duties.

It is decidedly premature to talk about the resumption of the world famous services of the N.Y.K., but I can assure the commercial public in the area of Greater East Asia that it will not be long before the N.Y.K. can enter into active service in the trade within this area, especially in the inter-insular traffic, as catered for by the European shipping concerns prior to the outbreak of the war of Greater East Asia, such new services to be conducted on a scale greatly augmented and decidedly improved as compared with pre-war days, to the benefit not only of the commercial public but of the native inhabitants at large in that highly promising and immense region of Greater East Asia.

I am glad to say that the financial foundation of the N.Y.K. continues to be on a very sound basis, and is indeed improving every year.

## BOARD OF DIRECTORS, N.Y.K. LINE



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## The History of the N.Y.K. Line

**T**HE colorful history of the N.Y.K. Line, in the wake of its development, truly portrays a panorama of the rapid progress of the merchant marine of Nippon in its struggles to attain sea power in the face of strong competition with the other countries. Today the N.Y.K. Line is universally recognized as the oldest and largest steamship company in Nippon and the fact that the two horizontal stripes of its house-flag and funnel mark symbolize all the N.Y.K. vessels is widely known in the world's shipping circles.

Until very recently, strange though it may seem, it was not a rare thing for the N.Y.K. to be mistaken for an abbreviation of New York. However, the truth is the company has sprung from a small concern to the prominence which it today occupies, just as the Lloyds sprang from a tiny cafe and the Ford Enterprise from a shaky little factory. Let us then trace back briefly the history of this organization which, at the time of its foundation in 1885, possessed only 58 ships of 64,610 tons gross with a capital of only ¥11,000,000 to become, in such a short space of time, one of the world's greatest shipping concerns.

Founded in the early part of the Meiji Era its phenomenal growth covers three outstanding periods in the history of Nippon, namely the Meiji, Taisho, and Syowa Eras. As the pioneer in establishing far-sea-going services connecting Nippon with other distant countries, and its contribution to the maritime cause of Nippon in her rapid rise as a leading power among the nations, its romantic history is unparalleled in the world's maritime history. Naturally the history of this organization represents in itself the history of the progress and development of the Island Empire since the Restoration.

On 29th September, 1885 (18th year of Meiji), the N.Y.K. Line was born by consolidating the assets of the Yubin Kisen Mitsubishi Kaisha and the Kiodo Unyu Kaisha. The former was founded in 1870 by Mr. Yataro Iwasaki, the pioneer of Nippon's merchant marine, just as Samuel Cunard was to the Cunard Steamship Company and Robert Dollar was to the Dollar Line. The original name of the company was Tsukumo Shokai, which was changed to Mitsukawa Shokai in January, 1872, and again to Mitsubishi Shokai in March, 1873, and finally to Mitsubishi Kisen Kaisha. In 1875, however, the company again changed its name to Yubin Kisen Mitsubishi Kaisha until the time of its consolidation. The latter company was born in 1882, out of an effort on the part of the government trying to suppress the exclusive monopoly enjoyed by the Mitsubishi Company which tended to prevent, rather than assist, the growth of Nippon's merchant marine. However, the result was far from what the government expected. Keen rivalry and cut-throat competition ran rampant between these two firms and therefore the government decided to intervene and eliminate these useless tactics by merging them into one strong unit, thereby strengthening the mercantile fleet as well as laying the corner-stone for a solid and firm foundation for the future shipping industry of the Empire.

Thus on 29th September, 1885, a new corporation was born consolidating the assets of the Yubin Kisen Mitsubishi Kaisha and the Kiodo Unyu Kaisha



Head Office: N. Y. K. Line  
Yusen Building, Marunouchi, Tokyo

under the name of the Nippon Yusen Kaisya (The Japan Mail Steamship Co.). The celebrated house-flag of two red horizontal stripes of the N.Y.K. symbolizes the mutual good-will of the above two companies by the merger and the fact that its ends are not encircled but extended from end to end implies the idea of "across the earth"—its ships plying the seven seas and crossing the globe from one end to the other. As the business was officially commenced on 1st October, this date is observed by all the staff annually as the Foundation Day. As Mr. Yataro Iwasaki passed away on 7th February of the same year without witnessing the opening, Baron Masazumi Morioka, ex-president of the Kiodo Unyu Kaisha, was elected the first president of the company.

The organization then possessed only 11 coastal routes and 3 near-seas routes, namely the Yokohama-Shanghai Line, the Nagasaki-Vladivostok Line, and the Nagasaki-Zinsen Line. However the government, in looking for the tremendous possibility of expansion, established, in 1886, 3 new near-seas routes, i.e. the Nagasaki-Tientsin Line, the Shanghai-Vladivostok Line, and the Kobe-Manila Line. This brought the near-seas routes to six in all. Furthermore, the company concluded an agreement with the Pacific Mail Company of the United States and O. & O. Steamship Company of England to connect freight hauling between Kobe, Nagasaki, Shanghai, San Francisco and New York, as well as Eastern ports including Canada.

In 1887 the company planned to buy out the Mexico-Canton route interest from the Mexican Pacific Steamship Company, but this deal did not materialize, and again in 1888 negotiations were started to take over the San Francisco-Hongkong Route from the O. & O. Steamship Company, but due to disinterestedness on the part of the government, this deal also fell through. However, this lucrative route was not to be denied the company, for as late as 38 years after the conception of the idea the purpose was achieved by the merger of the Toyo Kisen Kaisya with the N.Y.K. in 1926.

Here we must not overlook one of the most colorful episodes in the history of this company and that is the transportation of the government-contracted Japanese emigrants to Hawaii. King Kalakawa of Hawaii invited Japanese subjects to emigrate to Hawaii by concluding a treaty between Hawaii and Nippon when he paid a visit in March, 1881, and in December, 1885, the first emigration ship Yamasiro Maru set sail to the Mid-Pacific Kingdom with 988 emigrants on board, followed by 5 N.Y.K. vessels, and by 1894, 6 vessels in 24 trips carried 27,031 emigrants. By 1935 the total population of the emigrants, together with their offspring, increased to some 140,800 and it was befitting therefore that the Island Nipponese, in the same year, celebrated the fiftieth anniversary of their landing with auspicious pomp and merry-making.

In November, 1893, i.e. eight years after its establishment, the N.Y.K. opened its Japan-Bombay Service, the first regular Japanese steamship service to an overseas country. Its opening is associated with an international drama. Mr. R. D. Tata, the "cotton king" of Bombay, with his cousin, J. G. N. Tata, came to Japan in 1891 and 1893 and pleaded earnestly with Mr. M. Morioka, president of the N.Y.K., Baron E. Shibusawa, and Mr. A. Asano, of the urgent necessity of opening this route on the grounds that due to the monopoly of the India-China-Nippon route by the P. & O. S. N. Company, the Austrian Lloyd, and the N. G. Italiana,

not only cotton firms in Bombay, but Japanese spinners also were seriously handicapped, and that such deplorable conditions should be crushed by the introduction of a new steamship service with the full co-operation of Japanese and Indians.

Sponsored by the Japanese spinners who were suffering from the unreasonably high tariff rates of those steamship lines and convinced by the arguments of the Tata Company, the N.Y.K. Line decided to inaugurate this new service, and the Hiroshima Maru, the first ship, sailed from Kobe on 7th November, 1893. Ever since that time the N.Y.K. has maintained this route uninterruptedly, being encouraged by the growing demand of the spinning industry of Nippon which has steadily and eventually outgrown the British spinners.

A year after the opening of the Bombay Line, the Sino-Japanese War of 1894-5 broke out. The N.Y.K. Line ships played a major rôle in transport of troops and war necessities. It is easy to estimate the immensity of the services that the company rendered to the Government when it is remembered that in June, 1895, out of a total of 140 with 227,000 gross tonnage of merchant vessels participating in the war, the N.Y.K.'s contribution was 50 vessels of 134,200 tons, or approximately 60%. Many of these boats and officers distinguished themselves by valuable work which contributed much to Nippon's victory in the Sino-Japanese War.

Shortly before and after the end of this conflict two remarkable events took place. First, the N.Y.K. in January, 1895, obtained from the Korean Government the right of navigation along the whole Korean coast; and secondly, on 1st September, 1896, the N.Y.K. opened the Keelung-Kobe Service with weekly sailings.

Stimulated by the success of the war as well as by the national demand for the expansion of its overseas route, the company, in June, 1896, increased its capital to ¥22,000,000 for the purpose of opening three main overseas services—the European, American, and Australian. Eighteen new ships were built, at home and abroad, 12 for the European service, 3 for the American line, and 3 for Australian line. This was one of the outstanding achievements in the history of the company due to the fact that the N.Y.K. Line was the first shipping company in Nippon to inaugurate these three important regular services.

Overshadowing all previous achievements and surpassing all in importance was the history-making inauguration of the Japan-Europe Service, the most coveted and highly prized blue-ribbon route. When it was announced that the first steamer would sail for Europe from Yokohama harbor on 15th March, 1896, not only Yokohama and Tokyo citizens, but the whole nation rejoiced at the news and celebrated this momentous occasion with gala festivities. The honor of the initial trip fell upon the Tosa Maru, appropriately named after the native place of the pioneer, late Mr. Yotaro Iwasaki. She set sail from Yokohama for London and Antwerp under the command of John Bathgate McMillan. The bridge between Nippon and Europe was thus built and prior to the Second World War the Japan-Europe Service of the N.Y.K. Line was one of the richest in point of revenue, and one of the most colorful in point of variety of scenery in the entire world's routes.

The Orient-Seattle Service, then known as the American Line, was formally opened on 1st August, 1896, with the sailing of the Miike Maru, under the command of Christopher Young. The Australia Service was officially inaugurated on

3rd October, 1896, with the sailing of the Yamasiro Maru under the command of James Jones. This marked the first stages of the N.Y.K. development which naturally symbolize the remarkable progress made by Japanese shipping, a progress which she is still continuing.

Upon the turn of the century, the N.Y.K. was again called by the government in connection with the subduing of the Boxer Rebellion at Tientsin in 1900. The company furnished 27 vessels of 75,674 gross tons between June, 1900 and August, 1901.

Consonant with the N.Y.K.'s opening of the ocean routes the company devoted much attention to the expansion of its routes in the near-seas, i.e. the Shanghai-Tientsin Service, Kobe-North China Service, Kobe-Korea-North China Service, Nagasaki-Hongkong Service, and the Shanghai-Hankow Service.

In June, 1903, the N.Y.K. bought out the MacBeane Company and its Yangtze Line, including the MacBeane Route from Shanghai to Hankow, via Chingkiang, Wuhu, and Kiukiang with all vessels, land, buildings, and other land and water facilities owned by the company.

At the end of 1903 the N.Y.K. maintained 24 over-seas, near-seas, and coasting services, with 70 vessels totalling 230,635 gross tons, thereby gaining recognition as the fifth largest shipping concern in the world in point of capital, and the seventh largest in point of total ships in possession, the order being the Hamburg-American, H.D.L., M.M., B.I., P.O., Union Castle, and the N.Y.K.

During the Russo-Japanese War of 1904-5 the N.Y.K.'s ships again played an all-important rôle in the transport of troops and war supplies, and supplying hospital ships just as she did in the Sino-Japanese War. Something of the services which the N.Y.K. rendered to the nation during the Russo-Japanese War may be judged from the fact that months after the outbreak of the war, the N.Y.K. had but nine ships of an aggregate of 13,594 tons with which to operate its services, the remaining 67 vessels had been transferred to the service of the state and had contributed their share in deciding the outcome of the war. The immortal and historic rôle played by the Shinano Maru, the first boat to signal Admiral Togo of the approach of the Russian Baltic Fleet, thus enabling the Japanese fleet to completely annihilate the formidable foe, is still fresh in our memory.

The progress of the N.Y.K. after the war was marked by its huge shipbuilding program. New services were inaugurated in rapid succession and new ships were constructed to meet the strong demand for bottoms. The Bangkok Line was opened in May, 1906, and the Calcutta Line on 16th September, 1911. Six new ships of 8,500 tons gross were built, replacing the older bottoms of the 6,000-ton class. Further, to strengthen the European Service, five new 10,000 ton passenger and freight vessels were built, namely the Katori Maru, the Kasima Maru, the Suwa Maru, the Yasaka Maru, and the Husimi Maru. For the American Line two ships were constructed, the Yokohama Maru and the Sizuoka Maru, in addition to many freighters of the 7,000 ton class, commonly called the "T" class due to the fact that their names all began with the letter "T." This spurge of shipbuilding brought the total number of vessels in 1915 to 86, representing over 380,000 gross tons, which meant an increase of more than 130,000 tons over that of the previous decade. As a natural consequence the capital of the company was doubled from ¥22,000,000

to ¥44,000,000.

During the last World War, 1914-18, Nippon as a member of the Allies, shared her burden of the responsibilities and the N.Y.K. ships again upheld the honor and tradition of the Island Empire in fully executing the maritime duties for the Allies' cause, and during the War the company inaugurated 13 new services to meet their demands. They were the Round-the-World Service, Eastbound New York Service via the Panama Canal, New Zealand Service, South American-East Coast Service, Liverpool Service, Port Said Service, Japan-Java-Calcutta Service, Mediterranean Sea Service, Calcutta-New York Service, Calcutta-South America Service, Hamburg Service, Westbound New York Service, Osaka Tsingtao Service, South Sea Islands Service, and the Osaka-Hankow Service.

Following the Great War shipping became depressed, not only in Nippon, but throughout the entire world. There were superfluous tonnage, industrial disorganization, political and international uneasiness along with their evil ramifications. All these caused the world's shipping to slump into a prolonged poor conditions for several years after the war. The N.Y.K. earnings naturally declined and accordingly readjustment of its organization, economizing and providing for future emergencies became necessary and in December, 1922, the N.Y.K. placed its "Near-Seas Division" under an independent management naming it the "Kinkai Yusen Kaisya" (Near-Seas Mail Steamship Company) with a capital of ¥10,000,000, the N.Y.K. contributing 22 vessels of 54,522 gross tons, land and buildings, steam launches, barges, buoys, etc. The new company, commonly called the K.Y.K. Line, began business on 1st April, 1923.

As one of the largest shipping concerns in the world, the N.Y.K. was in dire need of a new building of its own to house its ever-increasing staff. The plan became a reality upon the completion of the building on 26th May, 1923. The so-called Yusen Building, a seven-storied concrete structure, is located in the center of the Marunouchi District directly opposite Tokyo Station, and still remains as one of the most beautiful and modern structures in Tokyo. To celebrate its completion the company held a "Marine Exhibition" from 20th June to 1st July. Many notable guests of honor were invited and tens of thousands thronged the corridors every day for the duration of the exhibition, which served in a high degree to arouse a national interest in shipping.

On 1st September, 1923, only 3 months after the completion of the Yusen Building, the Kanto District, especially Tokyo and Yokohama, suffered a serious catastrophe by the greatest earthquake ever experienced in Nippon's history. The damage done to buildings and the loss of life were appalling and land transportation facilities in the afflicted area were ruined. Here again the N.Y.K. ships heroically met the situation and played a prominent rôle in rescuing the victims and carrying food supplies, as well as refugees from Tokyo and Yokohama, to the Kansai District. The Nagasaki Maru, Shanghai Maru, and several other ships were ordered to connect the Kanto District with the Kansai and these ships together carried some 27,973 refugees, including 2,287 Chinese, and 488,266 bags of rice and other food stuffs between Osaka, Kobe, and the afflicted area.

After the separation of the K.Y.K. Line the N.Y.K. devoted all its energies to its ocean services. One of the company's first move was to give up some lines specially created during the Great War. This permitted the N.Y.K. to consoli-

date other lines under operation in order to counter the prevailing business depression throughout the world, and which had so closely affected the N.Y.K. Thus by September, 1925, the N.Y.K. operated only the following lines; Japan-Europe, Liverpool, Hamburg; Japan-Australia; Japan-Bombay, Calcutta; Japan-America; Eastbound New York; South American-East Coast; South Sea Islands; Japan-China Rapid Express, and Japan-Tsingtao.

In prosecuting its progressive business policy the N.Y.K. took over from the T.K.K. in May, 1926, the Orient-California via Honolulu Service, known and advertised as "The Pathway of the Sun," and the South American-West Coast Service, operated by them since December, 1898, and December, 1905, respectively. The capital of the company was increased to ¥106,250,000.

Following the merger, the N.Y.K. decided to substitute new vessels for older tonnage on the Pacific run. The company then placed orders for three handsome liners of 17,000 gross tons each to Japanese shipyards. These three liners were the Asama Maru, Tatuta Maru, and Chichibu Maru (later changed to Kamakura Maru) the trio being the largest merchant vessels ever turned out at Japanese shipyards and at the same time the largest merchant ships flying the Japanese flag. It is worth mentioning that these three magnificent vessels were all built in Japan, thereby proving, beyond doubt, the progress which shipbuilding in Nippon had made since the early days of the Restoration. They were placed on the Orient-California run, replacing the veteran "Yo" type ships of the T.K.K. Line, the Taiyo Maru, Tenyo Maru, and Shinyo Maru, and became very popular among Trans-Pacific passengers.

In keeping pace with the Orient-California service, the Orient-Seattle service was also re-vamped with three new vessels replacing the older bottoms. The Heian Maru, Hikawa Maru, and Hie Maru, all of 11,600 tons gross, were commissioned to the service, taking over the duties of the older ships on the run. The South American-West Coast Service also was improved with the addition of the Heiyo Maru, another new motor-liner of 10,000 tons gross.

Besides the construction of the passenger ships above mentioned the N.Y.K. instituted a huge program of freight ship building to replace the older bottoms on all of its principal services. In 1933 the company undertook the building of six freight motor vessels on the Orient-New York Service via the Panama Canal to replace the older ones. These freighters were of 7,300 tons gross equipped with powerful Diesel engine capable of making a sea speed of 18 knots or more. The Nozima Maru, the last completed, was placed in the service in February, 1935.

As an improved sistership to the Palao Maru on the South Sea Islands Service, the Saipan Maru, a passenger and cargo liner, was built and commissioned in July, 1936. To cope with the increasing shipping demand, the N.Y.K. Line inaugurated two new freight lines, the Japan-South Seas-Australia Service and the Japan-North Europe Service, the first vessels of each service being dispatched in March and May, 1936, respectively. The Japan-Madras freight service and Eastward-Round-the-World service via the Panama Canal were also opened in March and July, 1937.

Here we must go back momentarily to 1st October, 1935, when the whole organization of the N.Y.K. Line celebrated its fiftieth anniversary. The happy

occasion called for a grand celebration by the entire force, especially at the Head Office in the Yusen Building, and in the presence of a huge gathering 74 veterans on land and sea who faithfully served the company for over 25 years were cited and presented with Golden Jubilee commemoration cups for Japanese wine. From all over the world came congratulatory messages and a lovely porcelain dish was presented to the company by Messrs. Phs. van Ommeren of Berlin, while from the land of "Down Under" came a beautiful silver cup presented by Messrs. Burns, Philp & Co. of Sydney, and another silver cup by Dalgety & Co. of Melbourne.

The year 1939 witnessed two outstanding events in the history of the N.Y.K. One was the merger of the Kinkai Yusen Kaisya with the company on 16th August and the other, the establishment of the Toa Kaiun Kabushiki Kaisya on 5th August.

It will be recalled that in 1923, due to the depression of the world's shipping industry after the Great War, the company went through a reorganization forming the K.Y.K. Line as a separate concern. After 16 years of successful operation, however, the changed current of times compelled the N.Y.K., the parent company, to strengthen its structure by centralizing its own over-seas services and the near-seas service of the K.Y.K. So on 11th August, 1939, the N.Y.K. took the entire service and fleet of the K.Y.K. under its wing, thereby becoming one of the world's largest shipping companies, both in the number of vessels and the total tonnage under operation.

By this time shipping between Nippon and China was left to free activities of various interests apart from the N.Y.K. Line and with the idea of the centralizing of such loose free-lancing operations, the government undertook to form a new shipping company. Thus the Toa Kaiun Kaisya was established on 5th August, 1939, with a capital of ¥73,000,000. Eleven Japanese concerns, headed by the N.Y.K., contributed to the new company both in cash and kind, including 57 ships of approximately 200,000 tons gross of which the N.Y.K. contributed 17 ships of 55,209 tons gross together with services of the Japan-China Rapid Express, Kobe-Tsingtao Service, and Kobe-Tientsin Service.

Throughout its history covering nearly sixty years the N.Y.K. Line has kept even pace with the march of time, devoting all its attention and energy to the improvement of its services, both passenger and freight, in order that the public may be served with ever-increasing comfort, economy, and efficiency. Among the recent achievements in this line is the completion of seven specially-designed sister cargo liners, called the "S" class, this being the initial of their names. The first of these new, unique type vessels, the M.S. Sakito Maru left Yokohama on 20th February, 1939, on her maiden voyage to European ports by way of the Panama Canal, arriving in London on 28th March.

However, the crowning glory of all N.Y.K. achievements in augmenting and modernizing its fleet was the construction of the S.S. Nitta Maru and the S.S. Yawata Maru, two super-modern sister ships, in 1940 and 1941. They were originally designed and built for the Japan-Europe Service but were temporarily diverted to the Orient-California run. Embodying the latest marine architectural design and made entirely of domestic materials, these "Ships of Tomorrow" not only possessed an enormous maximum speed and efficiency, but the air-conditioned passenger accommodation and the mechanical equipment for the handling

of cargo second to none on the trans-Pacific routes. In addition to the sterling ships the company in 1941 built a crack liner for the Orient-Seattle run. It was the M.S. Miike Maru, the namesake of the ocean greyhound which inaugurated this service forty-seven years before. This new, fast "pocket" liner featured, among many innovations, an accommodation designed as "Tourist Class" as the top class, an idea which would initiate a new era in the mode of ocean travel.

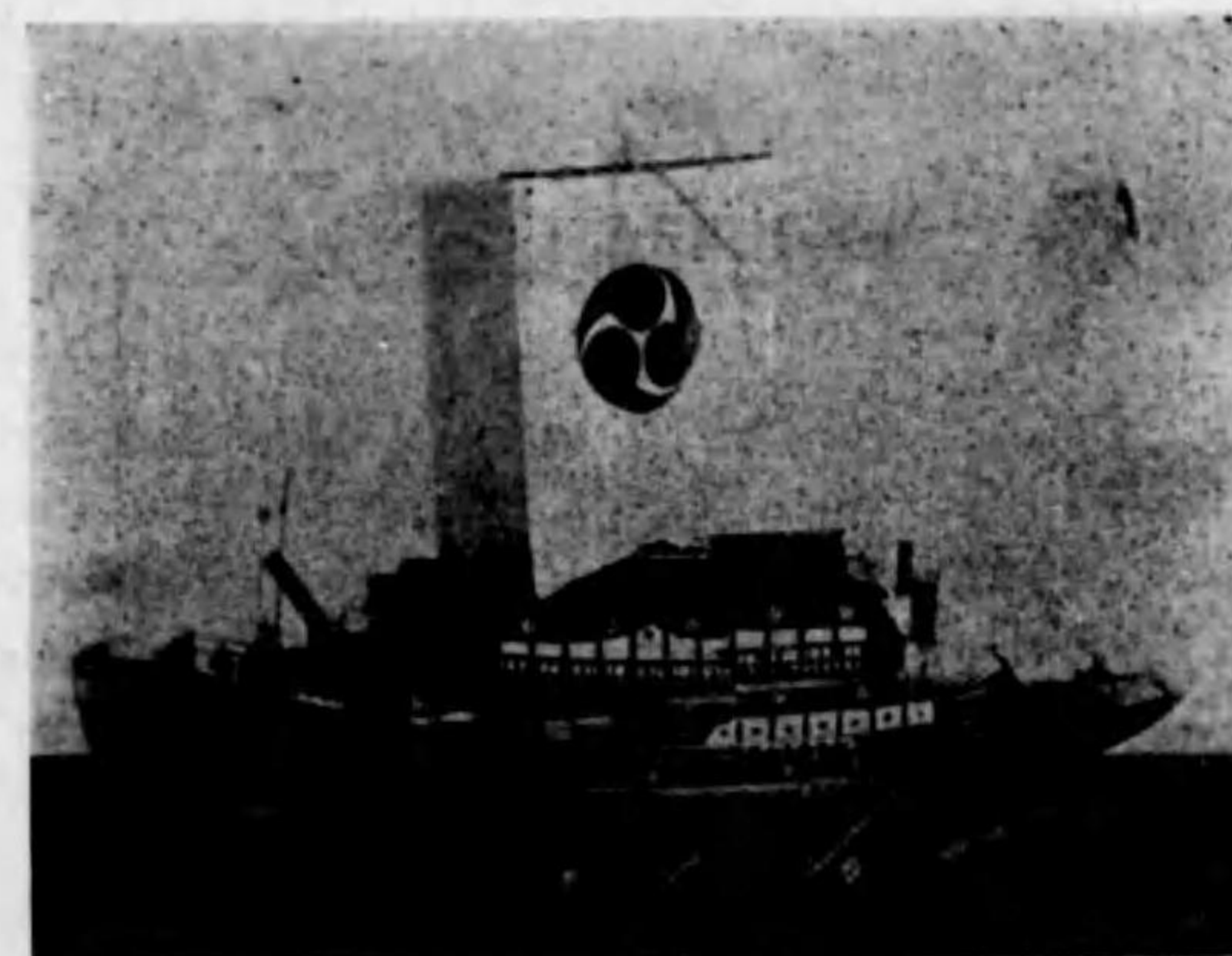
While the N.Y.K. Line was thus constantly endeavoring to improve its services and to perfect its fleet, the international situation of Japan's shipping underwent a radical change on account of America's freezing of Japanese assets and transaction on 26th July, 1941, while complete governmental control or management of all phases of the shipping business became inevitable due to the increased demands for shipping bottoms in the greater East Asia Sphere.

It is still fresh in the memory of the reader that on 8th December, 1941, Japan, in spite of her earnest desire to maintain peace in the Pacific area, was forced to declare war on the United States of America and the British Empire. It would be unnecessary, however, to dwell here upon the international situation which compelled Japan to open hostilities against these countries, for it is clearly set forth in the Imperial Rescript promulgated on the same day. Since then Japan's shipping has been launched upon a full-fledged wartime basis. All Japanese steamships of over 100 tons and motor-schooners of 150 tons were put under the control and management of Shipping Operation Association (Senpaku Unei Kai) which was formed as a result of the promulgation of the wartime Shipping Management Ordinance. Mr. Noboru Ohtani, president of the N.Y.K. Line, was elected president of the Association, while Mr. Hisanobu Terai, vice-president of the N.Y.K. Line, filled the vacancy left by the resignation of Mr. Ohtani. The Shipping Operation Association started business on 1st April, 1942, and the N.Y.K. Line, like other members of the Association, was entrusted with the actual business, for all shipping bottoms are allocated in accordance with the program of the Association in consultation with the Communications Ministry.

At the end of this brief survey of the development of the N.Y.K. Line, a few words may not be out of place concerning the situation of Nippon's merchant marine. Since the outbreak of the Greater East Asia War, Nippon has launched upon a most extensive program for the augmentation of her already extensive merchant fleet, and in the program emphasis is laid on the building of ships of some standard types as well as wooden vessels. Taking part in this national undertaking to increase fighting potentiality, the N.Y.K. Line has already set up several shipyards for wooden vessels in the prefectures of Nagasaki, Oita, Kagoshima and Wakayama.

Looking back over the history of the N.Y.K. Line, it is quite significant that within the comparatively short period of 58 years, from a mere capital of only ¥11,000,000, it has grown to be one of the largest shipping concerns in the world, both in point of capital and total tonnage. This marvellous growth was attained not through sheer fortune of time. Behind such a romantic history must necessarily be hidden untold sacrifices made by both land and sea personnel, and great credit should be given to the Board of Managing Directors for the splendid way in which they have guided the destiny of the company through its trials and tribulations, finally to attain the enviable position now held by the N.Y.K. Line in the world's shipping industry.

## WHAT IS MARU?



The Model of Nippon Maru

THE word "Maru," attached as a general suffix to the name of virtually all Japanese merchant vessels, is an internationally recognized symbol of the Japanese Mercantile Marine on the Seven Seas. This two-syllabled character "Maru" has been associated with Japanese navigation history as far back as memory can recall, and its true meaning has been lost in the mists of antiquity, that abound with the vagaries of folk-lore handed down through generations. Therefore as to its origin and the base of its derivation, different views have been held by scholars.

According to an old legend, in ancient China about 4,000 years ago, in the reign of Emperor Kotei (Huang-ti), a fair messenger from heaven called Hakudo Maru, was sent down to Lord Taityôsi (Takao-tzu) and taught him the art of shipbuilding. Since then ships are said to have been named with the suffix "Maru" in deference to the shipbuilding instructor.

A Japanese legendary source associates the word "Maru" with Azumi-sora-maru, who was supposed to have lived under the sea, and to whom the Shrine of Siga at Sigasima Island is dedicated. It is said that suffixing "Maru" to the names of Japanese merchant vessels was at first due to reverence to this deity. Hypothetical interpretations of "Maru" are many more, but the meanings in a local or a poetical sense lie in its traditional associations.

The literal or dictionary translation of the character technically denotes circle or ring, when used as a noun, and round, complete, perfect or all-embracing, when used as an adjective.

Ancient Japanese boats were of a round shape, like a coracle built in ancient France, of hide on a wicker frame; therefore the word "Maru" having the literal meaning of a ring or round might have been taken originally from the shape of the ancient boat.

Taking the meaning of "Maru" as perfect, there is a probability that the two words "Maru" and "Maro," used with boys' names, have been confused and coalesced into one. "Maro" is an archaic term of endearment often used from about the seventh century as a pet name for people, regardless of caste and rank as Hitomaro, Nakamaro, etc. "Maru" is also applied in the same way to boys such as Usiwaka-maru and Hiyosi-maru, who subsequently became great men in Japanese history, as Yositune and Hideyosi.

"Maru" is a noble word to the Japanese and it was applied to swords, musical instruments and the concentric sections of castles, which Daimyō or Samurai regarded with a kind of reverential affection in the feudal period.



The word "Maru" is an internationally recognized symbol of the Japanese Mercantile Marine

The oldest authentic record in Japanese history in connection with the application of the term "Maru" to a ship is that during the Muromachi Era (about 1400 A.D.) the ship of Yosimoti, the fourth Asikaga Shōgun, bore names such as "Gosyo Maru," "Goza Maru," etc. In 1591, when Hideyosi attempted to subjugate Korea, he gave orders for the feudal lords throughout the country to build large vessels. On this occasion Hideyosi himself built a large vessel, to which he gave the name of "Nippon Maru." These vessels, known as "floating castles,"

were the largest and finest ships of the time, with the noble designation of the four-letter crest "Maru" attached to their proper names. This custom has been perpetuated by shipowners to the present day.

The most likely derivation of "Maru" is that of "Business House Theory." As explained before, "Maru" in the sense of perfection, brought the word into use as a term to be affiliated with precious treasures of the household, this being extended to business houses. In olden Japan, family names had the suffix "Maru" just as "Ya," which is commonly added to the names of business houses as a custom at present, such as "Husimi-ya,"

"Itō-ya," etc. Ancient literature proves that "Maru" was used in the place of "ya" in this manner, and it is evident that "Tonya" or the wholesaler, was known as "Toi-maru." Merchants of the Island Empire, especially from the Kamakura period onwards, used ships more than any other means of transportation, and they named their ships similarly to their trade names. Thus these merchant ships were termed "Husimi Maru," etc.

The maritime progress of Japan, mainly represented by the Nippon Yūsen Kaisya (Japan Mail Steamship Company), might inspire one to think of the word "Maru" as a symbolic tree, whose roots are the myriad meanings extending into the soil of antiquity, bringing the food of inspiration to the sturdy fleet of the Japanese Mercantile Marine.

The Japanese merchant vessels also hoist their distinguished national flag of "Hino-maru," a red circle vividly marked in the center of white ground, and the national prestige follows the flag widely on the Seven Seas.



Hon-Marū (Tower-Keep) of Osaka Castle

# N. Y. K. LINE

HEAD OFFICE (YUSEN), YUSEN BUILDING,  
MARUNOUTI, TOKYO

(Telegraphic Address in Parenthesis)

## OFFICES

<b>Bangkok</b> .....	Airway House Bldg., 672 Hongkong Bank Lane, Siphya Road, Bangkok.
<b>Canton (Yusen)</b> .....	382, Changti Tama Lu, Canton.
<b>Dairen (Yusen)</b> .....	181, Yamagata-dôri, Dairen.
<b>Eikô</b> .....	5, Minamihongai Yontyôme, Yamato-ku, Eikô.
<b>Hakodate (Yusen)</b> .....	19, Hunaba-tyô, Hakodate.
<b>Hankow (Yusen)</b> .....	32, Whacheong Road, S.A.D. No. 3, Hankow.
<b>Hirosima (Nihonyusen)</b> .....	1302, Uzina-mati, Hirosima.
<b>Hongkong</b> .....	10, Naka-Sumiyosidôri, Hongkong.
<b>Hsinking (Nihonyusen)</b> .....	Tokyo Kaizyo Bldg., 302 Daido Taigai, Hsinking.
<b>Keelung (Yusen)</b> .....	8, Meizi-mati Ittyôme, Keelung.
<b>Kôbe (Yusen)</b> .....	10, Kaigan-dôri Ittyôme, Kôbe-ku, Kôbe.
<b>Manila (Yusen)</b> .....	Manila, P.I.
<b>Mozi (Yusen)</b> .....	1, Sanbasi-dôri, Mozi.
<b>Nagoya (Yusen)</b> .....	8, Miyuki-Honmati-dôri Kyutyôme, Sakae-ku, Nagoya.
<b>Nanking (Nanking Nihonyusen)</b> .....	Yangtze Hotel, 2, Pao Shan Chieh, Chung-Shan Chiao, Hsia-Kuan, Nanking.
<b>Osaka (Yusen)</b> .....	26, Kawaguti-tyô, Nisi-ku, Osaka.
<b>Otaru (Yusen)</b> .....	15, Temiya-tyô Santyôme, Otaru.
<b>Palao (Yusen)</b> .....	Kôrôru-mati Santyôme, Palao, Calorine Islands.
<b>Rangoon</b> .....	Rangoon, Burma.
<b>Saigon (Yusen)</b> .....	11, Quai de Belgique, Saigon, Cochín-China.
<b>Shanghai (Yusen)</b> .....	31, The Bund, Shanghai.
<b>Syônan</b> .....	Syonan, Syonanto.
<b>Taihoku (Yusen)</b> .....	24, Omotecho Nittyôme, Taihoku.
<b>Tainan</b> .....	120, Suehiro-tyo Nityome, Tainan.
<b>Takao (Yusen)</b> .....	14, Minatomati Ittyôme, Takao.
<b>Tientsin (Yusen)</b> .....	2, Kaidaidô, Kôa Daini-ku, Tientsin.
<b>Tokyo Branch (Tosoka)</b> .....	20, Hakozaiki-tyô Yontyôme, Nihonbasi-ku, Tôkyô.
<b>Tôkyô Ticket &amp; Enquiry Office (Yusen)</b> .....	Yusen Bldg., Marunouti, Tôkyô.
<b>Tsingtao (Yusen)</b> .....	22, Kuan Tau Road, Tsingtao.
<b>Wakamatsu (Nihonyusen)</b> .....	14, Honchô Ittyôme, Wakamatu, Hukuoka-ken.
<b>Wuhu</b> .....	Wuhu, China.
<b>Yokohama (Yusen)</b> .....	9, Kaigan-dôri Santyôme, Naka-ku, Yokohama.

Resident Representatives at Berlin and Rome.

## LIST OF PRINCIPAL AGENTS AND SUB-AGENTS

Name of Place	Agents	Telegraphic Address	Postal Address
<b>Amagasaki</b> .....	Amagasaki Tikko Kaisya .....		Amagasaki.
<b>Amoy</b> .....	Tôa Kaiun Kaisya .....		Amoy, China.
<b>Angaur</b> .....	Nanyô Kôhatu Kaisya .....		Angaur, Caroline Islands.
<b>Antô</b> .....	Kokusai Unyu Kaisya .....		Antô, Manchoukuo.
<b>Aomori</b> .....	Nippon Tûun Kaisya .....		Aomori, Japan.
<b>Bangkok</b> .....	Mitubisi Kisen Kaisya .....		Bangkok, Thailand.
<b>Berlin</b> .....	Phs. Van Ommeren (Berlin), G.m.b.H.	Vanommeren	Unter den Linden 24, Berlin, N. W. 7, Germany.
<b>Cebu</b> .....	Daidô Bôeki Kaisya .....	Yusen	P. O. Box 413, Cebu, P. I.
<b>Chefoo</b> .....	Kahoku Unyu Kaisya .....		Chefoo, China.
<b>Davao</b> .....	Ohta Development Co. ....	Ohta	Davao, Mindanao, P. I.
<b>Dusseldorf</b> .....	Rhein-Seebracht, G.m.b.H. ....	Rhesefra	26, Brehmstr., Dusseldorf, Germany.
<b>Emden</b> .....	Frachtkontor, G.m.b.H. ....	Trimming	Emden, Germany.
<b>Esutoru</b> .....	Esutoru Niyaku Kaisya .....		Esutoru, Karahuto, Japan.
<b>Fiume</b> .....	Ditta Ed. Canali fu Camillo .....	Denesmare	Via Bachiavelli No. 1/2, Fiume, Italy.
<b>Genoa</b> .....	Ditta Ed. Canali fu Camillo .....	Eduardus	63 r., Via Dante, Genoa, Italy.
<b>Genzan</b> .....	Tyosen Yusen Kaisya .....		Genzan, Tyôsen, Japan.
<b>Gum</b> .....	Nanyô Kôhatu Kaisya .....		Gum, Mariana Islands.
<b>Gunsan</b> .....	Gunsan Kaiun Kaisya .....		Gunsan, Tyôsen, Japan.
<b>Haiphong</b> .....	Toa Kaiun Kaisya .....	Toakaiun	Haiphong, French Indo-China.
<b>Hakodate</b> .....	Unyu Syôkai .....		19, Hunaba-tyô, Hakodate.
<b>Hakata</b> .....	Nippon Tuun Kaisya .....		Hakata, Japan.
<b>Hamburg</b> .....	Phs. von Ommeren (Hamburg) ....		P. O. Box 691, Adolphsbrücke 9-11, Hamburg, Germany.
<b>Handa</b> .....	Kyôdô Unyu Kaisya .....		Handa, Aiti-ken, Japan.
<b>Hanoi</b> .....	Bureau de Voyages Maritimes au Tonkin .....	Larrive	18, Rue Bargnis Desbordes, Hanoi, Tonkin, French Indo-China.
<b>Hirohata</b> .....	Ue Gumi Gôsi Kaisya .....		Hirohata, Hyôgo-ken, Japan.
<b>Hirosima</b> .....	Hirosima Yusen Gumi .....		Hirosima, Japan.
<b>Honto</b> .....	Honto Unyu Kaisya .....		Honto-mati, Karahuto.
<b>Hunakawa.</b>			Husan, Tyôsen, Japan.
<b>Akita</b> .....	Akita Kowan Unso Kaisya .....		Hunakawakô-mati, Awita-ken.
<b>Husan</b> .....	Tyôsen Yusen Kaisya .....		Husiki, Toyama-ken, Japan.
<b>Husiki</b> .....	Husiki Kôwan Unso Kaisya .....		Jaluit, Marshall Islands.
<b>Jaluit</b> .....	Nanyô Kôhatu Kaisya .....		Kagosima, Japan.
<b>Kagosima</b> .....	Nippon Tûun Kaisya .....		Kamaisi, Iwate-ken, Japan.
<b>Kamaisi</b> .....	Kûribayasi Syosen Kaisya .....		Karatu, Japan.
<b>Karatu</b> .....	Mitubisi Kôkyô Kaisya .....		Keizyô, Tyôsen, Japan.
<b>Keizyô</b> .....	Tyosen Yusen Kaisya .....		Korotô, Manchoukuo.
<b>Korotô</b> .....	Kokusai Unyu Kaisya .....		Sakaigawa-dôri, Kure, Japan.
<b>Kure</b> .....	Iino Kaiun Sangyô Kaisya .....		Kaigan-dôri, Kure, Japan.
<b>Kure</b> .....	Hirosima Yusen Gumi .....		Kusai, Marshall Islands.
<b>Kusai</b> .....	Nanyô Kôhatu Kaisya .....		Kusiro, Hokkaidô, Japan.
<b>Kusiro</b> .....	Kusiro Kaiun Kaisya .....		Kizuyabasi Sagaru, Omiya-dôri, Kyoto, Japan.
<b>Kyôto</b> .....	Nippon Tuun Kaisya .....		Macao, China.
<b>Macao</b> .....	A. A. de Mello .....		Higasi-Maizuru, Japan.
<b>Maizuru</b> .....	Iino Kaiun Sangyô Kaisya .....		Maoka, Karahuto, Japan.
<b>Maoka</b> .....	Maoka Kaisô Kaisya .....		Masan, Tyôsen, Japan.
<b>Masan</b> .....	Tyosen Yusen Kaisya .....		Menado, Celebes.
<b>Menado</b> .....	Nanyô Kôhatu Kaisya .....		Ômuta, Hukuoka-ken, Japan.
<b>Miike</b> .....	Mitui Senpaku Kaisya .....		Misumi-mati, Kumamoto-ken, Japan.
<b>Misumi</b> .....	Nippon Tûun Kaisya .....		Moppo, Tyôsen, Japan.
<b>Moppo</b> .....	Tyosen Yusen Kaisya .....		Muroran, Hokkaido, Japan.
<b>Muroran</b> .....	Kuribayasi Syôkai .....		Nagasaki, Japan.
<b>Nagasaki</b> .....	Tôa Kaiun Kaisya .....		Nanao, Isikawa-ken.
<b>Nanao</b> .....	Nanao Kowan Unso Kaisya .....		Nemuro, Hokkaidô, Japan.
<b>Nemuro</b> .....	Nemuro Kaiun Kaisya .....		Niigata, Japan.
<b>Niigata</b> .....	Hama Syokai .....		Niihama, Ehime-ken.
<b>Niihama</b> .....	Morizane Gumi .....		

Name of Place	Agents	Geographic Address	Postal Address
Onomiti	Tunekiti Konisi (Konisi Kaisōten)		Onomiti, Japan.
Ōtomari	Ōtomari Hutō Kaisya		Ōtomari, Karahuto, Japan.
Ponape	Nanyō Kōhatu Kaisya		Ponape, Marshall Islands.
Rasin	Kokusai Unyu Kaisya		Rasin, Tyōsen, Japan.
Reisui	Tyōsen Unso Kaisya		Reisui, Tyōsen, Japan.
Rome	Ditta Ed Canali fu Camillo		28, Via Oslavia, Rome, Italy.
Rota	Nanyō Kōhatu Kaisya		Rota, Marshall Islands.
Saipan	Nanyō Kōhatu Kaisya		Saipan, Mariana Islands.
Sakaide	Sakaide Yōsen Gumi		Sakaide, Kagawa-ken, Japan.
Saseho	Kawazoe Syōkai		Saseho, Japan.
Seisin	Tyosen Yusen Kaisya		Seisin, Tyōsen, Japan.
Simizu	Suzuyo Syōten		Simizu, Japan.
Simonoseki	Nippon Tūun Kaisya		Kannonzaki-tyō, Simonoseki, Japan.
Siogama	Sanriku Unyu Kaisya		Siogama, Miyagi-ken, Japan.
Susaki	Nippon Tūun Kaisya		Susaki, Kōti-ken, Japan.
Tinian	Nanyō Kōhatu Kaisya		Tinian, Mariana Islands.
Tinnai	Tinnai Kairiku Unyu Kaisya		Tinnai-machi, Karahuto.
Tinnanpo	Tyosen Yusen Kaisya		Tinnanpo, Tyōsen, Japan.
Tokuyama	Iino Kaiun Sangyō Kaisya		Tokuyama, Japan.
Tomarioru	Tomarioru Unyu Kaisya		Tomarioru-mati, Karahuto.
Tongku	Tōa Kaiun Kaisya		Tongku, China.
Truk	Nanyō Kōhatu Kaisya		Truk, Caroline Islands.
Uno	Sigemasa Gumi		Uno, Japan.
Vladivostok	Syōsen Gumi		P. O. Box 200, Vladivostok, Siberia.
Wei-hai-wei	Kahoku Unyu Kaisya		Wei-hai-wei, China.
Woleai	Nanyō Kōhatu Kaisya		Woleai, Caroline Islands.
Yap	Nanyō Kōhatu Kaisya		Yap, Caroline Islands.
Yokkaiti	Kawanisi Soko Kaisya		Yokkaiti, Japan.
Yokosuka	Wakimoto Gumi		Yokosuka, Japan.
Yūki	Kokusai Unyu Kaisya		Yūki, Tyōsen, Japan.
Zinsen	Tyosen Yusen Kaisya		Zinsen, Tyōsen, Japan.
Zyōsin	Tyosen Yusen Kaisya		Zyōsin, Tyōsen, Japan.



**Situation & Area:** The Japanese Empire, lying along the eastern coast of the Continent of Asia diagonally for some 4,800 kilometers, from the sub-arctic waters in the north to the tropical seas of the south, occupies the area between Latitude 7° and 50° 55' 18" north and Longitudes 111° 30' and 156° 30' 48" east. It consists of Honshu (Main Island), Kyushu, Shikoku, Hokkaido, Taiwan (Formosa), southern half of Karafuto (Saghalien), and the Peninsula of Chosen (Korea), together with an innumerable number of smaller islands, covering an area of 675,400.78 square kilometers. The first four islands are referred to as Japan Proper. There are, also, under Japanese Rule, the leased territory of Kwantung Province and the Mandated Islands of the South Seas.

The Empire is characterized by its generally mountainous and volcanic topography, with countless rivers and lakes which have given Japan world-wide fame for their intrinsically beautiful landscapes. The most conspicuous mountain ranges are, in the west and south, two branches of the Kwenlun system of China, of which the Chugoku range traverses Kyushu and finds its way into the middle part of Honshu, while the other coming from Shikoku also enters the middle of Honshu. In the north there is the Karafuto system which forms the ridges in Hokkaido and northern Honshu. These ranges meet in the central part of Honshu producing upheavals popularly known among mountaineers as the Japan Alps and prominent peaks such as the majestic Fujiyama, known for its symmetrical beauty. Many volcanoes which are now mostly dormant or extinct are found in these ranges.

Due to the insular position and complicated topography of the Empire, rivers are comparatively short and of rapid current. They are not navigable for large sea-going vessels, but owing to frequent rainfalls they are particularly adaptable for irrigation and hydraulic power generation purposes. There are many lakes, most of them small in size, which add much to the scenic beauty of the Island Empire. Lake Biwa, located in the central part of Honshu, is the largest in the country.

**Climate:** Japan extends over many degrees of latitude, from the Chishima Islands in the north to Taiwan in the south, and in consequence, there is a great variety of climate and temperature. The central part of the country, covering Honshu, Shikoku and Kyushu, lies, however, within the temperate zone and has an average temperature ranging from 16.7° C. at the southern end to 9.3° C. at the northern extremity.

Owing to its location on the Pacific, Japan has a relatively higher humidity and a heavier rainfall than is found over continental areas. Precipitation is greater as a rule in the southwestern parts of the country than in the north-eastern, and in the summer, there is a larger rainfall on the Pacific seaboard than on the Japan Sea side of the country, the reverse being the case in winter. The rainy season (Tsuyu or Bai-u), which is welcomed by the farmers as a fitting time for rice-planting, sets in about the middle of June and lasts three or four weeks.

Northern Japan is covered with snow for two or three months in the winter, the fall being heavier on the west coast than on the east. In the southern parts of the country, however, snowstorms are a rarity, and when snow falls, it seldom lies on the ground for more than a day or so.

**Population:** The population of the whole Empire of Japan as indicated by the 1940 census was 105,226,101, an increase of 5,528,546 during the five-year period since 1935 and 12,830,060 during the ten-year period since 1930. Japan Proper, according to the same census, has 73,114,308, as compared with 69,254,148 in 1935; Chosen, 24,326,327 (22,899,038); Taiwan, 5,872,084 (5,212,426); Karafuto, 414,891 (331,943); Kwantung Province, 1,367,334 (1,134,081); and the South Sea Islands, 131,157 (102,537).

**Administration:** Japan is a constitutional monarchy, His Majesty the Emperor ruling from an unbroken line of ancestors since the first Emperor Jimmu (660 B.C.). In 1940, the 2,600th Anniversary of the Founding of the Japanese Empire was celebrated. The Con-



stitution was voluntarily granted by the generous and farsighted Emperor Meiji on February 11th, 1889, and the first session of the Imperial Diet was held in the following year. The representatives of the people in the Imperial Diet participate in the ruling of the State, but have no sovereign power, which belongs entirely to the Throne and all power is exercised in His name only. The Japanese Reigning House is the oldest in the world and, in stability and historical continuity, the Japanese monarchy is unique in history.

The Imperial Diet consists of the House of Peers (composed of 410 members in August, 1940) and the House of Representatives of 466 members, elected for 4 years by universal adult male suffrage.

The Emperor exercises the whole of the executive powers with the advice and assistance of the Cabinet Ministers, and with the help of the Privy Council on important matters of State. The highest central administrative organ is the Cabinet headed by the Prime Minister, who is appointed by the Throne, and is constituted by Ministers of State who are, at the same time, chiefs of the twelve departments which comprise the government structure. These departments are Foreign Affairs, Home Affairs, Finance, War, Navy, Justice, Education, Agriculture and Commerce, Munitions, Transportation and Communications, Welfare, and Greater East Asiatic Affairs. Of these departments, the Ministry of Agriculture and Commerce was created in November, 1943, by combining the Ministry of Agriculture and Forestry with a part of the Ministry of Commerce and Industry; the Ministry of Transportation and Communications by combining the Ministries of Railways and Communications; and the Ministry of Munitions which is constituted primarily by a part of the former Ministry of Commerce and Industry devoted to wartime industries. These changes were made to strengthen the administrative structure of the Government in order more effectively to prosecute the war. The Ministry of Greater East Asiatic Affairs was created in November, 1942, by combining the functions of the Department of Overseas Affairs, the China Affairs Board, and the Manchuria Affairs Board which were then dissolved, and a few of the functions of the Department of Foreign Affairs, the purpose being to facilitate reconstruction work in Greater East Asia as well as to promote co-operative and co-ordinated efforts among the component members of this region.

For purposes of local administration, Japan Proper is divided into 47 prefectures, more

precisely, 1 "do" (Hokkaido), 2 "fu" (Osaka-fu and Kyoto-fu), 1 "to" (Tokyo-to, created on July 1, 1943, by combining the administrative functions of Tokyo Prefecture and Tokyo City), and 43 "ken." Each prefecture is a self-governing body and is presided over by a prefectural governor appointed by the Central Government.

All cities with a population of over 30,000 have their own municipal government, and towns and villages have similar systems, on a small scale. Chosen, Taiwan and Karafuto (southern Saghalien) are under Colonial Administration, together with the leased territory of the Kwantung Province and the Mandated Islands in the South Seas.

**Religion:** There are in Japan three principal religions, Shintoism, Buddhism, and Christianity, of which the latter two are of alien origin while the first is a native religion. The State treats these three religions with equal tolerance and perfect fairness, strictly in conformity with the Constitution which guarantees absolute freedom of faith.

**Shintoism** (the Way of the Gods), the indigenous cult of Japan that has existed from time immemorial, is essentially a system of nature-worship and ancestor-worship, with special application to the rites and ceremonies performed to pay homage to the Imperial ancestors among whom stands foremost the Sun-Goddess, the Great Ancestress of the Imperial House, whose line has extended unbroken for thousands of years to the present day, and to the spirit of warriors of worthy deeds and loyal subjects of renowned service. Present-day Shinto is of two types: namely, the official or national cult, which is represented by the shrines, and the cults of the Shinto sects, which are placed on the same footing as other religious bodies. The number of shrines which belong to the official cult was 110,439 in 1937, and that of the adherents of the Shinto sects, 13 in all, totaled 17,317,276.

**Buddhism** first entered Japan via Chosen in the sixth century when the King of Chosen presented Sutras (scriptures) and images of Buddha to the Imperial Court. It was only after half a century that the Buddhist religion obtained a firm footing at the Court and in the country. Not only did Buddhism become the religion of the Court, but a code was issued and the national administration was organized on the basis of Buddhist teachings. Many of the most celebrated temples and monasteries date from this time.

Buddhism gained popularity among the

people as it appealed to the deepest instincts of the human heart. The Buddhism brought over to Japan was a developed form of the Northern Chinese. At first there were no sects, but many appeared as the religion developed. It was Chinese in its main features for a long time, the influence of the national genius having affected it but little. During the five centuries between 794 and 1185, owing to the efforts of two great priests, Dengyo-Daishi, the founder of the Tendai sect, and Kobo-Daishi, the founder of the Shingon sect, the strong dual aspect of Buddhism was developed. Since then many sects arose. At present there are 12 sects of Buddhism, the number of temples being 7,241 in 1937, and that of adherents, 42,268,430.

**Christianity** dates from the landing of St. Francis Xavier in 1549, and till 1637, when the Shimabara rebellion was suppressed, it had gained great influence among the military commanders in Kyushu. For more than two centuries thenceforward Christianity was forbidden under penalty of severe punishment till the country was thrown open to foreign intercourse about the middle of the 19th century. There are some twenty-four Christian sects in Japan, whose members are estimated at 334,898, of which the larger sects are those of the Roman Catholics, Presbyterians, Episcopalians, Methodists, and Congregationalists.

**Education:** The modern educational system was established in 1872, when elementary education was made compulsory. All school education in Japan is controlled by the Government, being partly entrusted to local public bodies such as the prefectural councils, towns and villages. There are more than 26,000 schools of various kinds and grades, which are attended every year by over 14,000,000 pupils.

The term of compulsory education was 6 years but with the establishment of the National School System in 1941, it was extended to 8 years. The entire term of the national school is divided into two courses, primary and higher, the former extending to six and the latter to two years. National schools connect with middle or secondary schools at the end of the sixth year, there being no change in this respect. The difference lies in the fact that hitherto the primary course of 6 years alone was the term of compulsory education, whereas the higher course of 2 years as well has now been included in it through the present reform. This means that the original ideal with which Japan's elementary education system was first established has come to be realized in full

after the lapse of three-quarters of a century.

Since its establishment, elementary education in Japan has attained remarkable development. Boys and girls who have attained full six years must, under any circumstances, enter a primary school. The rate of primary school attendance at present is as high as 99.58 per cent. The number of pupils is 11,560,000, for which there are 258,000 teachers. The ratio between the teachers and the school children is 1 to 44.

There are about 18,000 secondary schools, in which are included middle schools for boys, girls' high schools, business schools and business continuation schools. The number of middle schools is 555, the object of which is to give a five-year course in such subjects as ethics, Japanese language and literature, Chinese classics, foreign languages, history, geography, mathematics, natural history, physics, and chemistry, law and economics technical studies, drawing, singing, and gymnastics. The girls' high schools, corresponding to boys' middle schools, have a four or five-year course. There are 970 girls' high schools. There are 32 higher schools where courses of three to seven years are given preparatory to the university course.

There are 45 universities, State, public and private, of which the Tokyo Imperial University (founded in 1886) is the oldest. Keio Waseda and Meiji are best known among the private universities.

Among many vocational schools of high grade are 18 technological, 11 agricultural, 11 commercial, and 2 merchant marine schools, where advanced courses are given in their respective subjects for the graduates of secondary schools. There are 102 normal schools and 4 higher normal schools for men and women, and 5 institutes for training teachers. In addition there are 78 schools for the blind, 62 schools for the deaf and dumb, and 1,912 miscellaneous schools.

**Justice:** The Japanese Courts of Justice consist of Local Courts, District Courts, Courts of Appeal and the Supreme Court. The Local Courts are held by a single judge; District Courts and Courts of Appeal are collegiate courts, divided into several divisions, each consisting of three judges; the Supreme Court is also a collegiate court, divided into divisions, in each of which five judges sit. In addition to these ordinary courts, there is the Court of Administration to deal with actions regarding individual rights encroached upon by all illegal administrative dispositions. All proceed-

ings are oral unless otherwise provided for by the law. An appeal against a judgment rendered in the 1st instance by a District Court to a Local Court must be lodged within one month from the service of the judgment. The Jury System Law, enacted in 1923, was enforced on October 1, 1928. The special feature of the Japanese Jury System is that it does not authorize inquiry into crimes, its function being only to decide whether the accused is guilty or not, so that its decision has no binding power on the opinions of the judges as is the case with the Occidental system.

**Transportation & Communications:** Railways were introduced into Japan in 1872, when a line between Tokyo and Yokohama was opened to traffic. Ever since that time the railway system has made such rapid strides that the lines run lengthwise and crosswise throughout the whole country, every important part of Japan being conveniently accessible. At present, the total length of the State Railways open to traffic is approximately 18,000 kilometers, and the length of local railways, about 7,000 kilometers. A considerable portion of all the railways in Japan is electrified.

Some of the notable features of Japanese railways are, firstly, its ownership and management by the State. The nationalization of the railways was effected in 1907, the Government acquiring all the railway lines with the exception of feeders and lines of local importance. Secondly, the number of freight vans is smaller than that of passenger coaches as unique facilities are offered by water transportation. Thirdly, due to the rolling characteristics of the country which permit comparatively a small number of vehicles to be attached to a train, the number of locomotives is very large for that of other vehicles. The use of the railway service is very popular and a large number of passengers undertake short journeys, resulting in larger revenue in fare receipts than freight receipts. The Japanese railways are known throughout the world for the punctuality of their services.

The first submarine tunnel to be bored in Japan, the Kwanmon Tunnel, connecting Shimonoseki on Honshu and Moji on Kyushu, was started in 1936 and completed early in 1941. Tracks were subsequently laid and it was opened for freight and passenger services in 1942.

Japan ranks among the foremost shipowning nations in the world. Being an insular country, Japan depends, to a large degree, on her mercantile tonnage. Vessels of the Nippon Yusen Kaisya, Osaka Shosen Kaisha, Yamashita Steam-

ship Company, Dairen Steamship Company, Mitsui & Company, Kawasaki Kisen Kaisha, Toa Kaiun K.K., Nanyo Kaiun K.K., and others are contributing greatly toward the country's cause.

Introduced in the early years of Meiji, the postal system has seen phenomenal growth, becoming an institution comparable to the postal service of any other country. The telegraph, telephone and radio services have attained the highest occidental standards. The radiophone service connects several important cities in China, Manchoukuo and Europe with Japan.

Air traffic was inaugurated some ten years ago. With the opening of an air-mail service between Japan and Chosen in 1929, rapid expansion in the field of aviation has taken place. Today an increasing number of passenger air services are maintained by the Dai-Nippon Airways and two other companies. The routes of which, in combination with Manchurian Airway and Central China Airway Lines, touching at large cities over the wide expanse of East Asia.

**Principal Cities:** Tokyo Metropolis is the largest city with a population of 7,354,971 at the census of October 1, 1940, followed by Osaka with 3,252,340; Nagoya, 1,328,084; Kyoto, 1,089,726; Yokohama, 968,091; and Kobe, 967,234. A total of 37 cities have each a population exceeding 100,000. Hiroshima has 343,968 and Kawasaki, 300,777, followed by Nagasaki, Saseho, Shizuoka, Sendai, Kure, Sapporo, Hakodate, each with more than 200,000, and Yokosuka, Himeji, Amagasaki, Nishinomiva, Niigata, Toyohashi, Hamamatsu, Kofu, Gifu, Kanazawa, Toyama, Okayama, Shimonoseki, Ube, Wakayama, Tokushima, Takamatsu, Matsuyama, Kochi, Kumamoto, Kagoshima, Otaru and Muroran, each with more than 100,000 but less than 200,000.

**Currency:** The unit of value is the yen (0.75 gram of pure gold). The pieces coined are: gold coins (5, 10, 20 yen), silver coins (50 sen), nickel coins (5, 10 sen), and copper coin (1 sen). To meet the increasing requirements of subsidiary coins, an emergency law was promulgated in June, 1938. It consists of subsidiary coins of (aluminium and copper) 10-sen, 5-sen and 1-sen, and of paper notes of a small denomination of 50-sen. A yen equals 100 sen and a sen, 10 rin. The notes of the Bank of Japan are legal tender to any extent, of which in common use are the following denominations, 1, 5, 10 and 100 yen. The total amount of notes in circulation at the end

of 1939 was ¥3,679,030,531.

**Weights and Measures:** Those in official use are the Metric System but the old standards, too long in general use to be discarded at once, are as follows: 1 kin (160 momme)=1.322 lbs.; 1 kwan (1,000 momme)=8.267 lbs.; 1 shaku

(10 sun)=11.930 inches; 1 ken (6 shaku)=5.965 feet; 1 cho (60 ken)=0.0678 mile; 1 ri (36 cho)=2.44 miles; 1 tsubo=3.954 sq. yds.; 1 chobu=2.45 acres; 1 koku (10 to or 100 sho)=39.725 gallons.

## Principal Productions and Industries

To cope with the ever-changing international situation, the Japanese Government adopted a policy of devoting strenuous efforts in exploiting natural resources and at the same time, in expanding the production capacity.

On the first day of the prefectural economic chiefs' conference held in the early part of 1941, the Commerce Minister emphasized the need of increasing the production of iron, steel and coal, and solicited the co-operation of the public toward this end. Four months later, during a regular Cabinet session, an increase in the output of vital materials was again stressed and a close collaboration was vouched among the Commerce & Industry, Communications and Welfare Ministries. As a result, many expeditions were sent to the Chinese continent, Chishima Islands and elsewhere to exploit various new mineral resources.

**AGRICULTURE:** Japan Proper has a total area of 382,560 square kilometers, representing little over half that of the whole Empire. The arable land of Japan Proper, all of which is intensively cultivated, totals 59,409 square kilometers (14,680,557 acres), classified approximately as follows: paddy (rice) field, 31,924 square kilometers (7,888,894, acres); upland (which also includes land on which rice is grown), 27,485 square kilometers (6,791,711 acres). Thus it will be noted that only about 15 per cent of the total area of Japan Proper is arable land. The balance of 85 per cent consists of city, town and village areas, mountains, lakes, rivers, forest and wasteland. The cultivated areas are cut up into comparatively small farms. The nature and manner of cultivation of the principal crops, rice, and mulberry leaves for silkworm feeding, require hand-work almost wholly so that little modern labor-saving machinery can be utilized. On the uplands, where wheat, barley, etc. are grown, the individual holdings are so small that the farmer is not justified in going to the expense of machinery. In Japan, therefore, agriculture is generally carried on by age-old methods. In Hokkaido, where some of the farms are larger than those of the mainland, modern appliances are used to a greater extent

in the cultivation of crops.

**Rice** is the Japanese staple crop, a sufficient quantity of which is raised to supply the home demand. Every available patch of arable lowland suited to irrigation, and all uplands that can be irrigated, are planted with rice. The crop in Japan Proper in 1942 was 66,776,000 koku.

In 1939, the rice crop in Japan Proper was 68,997,000 koku, an increase of 4.7 per cent over the previous year's figure, but a slight decrease was recorded for 1940 and 1941. However, in 1942, an increase of at least 20 per cent has become definite, thus stabilizing the food-stuff problem under wartime condition. The rice crop in Chosen totaled 14,356,000 koku in 1939, but since there is plenty of room left for an increase, plans are being drafted for boosting the annual yield.

Barley, wheat, beans and other field staples are the principal crops of the upland farms. Some of these are cultivated extensively as a second crop after rice.

**Sericulture:** Japan is the largest silk producing country in the world accounting for about 80 per cent of total world output. The value of cocoons made up 8.9 per cent of the total value of Japanese agricultural products in 1938, and 33 per cent of the agrarian households is connected with the sericultural industry.

The phenomenal growth of the sericultural industry in the last fifty years has been due mainly to the existence of a strong foreign demand. From 70 to 85 per cent of the raw silk produced in the country is supplied to the world markets, but in 1938 this ratio fell to 66 per cent, with subsequent falls after the outbreak of the War of Greater East Asia.

The number of cocoon-raising households in Japan, which stood at 1,670,000 in 1915, gradually increased until it exceeded 2,217,000 in 1929, which bore a percentage of 40 to the total number of agricultural families. The number of households engaged in cocoon-raising in 1942 was 1,426,000.

The production of raw silk has increased five-fold between 1905 and 1934. Total output exceeded 12 million kwan in the latter year,

but fell to 11.5 million kwan in 1938. The output of cocoons during 1939 totaled 90,813,000 kwan, an increase of 20.7 per cent compared with the previous year, and the highest figure since 1933. The 1939 cocoon crop was valued at ¥882,918,000, a record figure and an increase of 155 per cent over 1938. Raw silk is the principal export of Japan. It constituted about 21 per cent of the total amount of the country's exports in 1937, and aggregated ¥467,118,000 in value.

**Tea:** The quantity of tea grown and the quantity exported do not vary greatly from year to year. The principal centers of the green tea grown for export are the prefectures of Shizuoka and Miye. Kyoto Prefecture produces tea for domestic consumption. The Uji district, south of Kyoto, has long been known in home markets for its production of choice tea of that distinctive flavor so popular among Japanese. The results of recent laboratory tests show that Japanese green tea contains the valuable Vitamin C which is not found in black tea.

**Stock-farming:** Owing to the absence of good pastures due to unsuitable climatic conditions and, moreover, to the abundance of fish, stock-farming had not thrived in Japan. In recent years, however, the increasing demand for meat, milk and butter, has given an impetus to this industry, especially to dairy-farming, which is making a rapid headway. Shipments of dairy products, mainly cheese, butter and milk products, have been showing remarkable increases during the past few years. The total milk output has increased by over 300 per cent during the past two decades, and the chief butter producing districts are in Hokkaido and the northeastern part of the mainland.

**Fruit Growing:** It has made remarkable progress in recent years. Most fruits produced in Japan are of excellent flavor and consist of melon, strawberry, loquat, fig, cherry, peach, pear, apple, persimmon, banana, Japanese mandarin and navel oranges, watermelon, grapes.

**Mining:** Mining is an ancient industry of Japan but apart from copper, deposits are not extensive. In February, 1941, however, a rich iron deposit was found in Hainan Island. Mining engineers were dispatched immediately and following numerous surveys and experiments in concert with the mineralogists from the Tokyo Imperial University, it was ascertained that the deposit here is no less than 400 million tons, by far, the richest in the whole of East Asia.

Most of the gold and silver produced in the country is found in Kyushu, and copper, in the mainland and Shikoku. The most valuable

mineral products of Japan are coal, copper, petroleum, etc.

Coal found in Japan are bituminous and lignite and are of tertiary formation. The Kyushu and Hokkaido deposits are the most extensive and valuable. The imports mainly from Manchoukuo, China, and French Indo-China, totaled over four million tons.

Japan was at one time the second largest copper-producing country in the world, but depression following the World War curtailed the production. The total amount of copper produced in Japan in 1936 was 79,000 tons. The petroleum deposits are located in several prefectures. The output of crude oil in Japan is far from sufficient and a great deal is imported.

**Fisheries:** Surrounded by seas and favored with good fishing grounds and a strong domestic demand for aquatic products, Japan ranks first as a fishing country in the world. In the volume as well as in the value of catches she stands far ahead of her nearest rivals. Aquatic products command a dominant role in the fare of the Japanese people and take a similar position as that of pastoral products in some of the western countries. With the adoption of modern fishing implements and crafts, the industry has greatly increased its area of operation and for many years past, her vessels have been actively engaged not only in the near-seas but in the eastern Pacific, the South Seas and in the Antarctic.

The value of catches of late has become second to that of agricultural output. In the fiscal year ended March, 1940, the total catches in Japan Proper were valued at approximately ¥1,186,365,000. Of this amount, over 60 per cent was represented by coastwise fishery. It is estimated, the total value of annual catches has trebled in the last decade and a half, while volume has nearly doubled.

The principal kinds of fish and shell-fish that are used as articles of food are, for the whole of the country, tunny, flat-fish, yellow-tail, etc. For the central and southern districts, bonito, sardine, mackerel, tunny, oyster, clam, prawn, lobster, etc., and in the northern districts, herring, cod, salmon, crab, etc. Marine products for export have good market in China where dried cuttle-fish, shark's fins, etc., are much in demand. Canned salmon, trout, sardine, tunny, crab, prawns, preserved cod and mackerel, fish oil, potassium iodine from seaweed, etc., are the products for other markets.

The total value of marine products in 1940 amounted to over ¥1,186 million, of which ¥488

million accounted for coastal fishing; ¥46 million for aquaculture; ¥211 million for open-sea fishing; ¥6 million for Antarctic whaling; ¥10 million for floating salmon canneries operating near the coast of Kamchatka and in the Bering Sea and ¥11 million for floating crab canneries operating in the northern waters and in the Bering Sea. Of the coastal fishery products, fresh fish ranked foremost with an aggregate value of ¥180 million; followed by crustaceans and mollusca valued at ¥31 million; seaweeds at ¥15 million; shell-fishes at nearly ¥11 million.

**Salt** produced in Japan Proper is extracted almost entirely from the brine and refined by means of artificial heating, though in Taiwan and Kwantung the solar heating system prevails. The districts bordering the Inland Sea are the center of production. Her demand for industrial salt is about twice that of edible salt and this requirement is met by imports. Plans are made to increase salt production in Manchoukuo and North China to meet the Japanese demand. The salt production in Japan, which totaled 981,142,000 kin in 1940, is placed under Government monopoly.

**Forestry:** Unlike those of the Asiatic Continent, most of the mountains in Japan Proper are thickly wooded due to the abundant rainfall. The wooded areas add greatly to the attractiveness of Japan's natural scenery. The most extensive wooded districts are in Hokkaido, in Akita Prefecture, near Kiso, in Nara, Wakayama and Miyazaki Prefectures, and on the Japan Sea slope of the northeast part of the mainland.

**Paper Manufacture:** The pulp manufacturing industry has expanded with phenomenal activity owing to the sudden increase in demand for wood pulp of late years as a result of the great development in paper, rayon, cellophane and staple fiber industries. The total value of paper output in 1935 was ¥225,000,000, of which printing paper accounted for ¥90,000,000. As for the Japanese Paper, hanshi was valued at ¥7,000,000 and mino-gami at nearly ¥2,000,000.

**Manufacturing Industry:** From the standpoint of the value of production, the manufacturing industry accounted for approximately 70 per cent of the value of output from all industries or nearly ¥20,000 million. The industry has expanded rapidly and the value of production almost trebled in the decade prior to 1937. In the relative importance of the manufacturing enterprises among all industries in production value, the share of the former soared from 59

per cent to 90 per cent in the corresponding period.

The metallic industry comes first in the value of production. The returns of the Department of Commerce and Industry for 1938 show that it accounted for 23.8 per cent of the total production of all manufacturing pursuits, followed by the textile industry with 20.3 per cent, the machine and tool industry with 19.4 per cent and the chemical industry with 17.6 per cent. Among other important industries are included ceramic, lumbering and wood working, printing and bookbinding, provisions, gas and electric etc.

**Textile Industry:** The textile industry commands a unique position in the manufacturing industries of Japan. From the viewpoint of the number of factories, scale of employment and value of exports, it continues to hold first rank. The highly skilled labor, efficient and up-to-date equipment and propinquity to markets are the factors which contributed in no small way to the success of this industry.

Of the total output of yarn in 1936, more than 70 per cent was sold for home consumption. In the foreign trade, India took about half of the total value or over ¥18 million. But of the exports of cotton textiles amounting to nearly ¥500 million, India led the others by purchasing over ¥72 million. The largest cotton mills are in Osaka, the industrial center of Japan. Silk spinning is also an important industry. The leading districts for the production of silk goods, crepe de chine, and habutae are in Kyoto, Shiga, Fukui and Ishikawa prefectures.

Remarkable has been the development of the rayon industry in Japan. In 1928 the output of yarn was only 4.5 per cent of the world's total, in 1937 it represented over 28 per cent. This outstanding growth is due to technical improvements and to a strong foreign demand.

**Electricity:** Being a mountainous country, Japan has ample waterpower everywhere, much of it in volume capable of utilizing for generating electricity. The annual report of the Electric Bureau of the Communications Department states that there were in use over 42 million electric lights, over 6 thousand kilometers of electric railways and tramways. Foreign visitors to Japan are surprised to find that even the small fishing hamlets are supplied with electricity, both on the streets and in the homes. The first hydro-electric power plant in Japan was established in 1891. The first steam power-plant was placed in operation in 1887, in Tokyo. Electric trams are in operation in the principal cities and towns, in many of

the large villages, and in and around many noted resorts. Several sections of the Government Railways have also been electrified. So rapid has been the development of the electrical industry that it commands the largest capital investment in industrial circles.

**Rubber Industry.** This is a new industry in Japan, but now that vast rubber plantations in the Southern Regions are accessible, epochal developments are foreseen.

**Fertilizers:** The fertilizers used in Japan may be roughly divided into two kinds, namely, natural or self-supplying fertilizers and artificial or commercial fertilizers. The former are such as green manure, night soil, etc. The latter comprise fish-waste, oil-cake, chemical fertilizers. Owing to an increase in the demand

for fertilizer accompanying the progress of agriculture and the development of the chemical industry, the production of chemical fertilizers has of late greatly increased.

**Artistic Industry:** Japanese high-grade porcelain, lacquer and bamboo wares, silk and embroideries, kimono, brocades, cloisonné, damascene, etc., distinctive in their characteristic designs and superior quality, are known throughout the world. The most artistic fine-art products in lacquer are made in Kyoto, Ishikawa, Shizuoka and Wakayama Prefectures; porcelain, cloisonné, etc., in Kyoto, Saga, Gifu and Aichi prefectures; silks and embroideries in Kyoto, Fukui, Ishikawa and Aichi Prefectures.

### Foreign Trade

Following the outbreak of the China Affair, Japan placed priority in securing as much foreign exchange as possible, but the outbreak of war in Europe marked a turning point in the country's trade policy. In May, 1941, the Trade Control Ordinance was promulgated to carry out a planned trade and to ensure, at the same time, the import of necessary materials.

Meanwhile, in order to regulate the Empire's trade with the Southern Regions, the Commerce & Industry Ministry promulgated on December 29, 1940, the South Seas Trade Adjustment Ordinance. In accordance with the stipulations contained therein, purchasing companies or associations for respective commodities as well as the trading districts were designated, thus enforcing a control over the foreign trade of Japan with countries in the Co-Prosperty Sphere. (Unit: ¥1,000).

EXPORT			IMPORT		
Month	1940	Gain or Loss over 1939	Month	1940	Gain or Loss over 1939
January	236,425	+ 59,562	January	279,754	+ 64,875
February	314,409	+ 84,280	February	331,874	+ 70,818
March	368,079	+ 84,274	March	379,847	+ 97,999
April	352,743	+ 102,643	April	296,812	+ 57,901
May	403,803	+ 58,100	May	300,601	- 9,516
June	344,655	+ 15,833	June	267,585	- 16,420
July	359,168	+ 14,115	July	281,943	+ 18,067
August	317,255	- 59,836	August	286,386	+ 40,099
September	277,202	- 105,754	September	281,614	+ 62,451
October	316,567	- 35,184	October	314,734	+ 67,722
November	330,580	- 57,984	November	308,128	+ 79,415
December	351,546	- 118,571	December	397,784	+ 48,163
Total	3,972,400	+ 39,480	Total	3,709,035	+ 581,574

On February 17, 1941, the Government submitted trade returns to a Committee deliberating a revision bill for the Foreign Exchange Control Law. It showed that the total trade of Japan during 1940 amounted to ¥3,972,400,000 in exports and ¥3,709,035,000 in imports, an increase of ¥39,480,000 or 1 per cent and ¥561,574,000 or 18.6 per cent respectively as compared with the previous year.

In the export trade, although a gain of 1 per cent is recorded as a whole, this was due solely to an increase in the early part of the year as exports after August indicated a decline. In the field of import, the figure, reflecting a rise in the import of war materials, showed an increase every month with the exception of May and June.

The following table shows the amount of trade during the 12 months beginning January, 1940, and a comparison with the previous year. (Unit: ¥1,000).



Tokyo, the seat of the Government of the Japanese Empire, claims the distinction of being the largest city in the world, following the merger of the former City of Tokyo and Tokyo Prefecture and the consequent creation of Tokyo-to (Tokyo Metropolis) on July 1, 1943. Situated on the shores of Tokyo Bay about a half an hour's distance northeast of the port city of Yokohama, Tokyo-to has an estimated population of fully 8,000,000 and covers an area of 2,144.8 square kilometers. The official population of the former city in 1940 was 6,778,804.

Back in the fifteenth century, Yedo, the name given to the sprawling village surrounding which the great metropolis of today is built, attracted the eyes of a feudal lord, Ota Dokwan, who gave a decided impetus to its growth by building there the first Castle of Yedo in 1457. Perceiving the remarkable possibilities of this thriving little town, Tokugawa Iyeyasu, first of the Tokugawa Shoguns who were to rule this Island Empire for almost three centuries, chose Yedo as the seat of his administration in 1590. Under his rule the town leaped into life, and from then on, right through the restoration of the Emperor Meiji until the present day, the history of the growth of Tokyo is one of almost unbelievable speed and prosperity, and it has by no means stopped expanding.

But this remarkable development from swamp to modern city was far from free of interruptions, trials and discouragements. Like all other cities in Asia, earthquakes, fires and floods have taken their toll of life and property. However, each great catastrophe was not without its advantages, for over the devastated areas arose wide paved streets and magnificent modern buildings of steel and concrete.

It was during the Taisho Era that Tokyo received its severest cataclysmic blow when the Great Earthquake of 1923, followed by its disastrous fire, reduced to shambles half of Tokyo. Reconstruction work of unparalleled magnitude and aspirations started immediately, involving billions of yen and calling forth every ounce of energy, courage, and perseverance through a period of seven years. Modern structures of moderate height and durable material appeared as a challenge to further re-

verses, straight wide streets replaced the narrow tortuous roads, and a new metropolis emerged from the chaos.

Reconstruction, however, did not embrace the entire capital, so today Tokyo is a bewildering maze of the old and new, of the East and West. Straight brick streets run unexpectedly into unpaved, twisting roads, and steel buildings tower over humble tile-roofed dwellings; smart Western dress mingle with gay picturesque kimonos, and quaint jinrikisha weave in and out of speeding cars and trams.

The city has numerous parks and gardens, both old and new, like still pools in a bubbling stream of restless humanity. In these retreats, nature is decked in riotous colors and humorous forms, and here the people flock to seek refuge from the strife of city life. Nature has also pushed her way into the heart of the business district by bordering the streets with shady plane-trees and graceful willows. Spanning rivers and canals that meander through the city, bridges grow in number and magnificence, about five hundred of the newer ones being constructed especially to minimize casualties during earthquakes and fires.

Well equipped schools, colleges, and universities as well as libraries, museums, and countless other educational institutions have made Tokyo the leading educational center in East Asia. Educational institutions number over 1,263 with more than 1,100,000 students enrolled, of whom about 800,000 are primary school children. These children study in the best surroundings with magnificent modern equipment. The highly organized teaching system of the primary schools has won international reputation, attracting teachers and educational leaders from distance shores.

The ultra-modern transportation system of Tokyo would vie with that of any other metropolis. Owing to the concentration of populace in the capital, transportation facilities have undergone remarkable developments both in speed and expansion. Today an intricate and efficient network of Government electric railways and subways, private suburban railways, street cars, trams, and buses carry Tokyo's busy throngs and curious tourists back and forth. Trains from every corner of the Empire, with special facilities to and from Yokohama, con-

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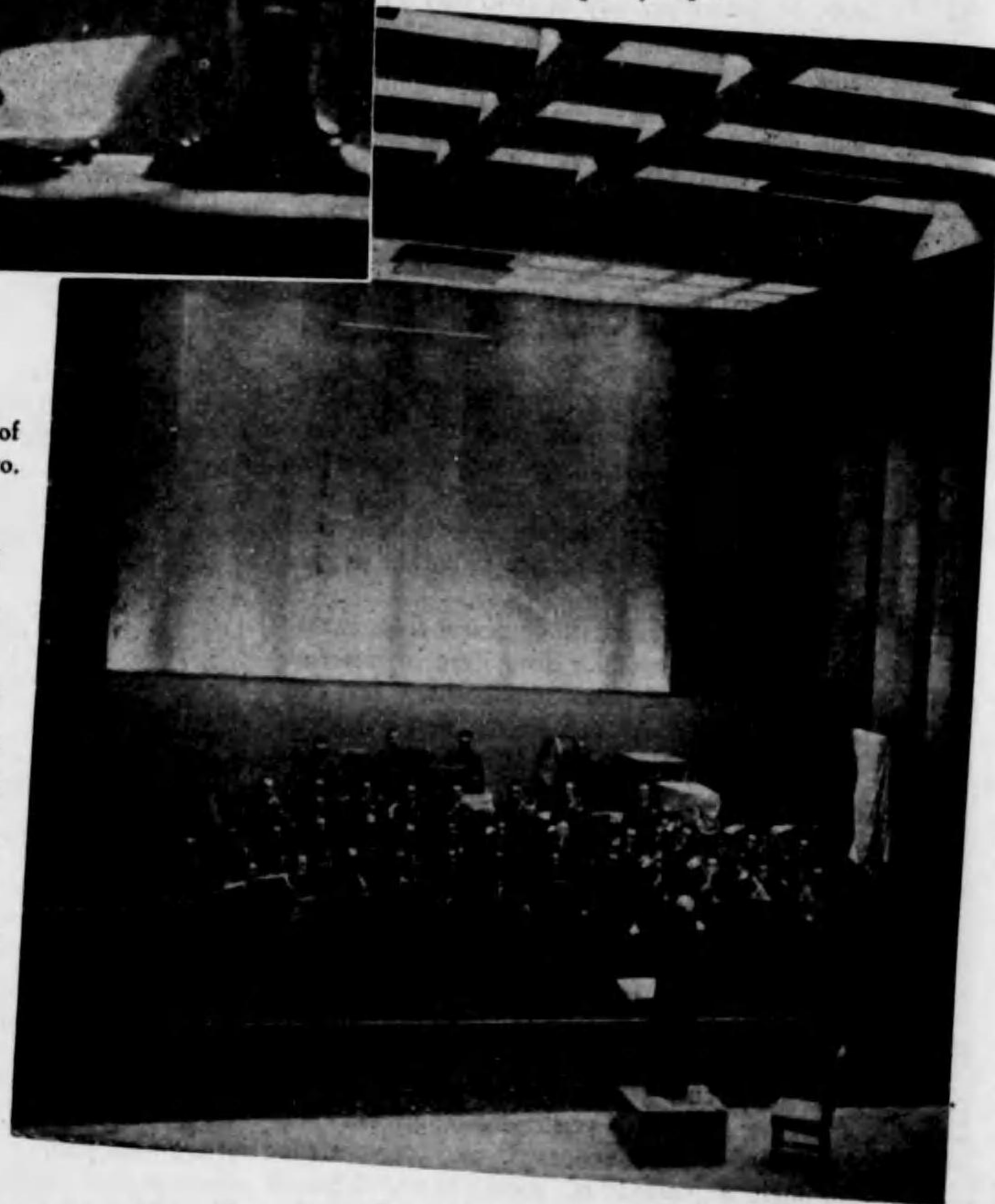
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## NIPPON HOSO KYOKAI

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TOKYO

verge at Tokyo's large stations. At the end of 1937, the official estimate of the mileage of public roads totaled 8,453 kilometers. And since, the system has seen still greater expansion. The city is also the center of air-route linking the important cities of Japan, China, Manchoukuo, and the South Sea Islands.

The Tokyo Harbor, considered too shallow for any commercial vessels, underwent a series of improvements, and today, it is quickly being transformed into one of the busiest ports. For many years, discussions had been going on to make the city an international port in order to save re-shipment of goods from Yokohama to the capital. But it was not until the completion of further harbor facilities in the early part of 1941 that Tokyo began at last to open her port to large vessels.

To facilitate administration, Tokyo-to is divided into 35 wards (the administrative subdivisions of the former city), each with its chief appointed by the Governor of the Metropolis, two cities and 92 towns and villages. Each ward is in turn subdivided into town assemblies which again are divided into neighborhood associations comprising of small groups of families.

The government of the Metropolis is headed by a Governor, an appointee of the Central Government. Under him are a Deputy Governor, the Governor's secretariat and eight bureaus—Welfare and People's Livelihood, Education, Economic, Defense, Planning, Transportation, Water Works and Harbor. There are 51,900 persons in the employ of the Metropolitan Government of whom 40,600 belong to the central office and 11,300 to the various subdivisional units.

Public utilities, with the exception of police and fire administrations which are under the supervision of the Chief Superintendent of the Metropolitan Police Board, are controlled by the Tokyo-to administration. The administration is carried out by the Governor's Office in conjunction with and with the assistance of the legislative body composed of the Municipal Council and the Board of Aldermen, both of which are elective.

Despite many long years of external difficulties, Japan has not undergone any drastic changes in everyday living. 1940 saw the celebrations and the mass rejoicings of the nation in commemoration of the 2600th Anniversary of the Founding of the Japanese Empire. Tokyo, as the focal point of all activities, was crowded to capacity with merry, jubilant people, not only from all parts of the Empire,

but also from the four corners of the world, who extended their greetings to a great nation. Numerous exhibits of art, history, and literature were displayed in all their beauty and splendor, and major sports and contests drew record-breaking crowds. There was no stinting of time or energy to make the celebration a truly unforgettable event.

It is in the capital of every empire that the hysteria, caused by unusual strain or difficulty, bursts forth with full ferocity, inevitably followed by tragedy and misery. Yet, unlike so many empire capitals, Tokyo, thronged with her millions of diverse citizens, is free from terror and unrest, and the even tenor of life flows steadily on.

There is no food shortage because of the efficient system of rationing, and social and cultural life continue uninterrupted. Kabuki dramas still bow to spellbound audiences, and many Japanese films and those from friendly countries continue to thrill their trangled tales upon the silver screen. Geisha girls weave their old enchantment, and Takarazuka Girls retain their charm and popularity. Nowhere is the normal way of living disrupted.

**Industry:** Tokyo is truly a remarkable city because it ranks first not only in population, area, culture, and politics, but also in industry, commerce, and finance. With the centralization of the Government in Tokyo and the rapid growth of the population, it became an economically important city. Tokyo has from ages past been considered the center of consumption, but it has definitely become the center of production also, for every advantage has been showered upon it—easy communication by land, sea, or air, financial and economic security, and extensive absorption of labor.

The business activities of the whole Empire is clustered around Tokyo Station. Within the very modern, gleaming white buildings that make up the Marunouchi Business District, hums the commercial and industrial life, making Tokyo the most important city in Asia.

In recent years, Tokyo industry has leaped to the fore, and today the capital is the industrial center of Japan, especially in the manufacturing field in which it far surpasses Osaka, known hitherto as the great industrial metropolis in East Asia. The industry suffered terribly from the depression of 1927, but it began a rapid recovery in 1932, and during the next five years, progress was phenomenal due partly to the increase in population and partly to the demands upon the heavy industries such as machinery and tools, metals, and chemicals.

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Otaru, Hakodate, Ominato,  
Sendai, Niigata, Yokohama,  
Yokosuka, Nagoya, Osaka,  
Maizuru, Kobe, Himeji, Oka-  
yama, Kure, Hiroshima, Hikari,  
Moji, Yawata, Sasebo, Naga-  
saki, Keijo, Fusan, Kusan,  
Seishin, Heijo, Keelung, Tai-  
hoku, Takao, etc.

### ABROAD:

Dairen, Mukden, Hsinking, Harbin, Antung, Yingkow,  
Peking, Kalgan, Tientsin, Tsingtao, Tsinan, Shanghai,  
Nanking, Hankow, Amoy, Swatow, Canton, Hongkong,  
Hanoi, Haiphong, Saigon, Bangkok, Manila, Soerabaya,  
Djakarta, Medan, Shonanto (Singapore), Rangoon, Cal-  
cutta, Madras, Bombay, Karachi, Sydney, Melbourne,  
Teheran, Beirut, Baghdad, Johannesburg, Casablanca,  
Alexandria, Berlin, Paris, Lyon, Rome, London, New  
York, Seattle, San Francisco, Los Angeles, Sao Paulo,  
Buenos Aires, Montevideo, Santiago de Chile, Lima, etc.

## PRINCIPAL LINES OF BUSINESS:

Power Plant Equipment	Coal	Timber, Plywood
Electrical Machinery & Instruments	Petroleum	Canned Goods (Salmon, Crabmeat, Tunafish, Codfish, Mackerel, Sardines, Pineapples, Mandarin Oranges, Other Fruits and Vegetables, Jam, etc.)
Chemical Industrial Machinery	Cotton and Rayon Yarns	Sugar
Mining Machinery	Cotton and Rayon Piece Goods	Confectionery
Railway Machinery	Silk, Raw Silk and Tissues	Condensed Milk
Machine Shop Appliances	Wool, Tops, Woollen Yarns and Piece Goods	Tea
Textile Machinery	Jute, Gunnies, Hemp, etc.	Rice
Armaments & Aeronautical Apparatus	Chemicals	Wheat, Wheat Flour
Metallic Ores	Dyestuffs	Barley
Aluminium	Clocks	Maize
Brass	Window and Sheet Glass	Soya Beans
Copper	Cement	Soya Bean Oil and Cake
Galvanized Sheets	Salt	Vegetable Oil
Cast Iron Pipes	Beer	Hardened Fish Oil for Edible and Industrial Purposes
Seamless Steel Tubes for Water Mains	Soap	Fertilizers
Steel Gas Pipes	Tobacco	Etc., etc.
Steel Plates	Matches	
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Apart from manufacturing, there are many other important industries such as livestock raising, including meat, hides, milk, eggs, and other dairy products, with a production of 21.08 million yen; agriculture, still carried on in the suburban districts, 13.82 million yen; fishery, an ancient industry centering around Tokyo Bay, 7.7 million yen; forestry, where production is very small because of the rapid disappearance of forest land, ¥94,000.

**Commerce:** Just as in industry, Tokyo soon acquired supremacy in commerce. Being situated only a few kilometers from Japan's first port, Yokohama, Tokyo represents the major portion of the foreign trade of Yokohama harbor. So rapidly did Tokyo's foreign and domestic trade expand that transportation facilities between Yokohama and the capital and the harbor works of the city itself soon proved inadequate to meet the demands of its markets and of the citizens themselves. Consequently, better facilities for maritime transportation became a dire necessity. Time and again the port underwent a series of improvements, and year by year the number of ships entering its port has greatly increased. The most important harbor imports included coal, wood and timber, cement, rice and cereals, sugar, and foreign paper. The principal shipments from Tokyo harbor consisted of machinery, iron and steel, ores, fertilizers, etc.

## Principal Sights

The Imperial Palace, with its sweeping embankments of velvety green dotted here and there with gnarled pines and completely surrounded by ancient moats, lies serenely undisturbed in the very heart of a throbbing city. The stormy history of the Palace dates back to Ota Dokwan's Yedo Castle, which passed through the powerful hands of the Tokugawas, and finally became the Imperial Residence with the restoration of the Emperor Meiji. The Palace grounds are not open to the public, but an exterior view with the Nijubashi in the foreground is an awe-inspiring sight because of its rare tranquillity and ethereal beauty.

Near the Palace is the new Parliament Building, construction of which started in 1920 and took sixteen years to complete. It is an imposing yet graceful white edifice of reinforced concrete and granite.

Every Japanese city has its shrines and temples, and Tokyo is no exception. The most important shrines are the Meiji Shrine and the Yasukuni Shrine, to which every Japanese

subject, no matter where his dwelling, be he rich or poor, makes a pilgrimage at least once in his lifetime. The Meiji Shrine, consecrated to the illustrious Emperor Meiji, is one of the most revered of Shinto Shrines. The compound is immense, the actual shrine itself being many kilometers from the gate. Within the shrine, such a profound solemnity pervaded the air that even a foreigner is filled with an indefinable sense of awe and reverence in the presence of some sublime power.

The Yasukuni Shrine, guarded by Japan's largest 'torii' built of old guns, is dedicated to the souls of those who sacrificed their lives at the war front. Here, every year in spring and again in the fall, a special memorial service in honor of the dead is held, to which flock the surviving families and relatives. Many historical relics and trophies of famous battles are on display in the Military Museum within the enclosures.

Famous among the Buddhist Temples is the very old Sengakuji Temple where rests the forty-seven loyal retainers whose heroic tale of mass suicide after avenging the death of their feudal lord is world famous. The most popular temple, however, is the Kwannon Temple which daily attracts thousands of worshippers. It is situated in Asakusa Park, Tokyo's gayest amusement center. The throng that mill around its theaters, cinema-houses, shops, and stalls, day and night, have almost become legendary.

Other parks of fame and beauty include Ueno Park, especially famous for its zoo, and its vast panorama of cherry blossoms in the spring, besides the museum, library, mausoleum, and schools; Hibiya Park, a foreign style park with a huge concert hall surrounded by a myriad of colorful flowers; Shiba Park, a densely wooded area which contains the Mausoleums of the Tokugawa Shoguns and Zojoji Buddhist Temple.

First among theaters in Japan is the Kabukiza Theater, the edifice being a beautiful work of Japanese architecture. Others include the Nippon Theater, one of the largest with accommodations for thousands of people; the Toho Theater, home of the Takarazuka Girls' Opera Troupe; the Tokyo Theater, just opposite the Kabukiza Theater; and the Kokusai Theater in Asakusa.

The renowned Ginza is a broad modern thoroughfare flanked with swaying willows and up-to-date shops with attractive show-windows. This is Tokyo's shopping district de luxe, and here are found Japan's leading department

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stores, one of the greatest attractions of the Island Empire. In the evenings, tiny quaint stalls, displaying multitudinous wares of every description, appear along the curb, and Ginza, thronged by a merry carefree crowd, takes on the colorful appearance of a country fair. **Nihonbashi**, an extension of Ginza, is guarded by the Nihonbashi Bridge which is considered the very center of the city.

The site of the **Earthquake Memorial Hall** was once an open space covering four hectares. Here, in 1923, over 38,000 persons took refuge and were suffocated to death. The hall was built in memory of the unfortunate victims.

Many interesting and lovely spots that form restful retreats from the city's exhausting demands are located just outside the city limit. The **Inokashira Park** is a fairyland of beauty in the spring with its ephemeral cherry blossoms and in the autumn with its scarlet maples.

The **Tama Imperial Mausoleum** nestles snugly within charmingly rustic surroundings, holding a wealth of attraction in scenic beauty and historical treasures. **Mt. Takao**, famed for its autumnal beauty, is within easy reach.

Somewhat farther away on the very outskirts of Tokyo Prefecture is **Oshima Island**, a tiny piece of land just off the coast of the mainland. **Mihara Mountain**, rising from the very midst of the isle, is one of the first enchanting sights to greet the eyes of eager tourists crowding the decks of ocean liners that glide into Yokohama. Delightful excursions to the island have greatly added to its appeal.

**Hotels:** The Imperial Hotel, Sanno Hotel, Omori Hotel, Dai Iti Hotel, Marunouchi Hotel, and the Tokyo Railway Hotel, all unsurpassed in modern comforts.

Mitsubishi Goshi Kaisha, which has been renamed **Kabushiki Kaisha Mitsubishi-Sha** since December 21, 1937, is the fountain-head of the various Mitsubishi Enterprises. In the middle of the 19th century, Lord Yamanouchi established a "Clan Company" in Osaka, having for its object the transportation of merchandise. But in 1870, the Company ceased to exist, and Mr. Yataro Iwasaki became the sole proprietor, re-organizing the business under the title of the Tosa Kaisei Shosha, which name was afterwards changed to the Tsukumo Shokai. This was the beginning of the Mitsubishi Co. In addition to transportation, new fields of commerce were gradually exploited including the mining of coal and metals and the manufacture of thread and camphor. In 1875 the Imperial Government granted the Company

a Navigation Charter, and thereafter the title was changed to the Yubin Kisen Mitsubishi Kaisha.

The efforts of the Company in transportation and other enterprises were attended with such consummate success that in 1880 the business was launched, and later acquired the sole management of the Nagasaki Shipbuilding Yards. In 1885 the One Hundred Nineteenth Bank passed into Mitsubishi control.

Previous to this, in 1882, the Kyodo Unyu Kaisha was established, and this led to keen competition between the two concerns, when the Government, in view of the conditions prevailing in those days, exerted its efforts to bring about an amicable adjustment. When negotiations to this end were about to be opened in 1885, Mr. Yataro Iwasaki died, and his brother, Baron Yanosuke Iwasaki succeeded him. Thus upon him fell the responsibility of finding a satisfactory solution to this problem. However, after using his utmost endeavours to reach a settlement compatible with the aspirations of the two competitive companies, it was finally agreed that they should amalgamate, and the Nippon Yusen Kaisya came into being in September of the same year.

The transfer of all marine business to the new combination enabled the Mitsubishi Co. to turn its attention on the other enterprises, i.e., mining, shipbuilding and banking.

The Company was reorganized in 1893 to conform to the new Commercial Code, and under the presidency of Baron Koyata Iwasaki, the Company was styled Mitsubishi Goshi Kaisha, with a capital of ¥120,000,000 whence all business undertakings of the former Mitsubishi Co. were transferred to the new Company, and was again reorganized into a joint-stock concern in December 1937, under the name of Mitsubishi-Sha, Ltd.

The branches dealing with shipbuilding and iron manufacture were separated in 1917 owing to the rapid growth and expansion of business and placed under the management of the Mitsubishi Shipbuilding & Engineering Co., Ltd., capitalized at ¥240,000,000. In 1918, the Tokyo Warehouse Co., Ltd., was transferred into the Mitsubishi Warehouse Co., Ltd., capital: ¥20,000,000; likewise the Mitsubishi Trading Co., Ltd., capitalized at ¥50,000,000 and the Mitsubishi Mining Co., Ltd., capital ¥200,000,000, were established.

In 1919, the Mitsubishi Marine & Fire Insurance Co., Ltd., capital, ¥5,000,000 and the Mitsubishi Bank Ltd., capital, ¥100,000,000, were formed. In 1920, the Mitsubishi Aircraft Co., Ltd., capital, ¥5,000,000, was registered,

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and the following year saw the incorporation of the Mitsubishi Electrical Engineering Co., Ltd., capital, ¥30,000,000. In October, 1929, the Mitsubishi Trust Co., Ltd., capital, ¥30,000,000 was established. The Mitsubishi Real Estate Co., Ltd. was established in May, 1937, with a capital of ¥15,000,000, for the purpose of handling the business of the former Real Estate Dept. of the Mitsubishi Goshi Kaisha.

Thus it will be seen that the position of the Mitsubishi-Sha, Ltd., holding the interests of the aforesaid eleven companies, is a most conspicuous one in industrial, financial and commercial circles in Japan.

The Industrial Bank of Japan, Ltd. (Nippon Kogyo Ginko), capitalized at ¥200,000,000, has its features in lending out money on the mortgage of railway, electric, gas, and other industrial enterprises, in addition to all descriptions of general banking, foreign and domestic exchange, and trustee businesses. The Governor is Mr. K. Kawakami and Vice-Governor, Mr. S. Arai. The Head Office is situated at Marunouchi 1-chome, Tokyo, with correspondents in the principal cities at home, and in London, Paris, New York and San Francisco.

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Its Head Office is in Muromachi, Nihonbashi-ku, Tokyo, the business center of the city and it has branch offices in Osaka, Fukuoka, Sapporo, Keijo, Taihoku and Dairen.

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Mr. Tadashi Adachi,  
 President, Oji Paper Mfg. Co., Ltd.

A statement of the past and present of the Oji Seishi Kabushiki Kaisha would cover almost the entire field of paper and pulp industry in Japan. Under the new regime, for which the name Oji is retained, the amalgamated corporation has taken over all the interests of two large concerns, namely, the Fuji Seishi and Karafuto Kogyo, in addition to those of the old Oji Company. The new Oji controls 85 per cent of paper produced in Japan. There are 33 paper and pulp making plants operated in different parts of Japan.

A brief history of the Company will give a better idea of the steady growth of the Company's business and its magnitude today.

The Oji Seishi Kabushiki Kaisha, which is the oldest joint-stock company in Japan in the modern sense, was organized in 1872. It is the first concern in Japan to manufacture European paper as distinguished from what is generally known abroad as "Japan paper." When the Company started its business, the capital stock was ¥150,000, and at the time of the amalgamation in May of 1933 it was ¥65,916,650. As a result of the amalgamation, the Company's capital stock was increased to ¥149,988,000. This was doubled in June, 1936, and the present capital stock of ¥300,000,000 has made the Company one of the few

larger corporations in Japan. In its history of over half a century, the Company has had some gloomy days, the capital stock having been cut down to ¥500,000 from ¥2,000,000 in 1899, but its business has since steadily prospered. Ample provisions are made year after year for depreciation and reserve funds, while the attractive but conservative dividends paid regularly are due to the soundest financial policy pursued by the Board of Directors.

The mill products of the Company comprise nearly all grades of paper and pulp. Newsprint paper manufactured in the Company's several plants takes care of the entire requirements of all the newspapers published in Japan. Post card paper for the Imperial Japanese Governments is furnished by the Oji Company, while there is one large mill where cigarette paper of excellent quality is manufactured for the Government Monopoly. In addition to printing paper of various grades, the Company's mills turn out art paper, kraft paper, glassine paper, etc., all of which enjoy the highest reputation. There is a steady demand for the Company's sulphite pulp, both bleached and unbleached as well as for rayon pulp.

The Oji Paper Manufacturing Company is now headed by Mr. Tadashi Adachi, former Vice-President of the Company. At the meeting of the Board of Directors held on December 5th, 1942, Mr. Adachi was elected as President and Mr. Takashima, former President, as Adviser to the Company. The names of Mr. Adachi's associates constituting the Board of Directors are as follows: Managing Directors, Mr. Ziroemon Tomita, Mr. Ikuma Yamanouchi, Mr. Junichiro Kobayashi and Mr. Totaro Kato. Mr. Ginjiro Fujihara, ex-President, who was retired following his appointment as Minister of Commerce and Industry in the Yonai Cabinet, is also now Adviser to the Company.

The Company's Main Office in Tokyo occupies three floors in the Sanshin Building, facing Hibiya Park.

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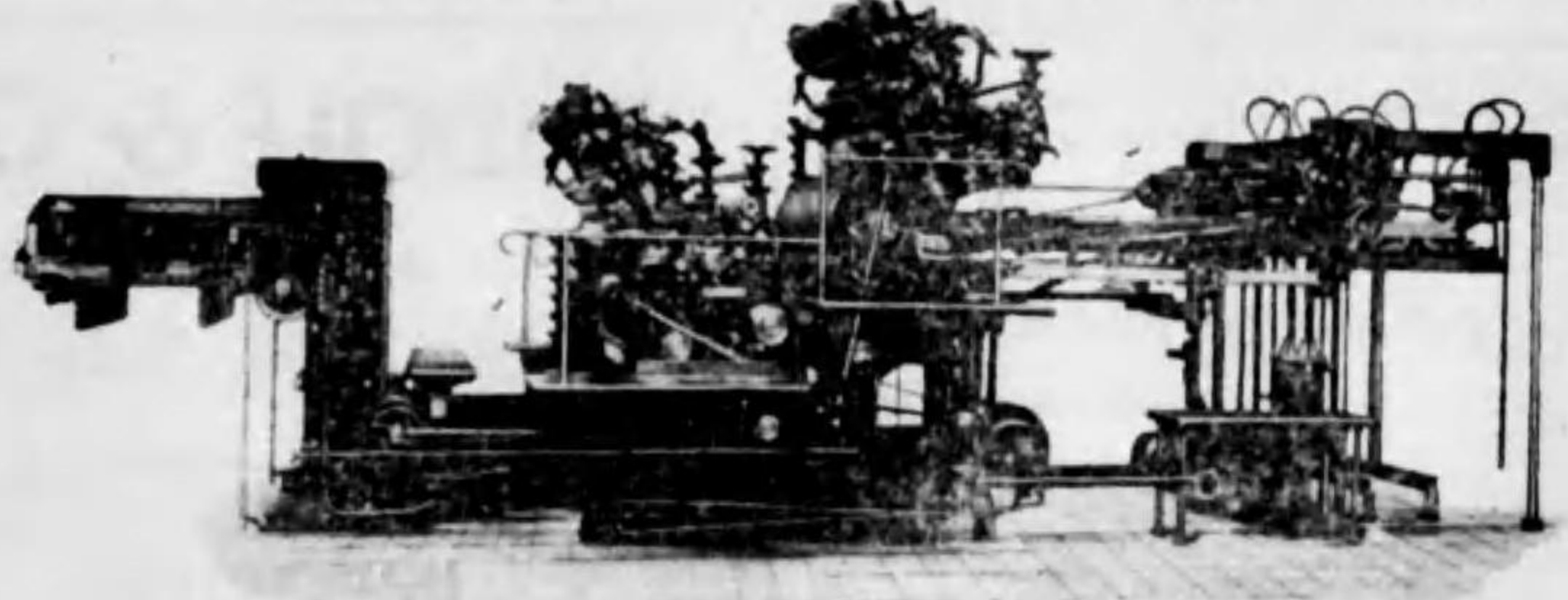
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Yokohama, situated at approximately 28 kilometers southeast of Tokyo, has been the leading silk port of Japan until recently, possessing the finest harbor facilities, and a vital point from which various commodities are distributed to all parts of East Asia.

Due to an increase in the foreign trade, the industrial development in Japan and to a rising purchasing power of the countries in East Asia, Yokohama made great strides forward as a shipping port of numerous articles to every corner of the globe, and a port of destination of commodities from different nations, either to be consumed in Japan Proper or to be reshipped to East Asiatic countries. The city is advantageously located for industrial development, with a wide extent of productive hinterland, excellent facilities of transportation and the gigantic consuming center of Tokyo in the vicinity.

Receiving the full blow of the Great Earthquake, the city suffered a more terrible fate than Tokyo, and in 1923, it was reduced to a completely devastated stretch of land. Through superhuman efforts, however, reconstruction work progressed swiftly and yet effectively and today, the Greater Yokohama rests proudly among the rolling hills.

Visitors will no doubt be struck with amazement, as the vessel slowly approaches the port, by the massive docks that line the harbor and the modern buildings that rise above its busy streets, for Yokohama is no longer a humble town of wooden cottages and narrow crooked lanes. It is now the most up-to-date city with one million inhabitants who enjoy every possible comfort of present-day living plus culture and traditions of the past.

**Principal Sights:** Overlooking the sea is **Yamashita Park**, perfectly arranged to delight the hearts of all beauty lovers. Here, the visitors love to stroll on cool evenings and watch the ships that sail in and out of the harbor. A beautiful panorama of the city can be obtained from **Nogeyama** and **Kamonyama**, two famous hills near Sakuragicho Station. Nogeyama Park is an exquisite fairyland of elfin beauty. Kamonyama Park, wreathed in misty cherry blossoms, is the sight of a huge bronze statue of Lord Ii Kamon-no-Kami, whose open-door policy led to his assassination by the

followers of Tokugawa Shogun. The **Sankei-en Garden**, teeming with historical and legendary interest, is famed for its delicate, dreamy lotus blooms.

**Shopping:** No more ideal place for gift-shopping can be found than Yokohama's shopping district. **Benten-dori**, **Motomachi**, **Honcho**, and **Isezakicho**, spread out within easy distance of the quays, irresistibly entice the discriminating shoppers to their fascinating little shops.

**Pleasure Resorts:** Many interesting excursions can be made to outlying haunts from Yokohama. Leaving the port by rail, the first stop is **Kamakura**, the favorite seaside resort noted for its gigantic Buddha which watches silently over the people. Adjoining Kamakura is **Enoshima**, a tiny rocky islet joined to the seashore by a very long wooden bridge. Its famous **Dragon Caves** with their miniature shrines always draw the sightseeing crowds. Leaving the popular resort, the next stop is **Yokosuka**, a beautiful haven cradled among the hills.

The **Hakone** district is one of rare beauty. Centered here is the **Miyanoshita Spa** with its renowned **Fujiya Hotel**, referred to as 'Honeymoon Hotel.' It makes a very convenient starting point for Hakone excursions. A glimpse of **Lake Ashino-ko**, casting back a shimmering reflection of the peerless **Fujiyama**, is an indescribably bewitching sight. Rivaling this scene is the thrilling landscape that rolls along the twisting zigzag road leading through the hills with Mt. Fuji unexpectedly raising her lofty crown first on the one side and then on the other.

The **Izu Peninsula** is divided into two distinctive districts by the Karino River, with Hakone, Atami and Amagi volcano range on the east side and Daruma and Nekko on the other. Due to warm current in the sunrounding seas, the temperature here is extremely moderate, the district being known as an ideal health resort as Atami, Shuzenji, Ito, Nagaoaka and thirty odd hot springs are within easy travelling distance.

Alighting from trains either at Mishima or Ito, the tourists can reach the noted port of Shimoda by bus along a beautiful mountain road. Shimoda may be reached also by excursion boats leaving daily from Shibaura, Tokyo by way of Oshima Island.

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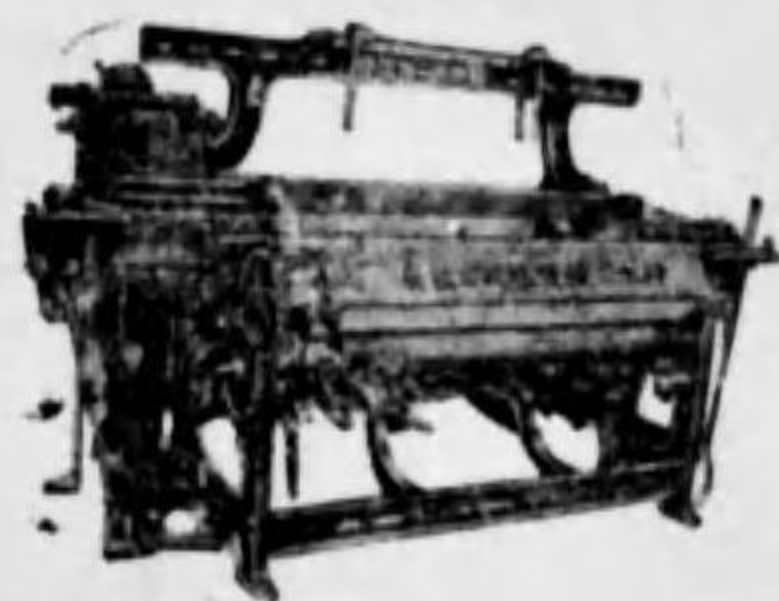
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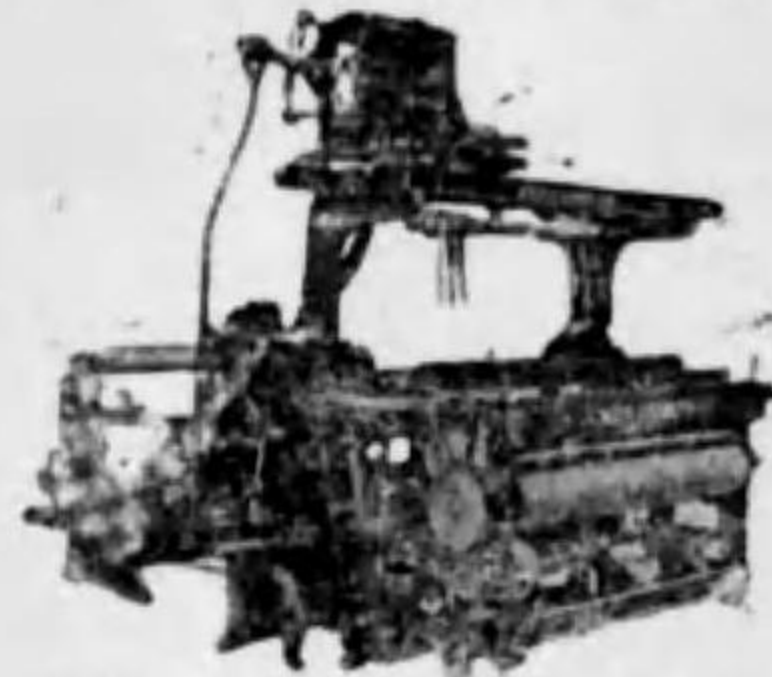
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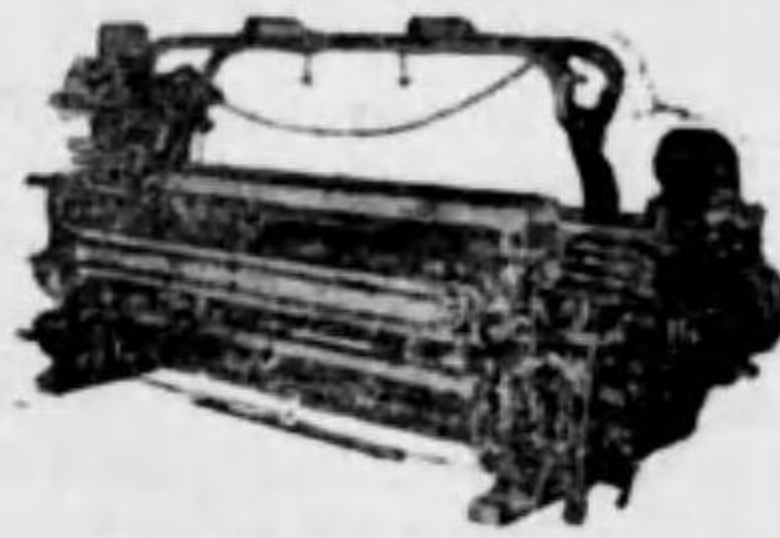
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**Cities of Central Japan**

**SHIMIZU:** A city filled with the fragrance of tea is Shimizu, the busy tea port of Japan overlooking Suruga Bay in the center of Shizuoka Prefecture. It has a population of 69,000. The surrounding hills looking out over the Pacific Ocean make one sweeping panorama of low knob-like bushes which produce the soothing amber liquid that is the greatest delight of the Japanese race. In the spring, the hillsides appear enchantingly gay with the vivid costumes of the women tea-pickers dotting the verdant landscape.

Being the only export harbor in the whole neighborhood and the only outlet for the products of the Prefecture, Shimizu's port is always bustling with life. First opened to foreign trade in 1899, the port has developed at a phenomenal stride into one of Japan's busiest ports. Green tea had naturally been the most famous and the most important product of export, accounting for ¥8,622,000 in 1938, almost the total tea export of Japan passing through this port. Another item of vital importance on Shimizu's export list is the popular Mandarin orange. Oranges grow in abundance throughout Shizuoka Prefecture and have contributed in no small way toward its present prosperity. Among its other leading articles are black tea, canned goods, paste-board, imitation Japanese paper, and other kinds of paper. Heading the import list are soya-beans, followed by coal, pulp, and fodder. At the end of 1937, Shimizu's foreign trade was valued at ¥38,264,000 in exports and ¥65,154,000 in imports.

The industrial life of the city is also very active. There are countless factories engaged in the production of bean oil, bean cake, dried tuna, timber, shipbuilding, refined salt, papers, canned goods, etc. Saw-milling is also an important industry. Industrial production amounts annually to about ¥27,680,000.

**Places of interest:** Forming a natural protection for the port of Shimizu is **Miho-no-Matsubara**, a sandy peninsula tenderly cherished by the people for a quaint legend that has formed the plot of one of the loveliest lyrical dramas of Japan. An aged pine tree standing on the beach whispers tales of how a fairy, who had carelessly left her magic robe hanging on its limbs, was compelled to perform a heavenly dance for a poor fisherman in order

to get it back. The **Ryuge-ji** and **Tesshu-ji**, neighboring temples, boast the finest scenery in the district with the ethereal snow-capped Fuji in the background. From the **Nippon Daira**, a high plateau on the summit of Udo-san, can be obtained an extensive view of infinite charm. With the exquisitely graceful Fuji rising serenely overhead, the sea, the picturesque pines, and the swaying brush create an indelibly charming picture.

**SHIZUOKA:** Famous as the favorite spot of the Tokugawa Shogun is Shizuoka, the 'Hill of Peace,' for it was here that the great Tokugawa Iyeyasu lived before going to Yedo, and hither he returned to pass in peace the last days of his brilliant stormy life. Through these streets marched the colorful Imperial Army on its way to Tokyo in 1868 for the Great Restoration.

Thriving beneath the charming shadow of the majestic Fujiyama, Shizuoka has lost its former military greatness and in its place has arisen a city of industrial importance. Situated on the important Tokaido line between Tokyo and Nagoya with a population of over 212,000 people, it is the capital of the prefecture bearing the same name and the largest distributing center between Yokohama and Nagoya. A few kilometers from the city gates is the port of Shimizu which acts in the same relationship to Shizuoka as does Yokohama to Tokyo.

The production of tea is carried out in every corner of the prefecture, but the refining is centered at the city of Shizuoka, Japan's greatest tea distributing town. Recent years have seen great improvement in the methods of production and manufacturing, resulting in a quality of green tea renowned the world over as the finest. Next to tea, Shizuoka is famed for its lacquer-ware of exquisite workmanship and delicate bamboo-ware. Other principal products include cotton textiles, paper manufactures, and Mandarin oranges. Horse-radishes and strawberries are also Shizuoka's specialties. The annual production of all industries averages ¥109,020,000, of which the output of the manufacturing industry accounts for ¥95,330,000, followed by aquatic products, ¥9,000,000, and agricultural products, ¥4,000,000.

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**Places of interest:** The most interesting and magnificent edifice in Shizuoka is the **Kunozan Mausoleum** occupying a superlative position on the summit of Mt. Kuno. It is the beautiful temple built by Tokugawa Iyeyasu which served as his tomb in 1616 before his body was removed to Nikko a year later. Another spot made famous by the Great Shogun is the **Rinzai-ji** a temple where Iyeyasu is said to have studied in his childhood and in which are preserved many of his old treasures. His wife is buried in the **Hodai-ji**. **Shizuhata-yama Park** is the site of the castle formerly held by Yoshimoto, daimyo of the province, and at the foot of Mt. Shizuhata is the **Sengen Temple** dedicated to the goddess of Fujiyama. The **Shizuoka Commercial Museum**, displaying various kinds of local products, is always ready to assist any visitors.

**HAMAMATSU**, with a population of 166,346 as of October 1, 1940, is the second largest city in Shizuoka Prefecture. It is situated on the Tokaido trunk line. It is a city possessing excellent traffic facilities and within the past two score of years has become one of the big industrial centers in Central Japan.

Fiber being its chief industry, its annual turnover amounts to nearly a hundred million yen; the other flourishing industries are production of musical instruments, hats, machinery, tools, lumber, foodstuffs, their annual products, including the farm, livestock and the poultry products, amounting to more than 140 million yen.

Formerly a castle-town of a daimyo, there is a shrine built in honor of the Shogun Iyeyasu. A short distance north of the Hamamatsu Station lies the old battle-field of **Mikatagahara**, where in 1572 Iyeyasu's army was routed

by the invading army of Takeda Shingen, a feudal lord of Kai.

Hamamatsu is a tourist center as it forms the starting-point for visiting such places of scenic fame in Central Japan as **Lake Hamana**, the **Tenryu Gorge**, the **Southern Alps**, etc.

**YOKKAICHI** has been making vigorous strides toward a world trade port and as a manufacturing center. Yokkaichi Port, favored with its excellent harborage, has undergone extensive improvements at an enormous cost in the past 20 years to further facilitate its traffic, being equipped with every modern device to enable it to act as an international trade port. Many large factories, being attracted by these facilities, began to appear in this city and the port has grown also as a manufacturing center. The city had a population of 63,732 in 1940.

During 1937, the foreign trade of Yokkaichi amounted in value to ¥13,791,000 in exports and ¥94,725,000 in imports. Of the imports, wool accounted for as much as ¥64 million. Other principal imports consisted of ginned cotton, rapeseed, perilla seed, etc. Among exports, the most prominent articles were earthenware and porcelain, the shipments of which amounted to ¥6 million. As regards industrial output, the principal products are cotton cloth, vegetable oil, Banko-yaki, etc. The production of Banko faience and vegetable in the city occupies an important position in the Empire's industry.

**Places of interest:** The **Yuno-yama Hot Spring** is surrounded on three sides by hills, while on the east, it offers a fine prospect of the bay and hills of **Owari** and **Mikawa** beyond. In the upper course of the **Mitake River**, on which Yunō-yama is situated, is a waterfall, which is one of the main attractions of this Hot Spring resort.

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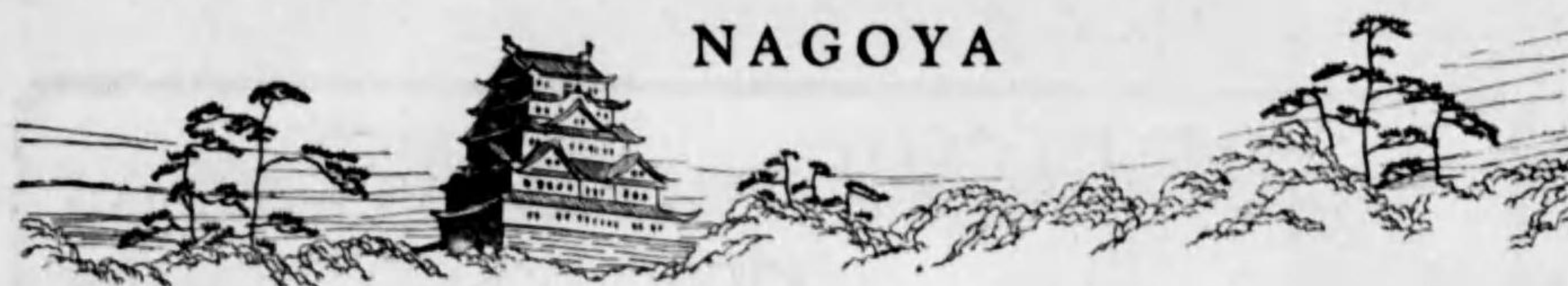


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## NAGOYA



An ancient castle town whispering of bold samurai and heroic tales, and yet a modern bustling industrial city—that is the Nagoya of today, an incongruous picture of busy industrial workers living under the shadow of ancient feudal lords. For, from the golden haunts of a medieval castle, there arise fleeting dreams that linger over this stirring city.

It was in the year 1610 that Nagoya came to life with the laying of the foundation stone for the Great Nagoya Castle. At the command of Tokugawa Iyeyasu, all the lords in the country put forth every effort to make the castle one of extraordinary beauty, and here Yoshinao, youngest son of the first Shogun, ruled as lord of the district. Under his rule, Nagoya soon grew into a large and flourishing city and continued to prosper under his descendants who resided there until the Meiji Restoration in 1868. With but one vision in mind—to make this feudal town a great commercial and industrial center—these lords succeeded in opening the way to their goal.

During the Meiji Era, with the construction of railways and harbors, development leaped forward. Favored by its central position, about midway between Tokyo and Osaka, Nagoya soon gained third place both in size and economic significance. At present it has a population of over 1,328,000.

Nagoya presents a very well-planned city with its wide, paved, and very straight streets and excellent transportation facilities. The city proper is divided into three zones, residential, industrial, and commercial, each zone having its own favored characteristics. Shady nooks in parks and gardens, which were built to overcome the serious problem of the lack of open spaces in an industrial town, abound in the city, offering rest and beauty to its busy people.

Aptly termed the 'Central City,' it is blessed with enviable communications facilities both on land and sea. Through its gates passes the most important railway line in Japan, the Tokaido Line, connecting Tokyo with Osaka, Kobe, and all the way to Kagoshima City in Kyushu. It is also the terminus of two other important Government lines that run to Nagoya and to Osaka through Mie and Nara prefectures. Running to adjacent towns are five interurban railways, while within the city


a systematic network of electric cars and buses sees to the needs of the citizens.

Some years ago, the transportation of goods to and from Nagoya was mostly by land, but with the completion of the harbor works in 1910, more goods were shipped by water, and foreign trade became of great significance. As trade expanded, so did Nagoya harbor, and today its port is large enough to accommodate ocean liners that keep Nagoya in constant touch with all important centers. Present-day Nagoya, too, boasts an International Aerodrome which was opened on October 1, 1934.

Ranking next to Tokyo and Osaka in economic importance, the city has finally been established as an industrial and commercial metropolis of great importance in East Asia. Within twenty years, there has been remarkable developments in the output of its industry, for, in 1938, the total production was recorded at ¥1,083,475,000. In the cotton industry, the total output was 234.92 million yen, placing Nagoya first in the Empire. Although comparatively new, its woollen industry is the second most extensive.

From time immemorial, Nagoya has been without rival in its pottery industry, the 1936 output having totaled 58.73 million yen, or over half of the Empire's production. In this industry Nagoya cloisonné ware is famous the world over. Other, principal products include machinery and tools, watches and clocks, food-stuffs, cement, fertilizer, beer, confectionery, toys, leather goods, family ancestral shrines, etc.

**Principal Sights:** The finest example of a Japanese medieval castle is the **Great Nagoya Castle** of the Tokugawa families. Especially beautiful are the pair of 'Golden Dolphins' perched high up on the roof. One of the most highly venerated of Shinto shrines is the **Atsuta Shrine**, founded in the second century. Here is enshrined the 'Sacred Sword,' one of the three sacred treasures symbolizing the succession of the Emperors to the Imperial Throne. **Tsurumai Park** of breath-taking beauty is the favorite haunt of both residents and visitors. Just a short distance from the city is the famed 'Japan Rhine' of matchless beauty. An unforgettable thrill awaits every visitor to this amazing scene of foaming rapids and precipitous cliffs.



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**KYOTO**

To a man who has traversed the high seas in search of all the charms of the mystic East unspoiled by Western invasion, Kyoto spells magic—the magic of pagodas and sonorous bells, of mellow lanterns and of gorgeous costumes. For time had long since stopped, and Kyoto is still dreaming of the days when the Imperial Court with all its splendor and pagantry moved through its cultured streets. While other great cities were casting off their romantic garbs of feudalism in favor of speed and precision, Kyoto alone clung tenaciously to rapidly vanishing traditions of medieval days. Even today, when the tentacles of modernism are endeavoring to encroach upon its dignity, this ever-classical city presents a wholly charming picture of ancient art and culture.

Even the weariest of travellers is lured over crooked little paths to seek out some hidden shrine or an ancient monastery slumbering in the ethereal light of a harvest moon. Sunny flower-decked gardens cover wooded slopes, and into cool green valleys slip peace and rest.

In the **Mikado's Palace** can be found the best example of the simplicity and purity of the old Shinto spirit. There is none of the glittering ostentation that is usually expected in the abode of monarchs. But in the unpainted edifices that almost verge on penury can be seen a serene stateliness that signified the austere monastic life of the Emperors of old Japan. The original buildings dated back to 974 A.D., but, after constant fires, the present structure arose in 1856. Here the enthronement of the present Emperor was held in 1928.

For centuries past, down through the dim ages, Kyoto had been the capital of the Island Empire, and amid its sweeping hills, court was held and laws were laid. Here Japanese history was born to run its variegated course. But when the Imperial Court moved to Yedo (Tokyo) at the Meiji Restoration, the political and educational center moved along with it, leaving Kyoto supreme in cultural art alone, completely void of political intrigue and competition. All the old splendor of ancient court days, however, is re-awakened today in the spectacular processions that often wend their way through the gay throngs, and in the Imperial Enthronement that is decreed to take place in this city.

In striking contrast to the old Palace is the **Nijo Castle**, the home of a long line of Shoguns who revelled in gorgeous splendor. As a symbol of medievalism and of the opulence and power of the Tokugawa Shogunal era, it is one of the finest and most important monuments of old Japan. Although the walls display some of the best works of the early craftsmen, at times the overwhelming profusion of wealth becomes almost barbaric.

As would be expected, Kyoto's 1,089,726 citizens live in the wealth of its artistic manufacturing industry. Fashions in art are created here and fostered by a culture-loving people. Under their deft touch, a spool of silk is quickly transformed into brocades and tapestries that defy description. Craftsmen that grow more and more skilful with the passing of years create undreamed-of treasures of lacquer, ivory, and metal. In all these fine arts of pearls and fans and color prints one sees a city steeped in marvels of beauty.

Among the thousand and one temples that dot the hills and plains of Kyoto is the **Heian Shrine** dedicated to the Emperor Kwammu, the royal founder of the 'Classical City.' Parts of this Shrine are reproductions of an ancient palace erected by the Emperor himself. The Main Shrine is a very plain woodwork structure, but the two-storied gateway and the Great Hall of State are bright with splashes of crimson and blue, topped with colorful green-tiled roofs and gilded finials. The **Chion-in Monastery**, a romantic bit of pure old Buddhist architecture, is one of the largest and most famous temples in Japan. Originally established in the twelfth century by Honen-Shonin, founder of the Jodo Sect of Buddhism, the original buildings were destroyed time and again by fire, and those now standing date back to the era of the Tokugawas. Ideally set among rugged pines and glorious cryptomerias

**Principal Sights:** Kyoto is indeed the tourist's paradise for, no matter which way one turns, there is an over-abundance of delightful views.



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and maples, it is characterized by a lofty flight of stone steps and a huge bell hanging austere in its massive belfry.

Unequaled both in its tempestuous history and its Buddhist architecture is the **Honganji-temple**, a cluster of buildings composed of the Nishi and the Higashi Honganji. The latter is a comparatively new structure, construction having been originally begun at the command of Tokugawa Iyeyasu, but, after repeated fires, was not completed until 1895. When the Honganji Buddhists were first established, they were a powerful sect who successfully resisted many attempts that were made to divest them of their power. Their strength, however, was finally weakened by the strategy of Iyeyasu who split up the united front into two rival branches headed by two brothers representing the old and the new. Nishi Honganji is one of the most perfect examples of Buddhist art, lavish in adornment, and an amazing spectacle of Japanese applied art. With its rich and powerful offshoot, the Higashi Honganji is another example of romantic Buddhist architecture but of more modern expression.

Very close to the Chion-in Monastery is **Maruyama Park**, a cool bower of cherry blooms and maples. Its grounds contain the famous 'Night-blooming Cherry,' a tree tottering with age. At night its fairy-like blossoms dance in the magic light of a host of lanterns set among its drooping branches. Just to the west of the park stands the **Yasaka (or Gion) Shrine**, an attractive ancient structure with its mossy roof and rich wine-red walls. It is especially famous for the Gion Festival, a grand annual ceremony which was first enacted to drive away a nation-wide pestilence that raged with particular fury in Kyoto.

There is no possible end to the marvels to be seen in this city-of-sights. There is the old weather-beaten temple, the **Sanju-Sangendo**, celebrated for its Thousand and One gilded Statues of Goddess Kwannon; there is the **Fushimi Inari Shrine**, dominated by its many scarlet torii; or the feverish festivals of the **Kitano Tenjin**. The **Kinkaku-ji**, the famous gold pavillion, the **Daitoku-ji**, the **Nanzen-ji**, the **Ginkaku-ji** and so on through an unending procession of interesting temples and shrines.

Away from the cloistered seclusion of ancient mossy temples are the natural wonders and exquisite beauties that Nature alone can

create. **Arashi-yama**, a high hill situated in the suburbs, is a mountain to delight the soul of cherry and maple lovers. In spring, the hillside is transformed into puffs of misty pink, but in autumn, it bursts forth in a flame of scorching crimson. Seeking their way through the sylvan glades tumble many bubbling streams and cataracts over which hang romantic little bridges with such picturesque titles as 'Moon-gazing Bridge' and 'Emperor-visiting Bridge.' Because native artists have always loved to picture the mountain under showers of slanting rain, it received the name, **Arashi-yama** or the 'Storm Mountain.'

A visit to Arashi-yama is incomplete unless one shoots the famous Rapids of **Hozu-gawa**. The rapids start at **Miya-no-shita** and dash precipitously through narrow gorges and rocky valleys between two ranges of hills with **Atago-yama** on the left and **Arashi-yama** on the right. Thrills and excitements fill every inch of the way as the flexible boats plunge at a sensational speed through clouds of spray.

**LAKE BIWA:** A trip to Kyoto without visiting Lake Biwa is missing one of the most wonderful scenes of Japan. The view of the lake from one of the hilltops is simply marvelous. The resulting effect is stupendous, creating a vivid picture that cannot be forgotten so easily. At twilight appear the glimmering lights of the little towns and hamlets lined along the shores like a string of jewels.

Lake Biwa, the largest in Japan, received its name because of its fanciful shape resembling the Japanese musical instrument, biwa, or a lute. Lying in the very heart of Shiga Prefecture in the central part of Japan, it has a romantic, legendary birth, believed to have been created overnight in 286 B.C. by the famed earthquake that caused the peerless Fujiyama to raise her lofty head from the earth. Shrouded in legends and folklore, and steeped in colorful history, the charms of Lake Biwa have been sung by the poets and reproduced by the artists down through the ages.

Out of the countless enchanting scenes that crowd its shores, a few were chosen with great difficulty to make up the famous 'Eight Views of Omi.' Mt. Hira and Katata Peninsula are very close to Otsu, the capital of Shiga Prefecture. Karasaki is famous for the Karasaki Pine Tree, a venerable old pine of thousand years or more and the largest of its kind in the

world. With its three hundred or more immense bare branches of two hundred odd feet in length from tip to tip propped up by wooden crutches, the pine resembles some gigantic spider.

The Miidera Temple, standing in the midst of a grove of tall pines on a sloping hillside, is noted for its many national treasures in which are included Benkei's Iron Pot, a rusty broken pot from which the popular hero of Herculean strength was supposed to have eaten his bean-soup, and Benkei's Bell, which, the legend says, the mighty Benkei carried to the top of Mt. Hiei, only to be compelled to restore it to its original shelter because its sad chimes always echoed its pinings for Miidera. The fine old Miidera Bell is loved and cherished for its strangely sweet notes that echo poignantly across the still waters.

Awazu lies in a flat plain, while Seta, well-known for its delicate ware called Seta-yaki, is situated at the very tip of the lake. Seta Bridge, made up of two parts joined by a tiny isle and formerly the scene of many stirring episodes, is the favorite spot of nature lovers to view the evening glow over the placid lake. At Ishiyama is the temple of the Goddess

Kwannon with grounds abounding in fantastically shaped rocks from which it received its name, 'Stone Hill Temple.' The mellow glow of huge fire-flies that haunt this region rivals the bewitching charm of the harvest moon.

**OTSU:** Another city putting in its claim to royalty is Otsu, a picturesque town at the tip of Lake Biwa, for long ago, in the second and again in the seventh century, it was the home of the Imperial Court. Now it is the thriving capital of Shiga Prefecture with a population of about 68,000.

Beautifully situated amidst the famous Hira and Hiei mountains, Otsu is a city primarily of fascinating sights. One of its foremost claims to fame is the tomb of Japan's greatest 'haiku' poet, Basho, of the seventeenth century, who asked to be buried here. Another renowned tomb is that of Kiso Yoshinaka, a brave Genji samurai of amazing strength, who was killed in battle near here. A remnant of the rule of Emperor Tenji is found in the ancient site of the old **Imperial Palace**, while many relics of past splendor have been unearthed by archaeologists. Otsu also has its share of cherry blossoms, chiefly in **Nagara Park** at the foot of Mt. Nagara.



## OSAKA

Osaka is, perhaps, the most paradoxical of cities, for what could be more incongruous than to take the sooty factories and plant them in the midst of the age-old canals of romantic Venice. Yet that is the picture of the present-day Osaka, a great industrial metropolis of Japan with its countless manufacturing plants, and the 'Venice of Japan' because of the intricate maze of streams and canals that wend their way under hundreds of odd little bridges.

A cloud of heavy smoke hovering over the immense flues and chimneys of a metropolis is the first sight to greet the eyes of visitors to Osaka, a city of unceasing activity situated on the River Yodo which runs into Osaka Bay at the tip of the Inland Sea. Under this smoky shroud, Osaka's 4,792,966 citizens are employed in various manufacturing industries that have kept the city beyond rivalry until recent years and then to be surpassed only by Tokyo.

The modernization of Osaka has progressed rapidly during the last thirty years and it is quickly losing its original character. Where once the canals and rivulets were the important means of transportation, the up-to-date railways and wide roads for street cars and motor buses meet the demands of a speedy civilization, and the significance of water communication is gradually losing its importance.

After viewing the Osaka of today, the second largest city of Japan and second only to Tokyo in production and progress, it is difficult to picture the unimportant Osaka of ancient times, where the first Emperor Jimmu landed in the 6th century B.C. Later, in the fourth century, the city was chosen as the capital by the benevolent Emperor Nintoku who built many roads and canals to aid in its development and prosperity. From that time, Osaka's future importance as an industrial center slowly began to take shape, and when in 1584, Toyotomi Hideyoshi, head of a powerful family that preceded the Tokugawa Shoguns, built his strong castle there, a solid foundation for Osaka's leadership in Japan's industrial world was laid. Even the downfall of the Toyotomi Family and the removal of the Tokugawa Shoguns to Tokyo caused no setback in the ever-growing commercial prosperity of the city, which remained indisputably the economic center of the Island Empire.

The industrial activities of Osaka consist of nearly every line of business with extensive and varied manufacturing interests, especially in the vast output of cotton and woollen goods. The total industrial production of the city during 1937 amounted to ¥2,146,000,000. Some of the leading industries are metal manufacturing, chemical industry, machine and tool industry, as well as spinning and weaving, which combined account for more than half of the value of all industrial products of Osaka.

The respective values of the principal groups of industries in 1938 were as follows:—spinning and weaving, ¥286,649,000; ceramics, ¥74,915,000; chemicals, ¥465,308,000; wood and wooden articles, ¥64,972,000; printing and book-binding, ¥75,206,000; foodstuffs, ¥125,962,000; etc.

Osaka has many institutions that contribute in no small measure to the development of its commerce and industry. The oldest and most widely known institute is the **Osaka Chamber of Commerce and Industry**, the function of which is to investigate and inquire into all matters concerning commerce and industry, and to introduce foreign merchants to established ones. The leading institute for experiment and guidance is the **Osaka National Industrial Laboratory**, while the **Municipal Industrial Laboratory** serves the general public in industrial research. To encourage investigation and the study of advertising methods, the **Osaka Commercial Museum** was established with exhibits of foreign and domestic articles of commerce. Other important institutes are the Industrial Section in the Municipal Office of Osaka, the Municipal Industrial Museum and the Trade Office of the Department of Commerce and Industry.

Manufacturing may be Osaka's greatest claim to importance, but it is by no means the only one, for this great metropolis has one of the busiest and best equipped trade ports in East Asia keeping pace with both Yokohama and Kobe in size and activity. The rapidity of the industrial progress within the city called for the importation of large quantities of raw materials, foodstuffs, and other articles, resulting in an unparalleled activity in Osaka's exporting trade.

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The increased activity naturally demanded first rate harbor facilities to allow the goods to be carried directly into and out of the city. Once Osaka's harbor was constantly in danger of huge waves and strong winds besides being persistently choked up with sand, proving a great hindrance to any ships wishing to trade directly with the industrial center. These disadvantages kept Osaka's port activities at a stand-still with only the merest trickle of ships finding their way into the city. As time passed, the handicaps caused by the lack of proper harbor facilities became more and more apparent. Finally the authorities were prompted to plan the construction of a modern harbor. After thirty long years of continuous effort, the gigantic Osaka harbor arose, bringing to the millions of citizens every advantage of modern construction. Close by the handsome wharves appeared rows of sheds and warehouses with cranes and derricks installed at convenient spots for general use.

With the completion of the harbor works, many shipping companies gathered at Osaka to meet the demands of the tremendous output of manufactured goods, the N.Y.K. and the O.S.K. taking over the bulk of the cargo destined for different ports. Thus, a new harbor had given a new impetus to the importing trade and time has brought still greater activity and prosperity to Osaka's port.

The exports of this throbbing city consist chiefly of cotton piece goods, cotton yarns, artificial silk tissues, machinery, iron manufactures, artificial silk, woollen tissues, knitted goods, etc.

**Principal Sights:** In this city of sooty turmoil, all is not smoke stacks and factories. There are a few breathing spaces scattered at random, appearing all the more beautiful because of the striking contrast between the noisy plants and the cool refreshing retreats of Nature. In the very heart of the industrial section is a beautiful crescent-shaped island, **Nakano-shima**, reclaimed from the Yodo River. At one end of this narrow strip, which divides the river into two narrow streams, the Dojima and the Tosabori Rivers, is Naka-no-shima Park, a lovely bit of landscape forming a favorite beauty spot for the business people. It contains the bronze statue of Toyotomi Hideyoshi, founder of modern Osaka. Considered the civic center of the city, Naka-no-shima has within its narrow limits the Municipal Office, the Central Post Office, the Central Public Hall, the Prefectural Library, the Bank of Japan (branch), and the Osaka Asahi newspaper office.

Originally called 'The Golden Castle,' the **Osaka Castle**, although completely rebuilt, still gives evidence of the once colossal structure that guarded the southern districts. Built by Hideyoshi at the height of his power, this impregnable stronghold involved the labor of thousands of people who toiled day and night to build the greatest and strongest fortress ever seen in Japan. Some of the immense stones in the girdling walls, which were supplied at the command of Hideyoshi by his lords who vied with one another to produce the largest rocks, measure over twenty feet in height and breadth.

The oldest temple in Japan, **Shitennoji**, was founded by Prince Shotoku, who was intimately associated with the introduction of Buddhism into the Island Empire. Its famous Bronze Bell is believed to be the biggest in the world, measuring 26 feet in height, 16 feet in width, 1½ feet in thickness, and 156 tons in weight. Close by is **Tennoji Park**, the best equipped park in the city. Osaka also has the only **Imperial Mint** in Japan, established in 1871.

Where once only a short while ago lay the lonely burial grounds for the bodies of executed criminals, now are found the gayest pleasure quarters of Osaka. **Dotonbori** and **Sennichi-mae** are overflowing with theaters, cinema houses, restaurants, and shops of every description. Osaka's Ginza is **Shinsaibashi**, a gay and busy street thronged with shoppers. Tucked in between the two huge department stores, Daimaru and Sogo, are tiny shops that sell a variety of novelties, both foreign and Japanese. **Mitsukoshi**, **Takashimaya**, and **Matsuzakaya** Department Stores are established along **Sakaisuji**, the erstwhile business center of Osaka.

**The Hotel New Osaka:** For visitors to the great industrial center, the trend is to the Hotel New Osaka, the largest building of Venetian architecture ever seen in Japan. A thoroughly twentieth century hotel for twentieth century people, it is conveniently located in the very heart of the city with a charming outlook over romantic canals, offering peace and relaxation to sightseers and shoppers amid Osaka's noisy turmoil.

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Venturing without bounds in search of hidden beauty, travellers are lured over paths along the picturesque coast of the Kii Peninsula. Lovely landscapes of tiny islands floating in a sea of azure, mossy shrines of by-gone days strewn about in remote corners, and countless refreshing spas all combine with a very mild climate to make the southern portion the favorite holiday resort. **Doro Gorge**, several miles in length, is divided into three parts, the first section being popularly known as the "Nine hundred yards of deep tranquil water."

Among many hot springs along the peninsula, the **Shirahama** and **Yuzaki Spas** are perhaps the most popular. Shirahama has a spectacular geyser spouting in the sea near the shore-line, the water rising ten feet in the air. Yuzaki's fame lies in the seven springs honored by Imperial visits in the earlier days.

Proceeding further inland are two famous mountains, **Yoshinoyama** and **Koya-san**. Yoshinoyama and cherry blossoms are synonymous for nowhere in all Japan is there a spot comparing with the cherry blossoms that cover the entire hillside. In April, the whole mountain is transformed into one gigantic bouquet of delicate pink. On the very summit of Koya-san is the celebrated monastery founded in 816 A.D. with about 120 of the ancient temples still remaining.

What Jerusalem is to the Christians, what Mecca is to the Mohammedans; that is what Ise is to the people of Japan. Dedicated to the

Sun-Goddess, Amaterasu, to whom the Emperors trace their ancestry, the **Grand Shrines of Ise** are the most venerated in a country overrun with sacred spots. Every year, to this sanctified site, hordes of devout Shintoists make a holy pilgrimage to invoke the protection of the Gods, and return with bundles of charms cut from the sanctified wood of the shrines. From ages unknown, it has been the custom to construct new shrines every twenty years to replace the old ones that are razed and cut into thousands of charms. Very modest, simple structures, made of unpainted cypress of the finest grain, are set in magnificent groves of huge ancient cryptomerias that weave a spell of such profound reverence as to be equalled nowhere else in East Asia.

No one travels to Japan without visiting the Grand Shrines of Ise, and no one goes to Ise without visiting **Nara**, one of the most picturesque and thoroughly Japanese cities in the Island Empire. Though Nara may boast of its ancient glory, its famous shrines and temples, and its charming views, yet its greatest fame lies with the thousands or more velvety sacred deer that wander at will around the parks and woodland hills. These guileless trusting creatures, haunting the famous Nara Deer Park by the hundreds, have been so protected by law that they fear no man; on the contrary, they often overdo their friendliness. The annual Deer-Horn Cutting Festival, much to the disgust of the deers but to the supreme delight of many of the spectators, is a miniature rodeo held in the fall when more than a hundred of the little animals are skilfully dehorned, the horns being sold later in the form of curios. Nara Park is especially bewitching when the deers roam among the huge trees festooned with showers of delicate wisteria. The **Kasuga Shrine**, another of the highly venerated sanctuaries of Japan, stands within the park.

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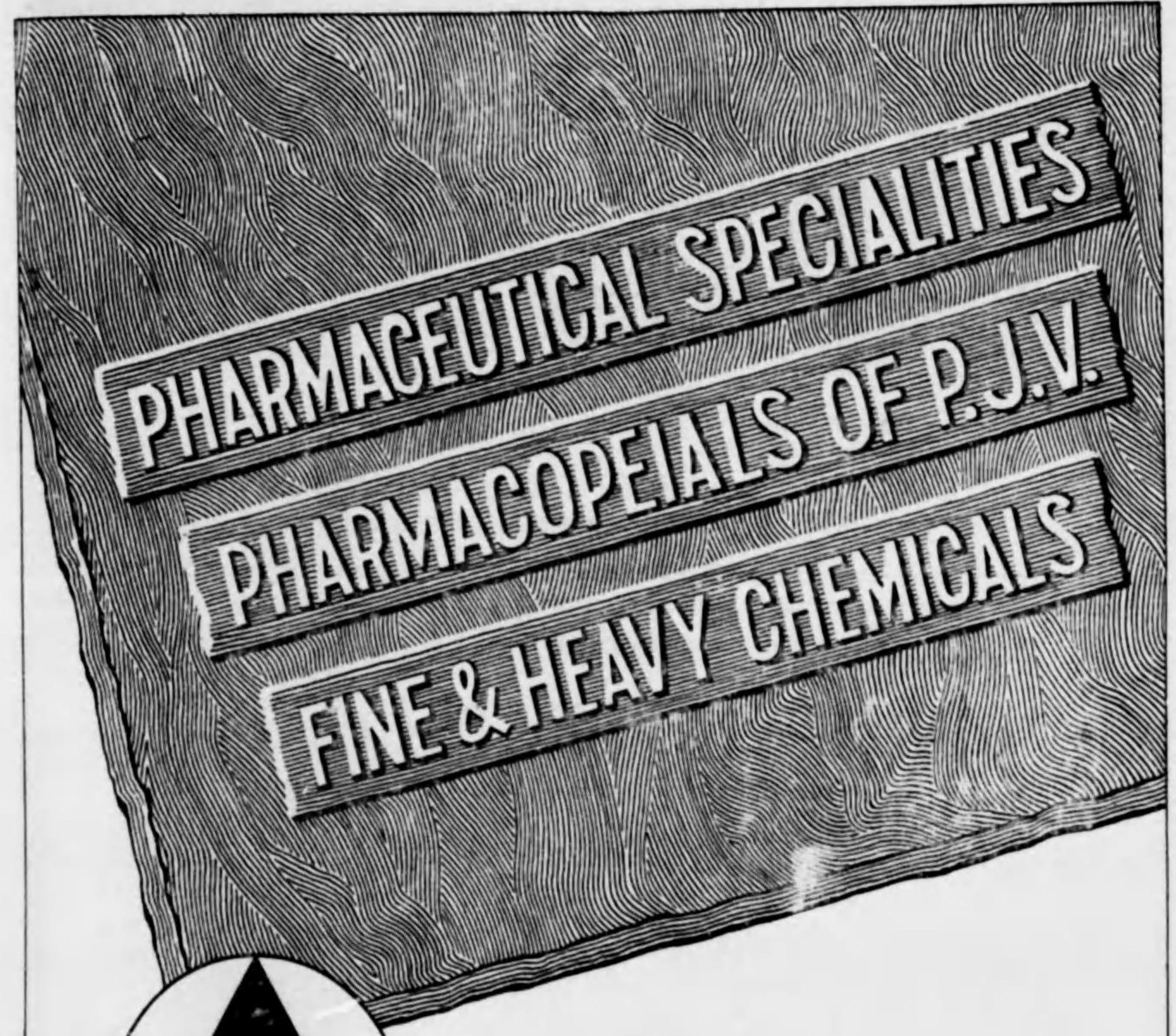
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## KOBE

Kobe, one of the six big cities of Japan, faces the beautiful Inland Sea and is endowed with an excellent natural harbor. It forms the center of activities of Hyogo Prefecture, and in parallel with Yokohama, it is the busiest trade port of Japan, particularly as the city lies close to Osaka, a great industrial and commercial pivot of the nation. It has a population of 967,234.

The traffic between Kobe and Osaka is very heavy, but thanks to an advanced means of transportation by the Hankyu Express Company, Hanshin Electric Tramway, the Government railways, all connecting the two cities in thirty minutes, an interurban tram and bus services along a magnificent automobile highway, thousands of passengers and a huge volume of cargo are sufficiently digested every day. This amazing growth of Kobe may be attributed to two main causes, the natural advantages of the city's location and the far-sighted administration of municipal officials.

Most of the foreign consulates in Kobe, steamship companies, banks and business concerns are located in a district surrounding the Oriental Hotel, forming the business center of the city. This district, incidentally, is the site of the former Foreign Settlement, which the Japanese Government set apart for foreigners at the time of the opening of the port.

**Principal Sights:** Despite the ultra-modern influence, the city still retains much of the old charms of the days gone by, with ancient shrines and temples such as the Ikuta Shrine, Nagata Shrine, Minatogawa Shrine, etc. Facing south, Kobe is backed by the Rokko mountain range which shelters the city from the cold winds and offers Kobe many scenic spots in the mountains.

**Sumanoura Park**, located in the southwestern part of the city on the slope of Mt. Hachibuse, covers an area of 880,000 square meters and faces the picturesque Inland Sea. The Tourist House, built by the city, is well situated and commands an extensive view of the harbor on the west, Kobe and Osaka on the east and a splendid view of a peaceful looking Awaji Island in the distance.

The **Nunobiki Waterfalls**, consisting of two cascades called the "Male" and "Female" falls, are located in the hills behind the city, only

a few minutes' walk from the car-line. The **Okurayama Recreation Ground**, on the crest of a hill at the western part of the city, is the site of the statue of Prince Hirobumi Ito, the noted statesman of the Meiji Era. **Futatabi Park**, situated on the slope of Mt. Futatabi, famous for the Dairyuji temple, has a lake where boating and fishing during summer and skating during winter may be enjoyed. There are numerous hiking courses leading to Arima Hot Spring, Mt. Maya, Mt. Rokko, Takarazuka.

**Motomachi** is the main shopping street of Kobe flanked on both sides by rows of fascinating shops selling silk goods, embroideries, curios, damascenes and other sorts of lovely things. **Shinsekai**, which starts from Minatogawa Park, is an amusement center wherein are found many cinema-houses, restaurants, skating rink and tuck-shops.

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leads to a long flight of steps climbing high up to Maya Temple, dedicated to the mother of Buddha. A very popular mountain resort is located on **Mt. Rokko**, complete with a hotel, teahouse and a golf-course.

There is a charming drive across the range of green hills to Taisanji, one of the oldest temples in existence; then on to **Akashi**, where still remains a relic of feudal days in the form of ruins of the Akashi Castle. Akashi Park nearby has a picturesque Japanese garden, and in front of Hitomaru Shrine, located on a beautiful hill, stands the meridian mark for Longitude 135° East, by which the standard time for Japan is calculated. The return trip is made by way of **Maiko**, which is one of the celebrated scenic points found in countless numbers along the coast of the world-famous Inland Sea of Japan.

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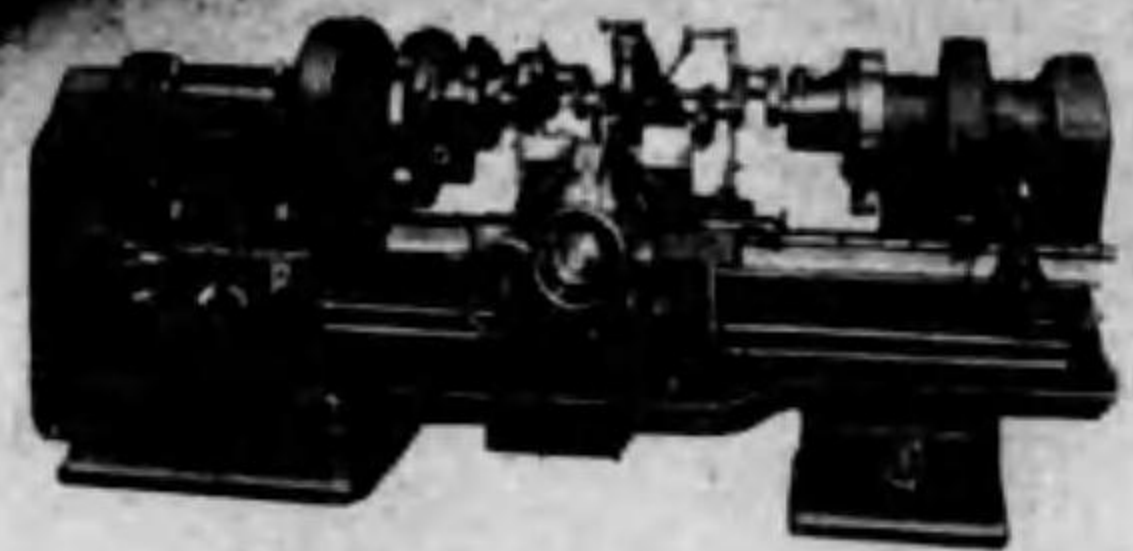
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### Cities of Western Japan

**SHIMONOSEKI:** At the southern tip of the Japanese mainland is Shimonoseki, which holds with Moji, just across the narrow Kwanmon Straits, the key to the western gateway of the Inland Sea. With a population of nearly 200,000, it is the important connecting terminal of the mainland with the Island of Kyushu.

Quite a turbulent history lies behind this prosperous city. It witnessed the tragedy of the Heike Clan at the hands of the powerful Genji in the great sea-fight of Dannoura. Here also took place the historical 'Shimonoseki Expedition,' when England, America, France and Holland united to bombard the forts in 1863, and it was at Shimonoseki that the treaty ending the Japan-China War was signed in 1895.

This picturesque town has again come prominently into the limelight in recent years with the construction of the famous undersea tunnel across the Kwanmon Straits. Plans for the construction of the tunnel were first drawn up in 1911, but the actual work commenced in 1937. Under a four-year plan the tunnel was completed on July 10, 1941, marking the brilliant triumph of Japanese engineering skill.

For many years now frequent ferry services, operated by the Government Railways, have been serving the heavy traffic across the straits. There is also an excellent service to Fusan in Chosen across the Tsushima Straits.

**Places of interest:** The infant Emperor Antoku, who shared the tragic fate of the Heike Clan, is enshrined in the **Akama-gu**, the famous Shinto shrine. **Dannoura**, the site of the last sea-fight between the two great rival clans, is a beach at the eastern extremity of the city. Legends say that small crabs and fish found thereabouts are members of the Heike clan drowned in battle. The signing of the Shimonoseki Treaty between Japan and China took place at the **Shumpan-ro**, the largest inn and restaurant in the city.

**MOJI:** A metropolis in Kyushu with all the

attributes of a manufacturing city is Moji with a population of 140,000, located at the northern extremity of the Island opposite Shimonoseki. Like Osaka, Moji is constantly shrouded in a veil of gray smoke, pierced by scores of tall factory chimneys and huge smoke stacks.

With new, wide, and up-to-date harbor accommodations, Moji has become the largest port of trade on the southern island, and the justifiable pride of the citizens. Constantly throbbing with life of the sea dominated by handsome ocean liners ever gliding in and out of the straits, the dingy little port town of a few years back is practically unrecognizable. It is the regular port of call for various steamship lines.

As an important manufacturing city, Moji includes among its principal exports cement, wheat flour, refined sugar, ores, vegetable oils, footwear, printing paper, porcelain and vehicles. Imports comprise wheat, soya-beans, salt, ginned cotton, coal, wheat bran, etc.

**Places of interest:** Although a commercial city, Moji is not lacking in the charming sights that characterize the entire Island Empire. The ruins of an ancient castle, symbolic of medieval times, is a favorite spot. And, as always, Moji has its shrines of worship. **Mekari Shrine** commands a beautiful view of Dannoura, Nagato Province, where the Genji and the Heike Family fought their last dramatic battle for supremacy. Just in front of the Mekari Shrine lies the **Hayatomo Strait** characterized by a very rapid current.

**FUKUOKA:** One of the most prosperous cities on the Island of Kyushu is Fukuoka, capital of Fukuoka Prefecture, with a population of about 310,000. Situated in the northern part of the island, it is noted principally for its weaving and porcelain industry. Fukuoka's scenic and historical attractions include **East Park** with the bronze statue of the **Emperor Kameyama**, the ruins of **Fukuoka Castle** and **Hakozaki Hachiman Shrine**.

**NAGASAKI:** Attractively situated at the foot of densely wooded hills, Nagasaki with a population of 250,000 is the oldest open port in Japan. Opening on one side into the beautifully landlocked Nagasaki Bay, it boasts of a deep, well-sheltered harbor at the western end of the Island of Kyushu, a harbor of some importance as the point of departure for other Eastern countries. The port of Nagasaki presents a bustling scene of steamer traffic, especially fascinating at night with its myriad of sparkling harbor lights.

Besides the harbor, Nagasaki is renowned

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for the popular tortoise-shell ware, and for its 'kasutera,' a sponge cake delicacy first introduced here by foreign settlers more than 300 years ago. Its export traffic of canned and bottled foods, coal, fish, cotton yarns, soap, etc., is especially busy.

**Places of interest:** A restful spot tucked among bowers of cherry, pines, and maples is **Suwa Park** which commands a glorious panorama of the city, bay, and the surrounding hills. The park also contains the **Commercial Museum** where the products of the city and the Prefecture are exhibited and sold. On a raised terrace is **Suwa Shrine**, often called the Bronze Horse Temple for a bizarre bronze horse standing in the temple yard. Its unique annual festival is marked by lavish street decorations and processions.

**UNZEN:** Just a few hours from Nagasaki amidst a beautiful scenery is Unzen, a popular summer hot-spring resort. With a spa at its very center, **Unzen National Park**, on a plateau among the lofty peaks of the Unzendake Range, has special attractions when the azaleas burst forth in all their glory or when the hills are painted with flaming crimson.

Other celebrated attractions of Kyushu are **Beppu**, renowned throughout Japan as the land of hot springs, and **Mt. Aso**, the largest volcano in Japan.

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## HOKKAIDO

Hokkaido, northernmost of the four main islands of Japan Proper, forms a vast treasury for the Empire of Japan. With innumerable islets about it and a chain of islands called the Chishima (Kurile Islands) stretching north-eastwardly to Kamchatka, Hokkaido lies in the northwestern part of the Pacific Ocean, with Okhotsk Sea in the north and Japan Sea washing its western coast. The climate of Hokkaido is somewhat colder than that of Western countries in the same latitude, due to the cold current along some parts of the coasts and the cold wind blowing from Siberia; however, during the summer months, it is ideal.

Known the world over as the habitat of the Ainu, the rapidly vanishing race of aborigines, Hokkaido, with an area of about 88,775 square kilometers, and a population of 3,272,718 at the 1940 census, is under the administration of the Governor of the Hokkaido Administrative District.

Its scenic beauty is characterized by its grandeur, mingled with the exquisiteness of Japanese gardens. It is a typical natural park of Japan ranking first in natural landscapes. There is **Onuma-Koen** with its luxurious surrounding hills and delightful lakes dotted with glorious islets; Noboribetsu, well-known throughout the country for its many and varied hot-springs surrounded by beautiful views. Held in popular esteem is **Lake Akan**, second to none in broad magnificence and extensive beauty. No one should miss visiting **Soukyo**, the narrow ravines of which forming the upper reaches of the Ishikari which rises from Asahidake, the highest mountain in Hokkaido. Besides the charms of Nature the hot-springs found everywhere in the Island are the resort for tourists to divert all cares of the world. It is enough to draw a constant stream of visitors into Hokkaido at all seasons of the year.

**Agriculture:** Agriculture is undoubtedly the most important industry of Hokkaido. The area of cultivated land total at present approximately 9,500 square kilometers, and arable lands of about 6,500 square kilometers are still left untouched. The soil, for the most part, is rich enough for multifarious productions, such as rice and other cereals, vegetables, fruits, etc. In this connection, special mention may be made that, as export products, dried pyreth-

rum flowers, peppermint, kidney beans, green peas and onions are held in high repute in the overseas markets.

**Stock-Farming:** With the advantage of vast area suitable for pasturage, abundant herbage, and congenial climate, Hokkaido is a promised land for raising live-stock. The land suitable for this industry is about 9,700 square kilometers.

**Fisheries:** Hokkaido is a wealthy-yielding kingdom of the sea, teeming with fish and luxuriant growth of sea-weed. Although the list of hauls can never be complete, herring, salmon, trout, cod, and tangle are the most important. Under these conditions, the manufacturing industry of aquatic products has seen remarkable progress, with tangle, dried cuttlefish, salted salmon and trout, dried or salted cod, ligaments of bivalve shell-fish, fish-oil, scraps, etc. occupying a prominent position in the export trade.

**Forestry:** The largest percentage of the total area of Hokkaido is forest land with immense supplies of standing timber. The forest trees are chiefly fir, spruce, oak, *Cercidiphyllum*, linden, ash maple, and birch. Much of these timber and lumber are exported.

**Mining:** There is a long list of minerals, among which, however, those showing conspicuous figures are coal, sulphur, crude petroleum in the non-metallic group, and gold, silver, copper, manganese and chrome-iron in the metallic group. Of these, the most important is coal, which, along with sulphur, forms an important item of export.

**Manufacturing Industry:** The principal industries are connected with the production of sugar, flour, starch, flax, spirits, "sake," beer, butter, condensed or powdered milk, paper, wooden articles, astringent juice, canned provisions, iodine, cement, iron and steel, machines and tools, fertilizers, etc. The annual industrial output totals about ¥353,000,000.

**Foreign Trade:** The value of the water-borne trade for Hokkaido totaled ¥71,661,000 in 1937. The principal products shipped included kidney beans, green peas, dried pyrethrum flowers, peppermint, onions, potatoes, dried tangle, salted or dried fish and other marine products, fish-oil, fish-meal, crab-meat, salmon and trout in cans, printing paper, coal sulphur, railway ties, timber and lumber.



## Principal Ports and Towns

**HAKODATE**, the main gateway to Hokkaido and the most important seaport, is located on the Tsugaru Strait which connects the Pacific Ocean with the Japan Sea. With a population of 203,862 at October 1, 1940 census, Hakodate is the most flourishing city and an important commercial center in Hokkaido. The city is reached from Aomori, on the mainland, across the Tsugaru Strait on well-equipped steamers of the Government Railways. It is also the center of land communication through which the domestic trade among various regions of Japan Proper is carried on. Its harbor is deep and well landlocked with every up-to-date facility.

Even when other points in Hokkaido have severe cold, it is comparatively warm at Hakodate, which is one of the healthiest places in Japan. The city is extremely picturesque, spreading as it does along the foot of Mt. Hakodate, with lakes and hot-springs, pastures and orchard dotted here and there on the wide expanse of land slopes. The traffic in the city is served by tram-cars and motor-cars. The city is clean and well provided with waterworks, gas, electricity, and every other facility constituting modern living. A succession of wide streets leads up from the shore to the pine groves on the slopes of the mountains and hills.

**Onuma Park**, a few kilometers from Hakodate, is derived from Lake Onuma which is the principal feature of this charming park. The lake is dotted with hundreds of wooded islets. The fantastic rocks on the shore and the graceful active volcano, **Komagatake**, with its reflection in the water, lend charm to the scenery. Excellent boating is afforded. In the winter, the whole surface transforms itself into a good natural skating rink, while good skiing is enjoyable at the base of Mt. Komagatake. **Goryokaku**, northeast of the Hakodate Station, is a fort built in European style toward the end of the Tokugawa Shogunate and is a place noted for its cherry-blossoms.

**SAPPORO** occupies a unique position among the cities and towns of Hokkaido. It had a population of 206,103 at the census of October 1, 1940, and is situated in the western part of the hill-encircled Ishikari Plain east of Otaru. The city has been the seat of the Prefectural Government of Hokkaido from the early years of the Meiji era, and has ever since remained the cultural and educational center of the island, not to mention its industrial and financial importance. It acts as an important industrial and distributing point for the fertile agricultural Ishikari Plain.

Sapporo is the educational center of Hokkaido. In the city is located the Hokkaido Imperial University with its Botanical Garden and the headquarters of the following institutions and offices: The Court of Appeal, the Railway and Communications Bureau, the Mining Supervision Bureau, the Hokkaido Development Bank and scores of other nationally famous establishments. Occupying the heart of the city is the Prefectural Government Building with a beautiful garden in front of its main structure.

**Nakajima Park**, a short distance south of the station, has an excellent pond which affords good boating in summer and good skating in winter. In this park is a Colonial Museum which houses interesting objects associated with the development of this Island.

**OTARU**, with a population of 164,282 at the census of October 1, 1940, is the third largest city in Hokkaido on the coast of the Japan Sea. Like Hakodate, Otaru is a commercial center of this island with its landlocked harbor affording a safe anchorage. **Otaru Park**, located on Tenguyama Hill, is a short distance southwest of the station. In winter, the whole place is turned into a skiing ground. Near the entrance to the coaling pier is a rock of great archaeological interest. On it is an inscription, evidently in ancient Turkish characters, which, according to some authority on the subject, is interpreted to mean: "Leading my army, I crossed the great sea—fought—entered this cave."

**MURORAN**, picturesquely surrounded by mountains in the rear, is located in the southern part of Hokkaido facing the Pacific Ocean. It has a population of 107,628.

It is one of the principal ports in Hokkaido, with an excellent harbor. The City is the greatest distributing center in Hokkaido. Articles manufactured in Muroran include industrial chemicals, fertilizers, wooden and bamboo articles, leather goods, buckwheat flour, glass manufactures, "sake," soy, etc.





## TAIWAN



**Situation & Area:** Taiwan, consisting of the Main Island, the Pescadores Group and many small islands with a total area of approximately 36,000 square kilometers, forms the southernmost extremity of the Japanese Empire. A range of mountains from north to south forms the backbone of the island, two of the outstanding being Mt. Nitaka, the highest peak in Japan, and the Arisan.

**Climate:** Although Taiwan is in the subtropical zone, the climate is as mild as that of the temperate belt, the heat being always tempered by sea breezes and showers. Even on the hottest days, it is cool in the shade during the daytime, and rather chilly from midnight to dawn.

**Population:** According to a census taken on October 1, 1940, Taiwan had a population of 5,872,084 consisting of 2,970,644 males and 2,901,429 females.

**Administration:** Taiwan is administratively divided into 5 *shu* (province) and three *cho* (county). At the head of each *shu* is placed a governor called Chiji, who is higher in official rank than the head of the *cho*, called Chocho, both being subject to the superior authority of the Governor-General, who is responsible for the whole administration of Taiwan. The Governor-General, who is under the administrative jurisdiction of the Department of Home Affairs (formerly under the Department of Overseas Affairs until its dissolution) of the Tokyo Government, is assisted in his duties by a Council consisting not only of officials, but also of men of learning and experience among the general public who are appointed by the Governor-General.

**Revenue & Expenditure:** The Governmental budget for 1943-44 was estimated at ¥514,222,000 as against ¥422,350,000 in 1942-43.

**Religion:** Shintoism, Buddhism and Christianity are the three main religions of the Island. At the end of 1939, Shintoism had 32,195 followers (17,492 Japanese and 14,612 natives); Christianity, 55,466 (3,917 Japanese and 51,425 natives); and in 1938 Buddhism had 114,303 followers (71,298 Japanese and 42,888 natives).

**Education:** The natives have, since 1922, been receiving instructions together with the

Japanese in schools of the secondary grade and upward, although elementary education is still given separately in vernacular and Japanese. In 1939-40, there were, for the instruction of Japanese language, 150 primary schools with 48,087 pupils. For the instruction of the natives there were 824 schools with 702,782 pupils. There are also high schools, normal schools, and technical schools and Taihoku Imperial University, established in 1928 and having a faculty of literature and politics, as well as that of science and agriculture.

**Communications:** Before Taiwan was ceded to Japan by China in 1895, there were no communication facilities to speak of, but since the establishment of the Japanese administration, efforts have been exerted toward the construction of railways, roads, bridges, etc. The total length of the Government railways is approximately 1,000 kilometers with lines gradually being built or extended to interior points. In 1939, the private lines operated a total of 2,651 kilometers. There are also about 3,595 kilometers of truck lines, which constitute an important auxiliary means of traffic in the industrial development of the Island. The postal, telegraph and telephone services are maintained in excellent order.

### PRINCIPAL PRODUCTION AND INDUSTRY

**AGRICULTURE:** The area under cultivation at the end of 1941 was 888,899 ko, or slightly over 24 per cent of the total area, but since then, remarkable development has been witnessed in the agriculture of Taiwan, making it possible to supply much raw materials to the industries of Japan Proper. The number of people engaged in agriculture in the same year totaled 3,069,979.

**Rice:** Rice is the most important product of Taiwan. The western part is flat, fertile and well cultivated, yielding two rice crops a year. Taiwan rice is classified into two varieties, native and Horai. The latter is of much superior quality, and the crop has been increasing year after year. The yield of rice in 1941 totaled 8,393,040 koku, consisting of 4,183,561 koku of the first crop and 4,209,479 koku of the second. The exported amount for the same year was 4,166,172 koku.

**Sweet-potatoes:** Sweet-potatoes are next in importance to rice and are abundantly produced in every part of the Island throughout all seasons, the provinces of Tainan, Taichu and Takao being especially noted for their production. The crop is partly consumed locally and the surplus is cut and dried for the manufacture of alcohol and starch.

**Tea:** The provinces of Taihoku and Shinchiku are the most important productive centers, the leaves there being cropped more than 15 times a year. With a history of over 300 years, the tea industry ranks first in the list of Taiwan's export commodities. Of the total export value for 1939, Oolong tea accounted for ¥4,501,546 and Pouchong tea, ¥9,561,336. Besides these two well-known varieties, Black tea and Jasmin tea are gaining prominence in Taiwan's trade because of their excellent quality and moderate price.

**Groundnuts:** The chief producing centers of groundnuts, though cultivated in all parts of the Island, are the province of Tainan and Takao as well as the Pescadores.

**Soya Beans:** Soya beans are cultivated usually in rotation and harvested twice and even thrice a year. The three provinces of Tainan, Takao and Taichu are more productive of this crop.

**Barley & Wheat:** Mostly raised in the coastal districts of the provinces of Taichu and Tainan, barley and wheat produced in 1942 were 5,576 koku and 46,024 koku respectively. The method of cultivation has lately been much improved, and the area devoted to those crops has been diminished.

**Jute:** The chief jute producing center in Taiwan are Tainan, Taichu, and Takao provinces. The production has been markedly increased since the establishment of a Hemp Manufacturing Company in Taichu some years ago, the output in 1939 totaling 39,554,952 kin as against 14,973,565 kin in 1936.

**Ramie:** A remarkable increase was witnessed in its production following improvements effected in the method of cultivation but the supply from the Island nevertheless is not yet sufficient to meet the increasing demand in Japan. The area allocated for ramie cultivation in 1942 was 1,840 ko, and the yield, 1,283,723 kin.

**Tobacco:** The chief producing centers are the provinces of Tainan and Taichu as well as Karenkocho. Under official encouragement the cultivation of tobacco has been greatly extended, areas devoted to tobacco in 1940 amounting to 3,283 ko, yielding a crop of 9,861 koku.

**Oranges:** Orange cultivation has become more active recently. The Taiwanese oranges

are divided into "ponkan," "tankan," "setsutan," "buntan," "zabon," and "peiyu." Oranges of all kinds produced in Taiwan during 1940 aggregated 177,039,000 kin equivalent in value to ¥3,802,431.

**Bananas:** Areas under banana cultivation in Taiwan totaled 20,114 ko in 1941, the yield aggregating 311,699 kin valued at ¥12,688,000. Bananas rank third on the export list of Taiwan, preceded only by sugar and rice.

**Stock-Breeding:** The principal live-stock in Taiwan comprises buffaloes and pigs, of which the former numbered 266,136 and the latter, 1,204,983 at the end of 1940. The buffaloes in Taiwan are used in agriculture and transportation in the same way as horses are used in Japan Proper. Pork is one of the most important articles of diet of the people of Taiwan, and therefore, pigs are raised at almost every farm-house. Milk produced during 1940 amounted to 12,693 koku while pigs slaughtered numbered 958,658 valued at ¥60,040,610. At the end of 1939, fowls in Taiwan totaled 5,236,509, ducks, 2,292,825; geese, 343,302 and turkeys, 58,173.

**Sericulture:** Taiwan is especially suited for sericulture, which is an important subsidiary occupation for farmers in the Island, in that the mulberry leaves grow all the year round. The Government-General has been exerting strenuous efforts in guiding the farmers in this industry, and with the increasing recognition of its importance as their side-occupation, a great development is expected in the near future in this line of production. Cocoons produced in the Island during 1939 totaled 823,357 kilograms.

**Pineapple Industry:** There are vast collective pineapple plantations in the mountainous districts of the central and southern parts of the Island. In view of the growing importance of this industry, the Government-General has been enforcing, since 1928, a rigorous examination of canned pineapples for export in order to ensure their standard of quality, as a result of which the canned pineapples of Taiwan are now considered as being of international standard, competing with those of Hawaii and Shonanto.

**Sugar Industry:** In Taiwan, the sugar industry is the only colonial enterprise popularized all over the Island. The leading sugar manufacturing companies are the Dai-Nippon, Taiwan, Meiji, Ensuikei and Nittaka firms. The combined daily capacity for pressing sugar canes is 50,000 tons while the total capital invested in the sugar industry is ¥2,290,170,000. In 1940 the total production of sugar in Taiwan amount-

ed to 1,887,948,000 kin compared with 2,364,550,976 kin in 1939.

**FORESTRY:** The forest area is estimated approximately at 1,881,853 ko, or equivalent to 54 per cent of the total area. The most renowned natural forests in Taiwan are those found in the central range, extending from Mt. Taibusan in the south to the peninsula of Koshun; those of famous Mt. Arisan; and those on Mt. Seiran. In addition, extensive stretches of forests lie in the valleys of the River Daku-suikei and in some districts of Kaneko.

**MINERAL PRODUCTS:** During 1937, the value of mineral productions totaled ¥36,220,000, as against ¥28,730,000 in 1936. The output of coal in 1935 was 1,596,672 metric tons valued at ¥9,868,193; of gold (1934), 1,046 kgs. valued at ¥3,169,393.

**AQUATIC PRODUCTS:** Remarkable progress has been made of late in the method of fishing at Kiirun and Takao. Bonitos, tunnies, frigate-mackerels and sword-fish are inexhaustible off the eastern coast which is washed by the Japan Current, while in the western waters grey mullets and seriola sureovata T. and S. are found in abundance. The sea on the southern side is the domicile of whales, and the northern coast facing the great expanse of the China Sea abound in "renkodai" (snapper-like fish). In all these seas sardines and sharks are plentiful.

**GOVERNMENT MONOPOLIES:** The Government-General of Taiwan monopolizes the production and distribution of opium, salt, camphor, tobacco, and saké and other alcoholic liquors. The revenue from the enterprises in 1939 represented approximately 38 per cent of the total income of the Government-General, showing in 1939-40 a revenue of ¥83,000,000.

**Opium:** The opium produced by the Monopoly Bureau of Taiwan is of the Iranian species. The production in 1939 amounted to 14,166,000 grams valued at ¥1,830,247.

**Salt:** The production of salt in Taiwan was originally intended for meeting the demand of the residents of the Island and supplementing the supply in Japan Proper, but owing to increased production in recent years, the surplus is now being exported to Chosen and the Maritime Province of Siberia. The shipment of salt to Japan Proper for 1937 totaled 110,188,428 kilograms valued at ¥1,102,603.

**Camphor:** In 1934, the production of camphor was placed for the first time under the direct control of the Monopoly Bureau. The

country is practically the sole supplier of natural camphor in the world, producing about 70 per cent of the world production. The annual output of camphor amounts in volume to 3,000,000 kilograms and ¥10,000,000 in value. It is distributed by the Monopoly Bureau to Japan and elsewhere.

**Tobacco:** Tobacco now under cultivation in Taiwan is of the Chinese, Yellow and Cigar varieties. The leaves cropped in 1939 amounted to 4,012,009 kilograms valued ¥4,114,069 as compared with 2,895,984 kilograms of ¥2,600,264 in value in 1938. The Government sales of tobacco manufactures in the same year totaled ¥31,432,312 as compared with ¥26,642,219 in 1938.

**Alcoholic Liquors:** There are 30 kinds of monopolized native liquors, the produce of which aggregated 409,499 hectoliters in 1938, as compared with 700,205 hectoliters in 1937. Exports to Japan Proper and Chosen in 1939 were valued at ¥16,526,000.

#### FOREIGN TRADE SUMMARIZED

Asia holds a predominant position in the trade of Taiwan covering 98 per cent in exports and 98.9 per cent in imports in 1939. The most important buyers and suppliers are Japan Proper and Chosen. Next to Japan Proper, Manchoukuo, China and the Leased Territory of Kwantung are the most important markets, total exports amounting to ¥70,000,000 in 1939. This represents a heavy increase of 156.3 per cent as compared with the previous year.

Especially noticeable was the increase in exports to yen-bloc countries, the rate of increase compared with the previous year for China and Leased Territory of Kwantung reaching 324.5 per cent and 93.9 per cent respectively. Yen-bloc countries are also important sources of imports, the aggregate trade amounting to ¥36,600,000, an increase of 32.4 per cent as compared with the previous year (Manchoukuo increasing from ¥17,800,000 to ¥22,100,000; the Leased Territory of Kwantung from ¥7,900,000 to ¥10,300,000; and China from ¥2,000,000 to ¥4,300,000).

Commodities principally imported from Japan Proper are tissues, chemicals and pharmaceutical products, machinery, vehicles, timber, and alcoholic beverages.

Primary export articles are rice and sugar, followed by bananas, canned pineapples, tea, camphor, and alcohol, majority of which being sent to Japan Proper.



臺灣茶

包種茶  
ウーロン茶  
紅茶

FORMOSA  
TEA

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Ports & Cities

**KIIRUN**, better known as Keelung, with a population of 100,182 at the end of 1939, is magnificently based at the head of the well-sheltered Kiirun Bay embraced by two headlands on the northern extremity of the Island.

Owing to the increasing number of vessels entering and clearing the port of Kiirun, remarkable progress has been manifested in trade during the past several years. By 1939, it was boosted to ¥71,237,414 (¥35,072,000 in 1938), comprising ¥51,775,748 in exports and ¥19,461,666 in imports. The leading commodities exported were Pouchong tea (¥8,334,456), Oolong tea (¥4,336,992), black tea (¥5,476,477), camphor (¥1,980,200), silk tissues (¥305,200), etc., while the principal imports included beans (¥1,861,500), salted fish (¥294,051), wheat bran (¥1,015,459), sulphate of ammonia (¥8,267,874), etc.

Kiirun, due to its natural advantages, abounds in marine and mineral resources and enjoys its position as the center of communications and distribution. Fisheries, constituting the most important industry of Kiirun, have been developing very rapidly. The catches of the district amount to about ¥6,000,000 annually, representing about 40 per cent of the total catch of the Island. It is famous also for its coral production, the waters near the port being abundant in coral reefs. The annual production of coal is approximately ¥6,000,000 or more than 75 per cent of the total output of Taiwan. Although Kiirun's activities at present are chiefly confined to the production of fertilizers, iron goods, confectionery, wood manufactures, rice-cleaning, flour-milling, etc., the future prospects of the industrial development of this port-city are, therefore, quite promising.

In and around Kiirun, there are many places noted for their fine scenery. Peak Park (Asahiga-oka), situated on an elevation close to Courbet Beach, commands an extensive view, the scenic beauty of the park being such that it ranks first among the "Eight Finest Views of Taiwan." Courbet Beach, a fine bathing resort, is a short distance from the Kiirun railway station. The graves of French soldiers who died during the war between France and China in 1884 are located on the beach which is crowded with people during the season.

**TAIHOKU**, the capital of Taiwan as well as the administrative seat of the Government-General, is situated on the River Tamsui in the central part of the Taihoku Plain. It is about 28 kilometers from Kiirun by rail and 377 kilometers from Takao. Greater Taihoku, which is now the largest city in the Island, has a population of about 340,114. Formerly the City of Taihoku consisted of three sections, viz., Jonai, Daitotei, and Manka; but since the establishment of the municipal system in 1920, all the surrounding villages have been included in Greater Taihoku.

Jonai, chiefly inhabited by Japanese, contains modern streets encircled by the beautiful "Ring Gardens" laid out on the site of the walls which formerly surrounded this quarter. Jonai also has a pretty park in the center, as well as several squares and promenades. The government offices and other public buildings, including a fine museum and a library, are all located in Jonai where sanitation is perfect, and none of the amenities of modern city life is wanting in this part of Taihoku.

Daitotei, lying to the north of Jonai, is the principal business quarter, where the most flourishing commercial activities are seen. It is the center of trade in camphor, rice and tea, the greatest staples of Taiwan. Large offices and stores are situated here. Most of the houses in this part of the town are built of brick, and the general appearance is quite different from that of Jonai.

Manka is the oldest part of Taihoku and in former times was noted for its market places congested with merchandise sent down the Tamsui River. Its commercial activities have, however, long since been shifted to the Daitotei district and as a result, there are now no traces of its former prosperity, although a large number of tea-houses, restaurants and the like, standing close by the River, are attracting pleasure-seekers throughout the year.

**Places of Interest:** There are many interesting sights in and around the City of Taihoku. Taiwan Shrine is a State shrine dedicated to the memory of the late H.I.H. Prince Kitashirakawa who died during his expedition to this Island in 1895. The Shrine is situated about 3 kilometers northeast of the City and is the greatest shrine of Taiwan. The sanctuary

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創立西歷一千九百四十一年

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 輸移出等以爲業務乃  
 臺灣茶統制唯一之總  
 機關也

## TAIWAN CHA YU-ISHUTSU TOSEI Co., LTD.

FOUNDED 1941

Capital (Subscribed): Yen 1,500,000

HEAD OFFICE: TAIHOKU, FORMOSA

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built in the old Japanese style is magnificent in its simplicity and impressiveness. Jokobyō, or Chang-huang Miao, is a typical native temple lying 2 kilometers north of the station. Maruyama Park, situated about 500 meters north of Maruyama railway station, and one of the chief sights of Taihoku, contains a statue of the first Governor of the Island, and a Zoo with various kinds of Taiwan fauna. The thickly wooded hills of the Park are finely contrasted with Mt. Taichoku rising across the Kūrun River.

Taihoku Park, standing in the center of the City, is also famous for its tropical beauty. Hokuto Hot Springs, within a few minutes' walk from Hokuto station on the Tamsui branch line, is the best hot-spring resort on the Island. The springs, which are of sulphur, attract many visitors all the year round. Sozan Hot Springs, about 8 kilometers from Hokuto station, are also sulphur springs said to be efficacious for various diseases. The place is rich in rural charms. Shintenko Rapids, some 12 kilometers from Taihoku, are located at the confluence of two rivers, forming one of the chief attractions for visitors to Taiwan. Many high precipices stand out in fantastic shapes on both sides of the rapids, and shooting between them by boat affords much thrilling sport.

Tamsui, lying 20 kilometers north of Taihoku, is noted for its beautiful environs and, as one of the best specimens of exquisite Taiwan scenery, it merits the name of one of the "Eight Finest Views of Taiwan." It was once regarded as one of the four ports of Taiwan, but sand and mud washed down the River Tamsui gradually accumulated at the mouth until it became too narrow to permit safe navigation. Consequently, it now forms a mere decadent port possessing the only importance as an excellent bathing beach on the west coast. The Tamsui Golf Links is located a little more than 2 kilometers west of Tamsui station. Near the northern section of the station lies the ruins of the castle of San Domingo, which was constructed by the Spaniards in 1626.

**Hotels:**—Despite its great distance from the Japanese mainland, Taiwan may well boast of the excellent hotel accommodations that foreign tourists are able to enjoy on the Island, especially the **Taihoku Railway Hotel** at Taihoku, and the **Tainan Railway Hotel** at Tainan, both of which are under the able control and management of the Taiwan Government Railways.

Standing right opposite the Taihoku Railway Station, the Taihoku Railway Hotel—the

oldest foreign style hostelry in the Island—occupies a handsome building where adequate and comfortable accommodation may be enjoyed with its exceptionally large and airy guest rooms. Dining cars under the management of this hotel are attached to all express trains.



Taihoku Railway Hotel

The cuisine is excellent and experienced waiters and waitresses are always in attendance. Cordial welcome at the Taihoku Railway Hotel is a tradition in the world of travel—and its convenient location and unusually modest rates have given it the distinction of being the preferred stopping place in Taihoku. No other hotel in Taihoku is so near the theaters, prominent office buildings, large department stores and financial district. The room rates are: European Plan—Single, ¥3.00 and up; Double, ¥8.00 and up.

The **Tainan Railway Hotel**, which occupies the upper floor of the new Tainan Railway Station, is indeed an ideal place of rest for tourists and commercial travellers. It is equipped throughout with the most up-to-date fittings and is also noted for its excellent cuisine.



Tainan Railway Hotel

Courtesy is, moreover, the keynote to service, and the moderate scale charges. Room rates (European Plan) — Single, ¥3.00 and up; Double, ¥7.00 and up. There is a well-stocked Bar served by expert bartenders. No tips are accepted, as 10 per cent of the regular charges is added on to the bill.

**TAICHU**, the seat of the local government of Taichu Province, lies half-way between Taihoku and Tainan, some 160 kilometers south of the former and 158 kilometers north of the latter by rail. The population of the City at present numbers approximately 75,000. The neighbouring wide plains constitute the chief rice producing centers of the Island and the cultivation here of sugar-cane and bananas is a thriving enterprise.

高雄州商工獎勵館

## The Takao Commercial and Industrial Museum

Under management of the Takao Provincial Government

高雄商工會議所

## The Takao Chamber of Commerce and Industry

大日本 臺灣 高雄  
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2. 商品陳列、蒐集、展覽 = 關スル事項
3. 博覽會、展覽會、見本市等 = 關スル事項  
並 = 商工業 = 關スル定期刊行物編纂 = 關スル事項
4. 商工業經營改善指導、並 = 質疑應答 = 關スル事項
5. 東亞共榮圈各地ノ諸事情紹介、調査、研究 = 關スル事項
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The City is divided by the railway in two parts, the eastern part being the industrial quarter and the western portion, the commercial district. The replanning of streets is being carried out on an extensive scale, and parts already completed, flanked with newly constructed shops, have a pleasant uniform appearance.

Principal Sights: The Taichu Shrine dedicated to the memory of H.I.H. Prince Kitashirakawa stands in the beautiful Taichu Park, lying at the eastern end of Taisho-machi. The Taichu Commercial Museum is also in the Park. One of the most interesting features in the City is the Banana Conditioning House which inspects 70 per cent of 300 million lbs. representing the whole production of Taiwan. Jitsugetsu-tan, a lake of scenic fame 800 meters above sea-level, is within easy access from Taichu, with the recently completed large hydro-electric works. The City also form a convenient starting-point for the ascent of Mt. Niitaka, the highest mountain in the Japanese Empire.

TAINAN, the second largest city of Taiwan, is located about 320 kilometers south of Taihoku by rail, with a population of 111,000. The City's recent commercial prosperity justly entitles it to be called the commercial capital of Taiwan.

Places of Interest: There are many historical relics and places worth visiting in and near the City. Among them are the Confucius Shrine erected in 1666 by Ching Cheng Kung of the Ming dynasty; the Kwantei Mausoleum dedicated to the memory of the brave and faithful Kuang Wu in 1664; the "Red Hair Castle," constructed by the Dutch in 1625; Tainan Shrine, sacred to the memory of H.I.H. Prince Kitashirakawa, the site marking the spot where the Prince died during his conquest of the aborigines in 1896.

TAKAO, the best port in the southernmost part of Taiwan, plays an important rôle as an outlet for the products of the Island. It is a

thriving commercial and distributing center in Southern Taiwan blessed with a pleasant semi-tropical climate.

The foreign and domestic trade of Takao amounted in value to ¥350,890,337 in 1937, consisting of ¥244,183,961 in exports and ¥106,709,376 in imports. Sugar, bananas, canned pineapples and alcohol were the chief exports the principal imports being beans, bean-cakes, oils, and sulphate of ammonia.

The completion of the gigantic hydro-electric plant has greatly fostered and accelerated her manufacturing industry, which includes cement, fertilizer, and iron goods, and which has become one of the most growing industries of Takao. The marine products of the port-city have made wonderful development in recent years, amounting in value to more than ¥2,500,000 a year. Fishing is carried on in the South Seas and the South China Sea. Since these regions are relatively close to Taiwan, the development of fishing industry is but natural, with bright prospects for the future.

Of the many interesting places in and near Takao, Kizan, a craggy mountain rising from the top of one of the promontories embracing the harbor, is renowned for the magnificent sunset view. Old Fort, built in 1875 in the days of the Ching Dynasty, stands on Mt. Kigo, southwest of the town. Apart from its historical interest, the autumnal moon is unspeakably enchanting. Kotobuki-zan, lying west of the railway station, is a mountain famed for its wild and craggy formation. Kotobuki Seabathing Beach, which spreads out along the foot of the scenic Kotobuki-zan is the most popular summer resort on the Island, where every convenience is provided.

Boko-to (the Pescadores) are located off the coast of Takao, and comprise a few small islands with about 61,000 inhabitants. Between Boko-to and Takao, a regular steamship service is maintained. Sights peculiar to the islands, not to mention their many historical relics, are worthy of a trip from Takao.

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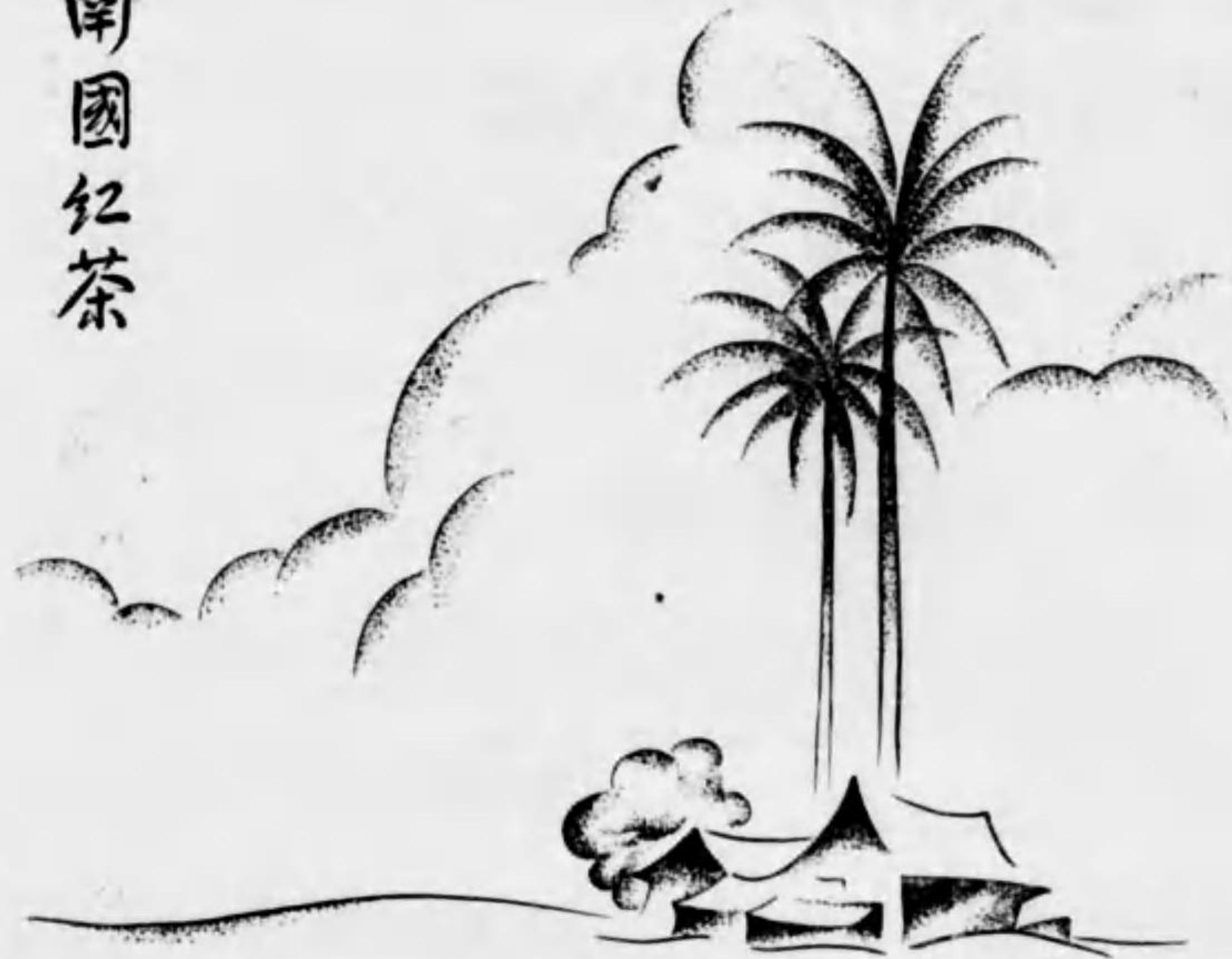
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The Dai-Nippon Seito Kabushiki Kaisha (Dai-Nippon Sugar Manufacturing Co., Ltd.), originally a small concern named the Nippon Seiseito Kaisha established in 1895, has gradually extended its activities to become one of the greatest sugar producers in Japan. With the amalgamations of the Showa Sugar Manufacturing Co., Ltd. in March, 1940, and the Teikoku Sugar Manufacturing Co., Ltd. in April, 1941, the present capital of the Company stands at ¥96,610,000, of which ¥35,522,500 is paid-up. The Company ranks first in the production of refined sugar and is the greatest crude sugar manufacturer in Taiwan. The principal produce of the Dai-Nippon Seito Kabushiki Kaisha is cane-sugar, and the Company is one of the greatest manufacturers of lump-sugar, cut-sugar, white farm-sugar, molasses and alcohol.

The factories of the Company are located at Dairi in Moji, Heijo in Chosen, Daitoima, Jawa, and at various places in Taiwan. Since 1909, the factories in Taiwan have concentrated on the manufacture of crude sugar only. Production of dehydrated alcohol is also extensively carried on.

The entire business of the Company is placed under the rule and management of its Head Office at 8, Hokumoncho, Taihoku. Its branch offices are located in Tokyo, Osaka and Keijo. Mr. Aiichiro Fujiyama is the President of the Company.

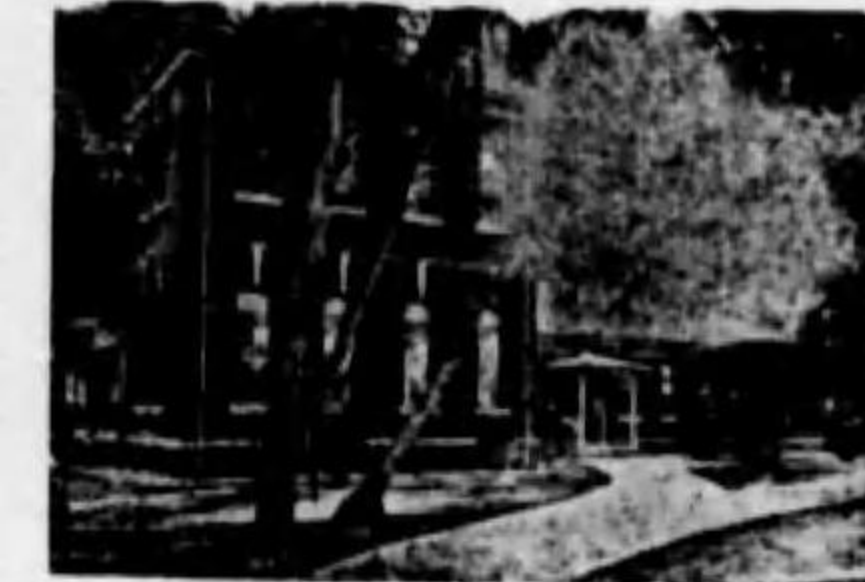
The Ensuiko Seito Kabushiki Kaisha (Ensuiko Sugar Manufacturing Co., Ltd.) is one of the leading sugar manufacturing companies in Taiwan. With a capital of ¥60,000,000, of which ¥36,937,500 is paid-up, the Company is energetically participating in the efforts to make Japan self-sufficient in this indispensable daily commodity.

The products of the Ensuiko Seito Kabushiki Kaisha comprise refined sugar, plantation white sugar and alcohol.

The Meiji Seito Kabushiki Kaisha (Meiji Sugar Manufacturing Co., Ltd.), established in 1906, owns sugar-cane plantations in Taiwan and sugar-beet plantations in Hokkaido and operates sugar refineries at Tobata in Japan Proper.

With a capital of ¥61,000,000, ¥54,350,000 of which is paid-up, the Meiji Seito Kabushiki Kaisha operates 14 affiliated companies: the Meiji Sangyo Kabushiki Kaisha, established in 1916 with a paid-up capital of ¥11,000,000 for the manufacture of confectionery; the Showa

Gomu Kabushiki Kaisha with an authorized capital of ¥10,000,000 (¥6,540,000 paid-up) for the cultivation, manufacture and sale of rubber and other tropical plants; the Meiji Shoji with a fully paid-up capital of ¥7,000,000 for the sale of sugar, alcohol, confectionery and condensed milk; the Karafuto Seito Kabushiki Kaisha with a capital of ¥5,000,000; Manshu Meiji Sangyo Kabushiki Kaisha with a capital of ¥7,500,000; Kasai Tetsudo Kabushiki Kaisha; Meiji Nyugyo Kabushiki Kaisha; etc. The Meiji Seito Kabushiki Kaisha with its affiliated firms are not only active in the sugar industry but also in various other undertakings, such as stock-farming, transport business, agriculture, manufacture of confectionery and milk products and reclamation of waste land, etc.



Head Office of the Meiji Seito K.K. at Matogai, Tainan Province

With 4,401 persons on its payroll on March 31st, 1941, the Meiji Seito Kabushiki Kaisha has its Head Office in the town of Matogai, Tainan, Taiwan, its Tokyo office being in Kyobashi-ku, Tokyo. The leading personnel of the Company are: Mr. K. Arishima, Chairman of the Board; Mr. K. Fujino, President & Director; Messrs. S. Yamada and T. Kozuka, Managing Directors.

The Taiwan Seito Kabushiki Kaisha (Taiwan Sugar Manufacturing Co., Ltd.), the first to be incorporated as a sugar manufacturing Company in Japan, was established in 1900 with an initial capital of ¥1,000,000. The Company's present greatness was not achieved without the hardest trials, as there were in its initial periods manifold difficulties involved in obtaining the materials as well as in the general management of business in a newly annexed country, then thickly infested with plagues and bandits. In spite of these drawbacks steady progress was made and today Taiwan Seito Kabushiki Kaisha can boast of being one of the greatest sugar manufacturing companies in the Orient.

The authorized capital of the Company is ¥64,200,000, of which ¥54,240,000 is paid-up and its Head Office is located at Heito, Takao Province, Taiwan. Its Tokyo Office is at Marunouchi 3-chome, Tokyo.



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**Situation & Area:** Chosen, a peninsula dividing the Yellow Sea from the Sea of Japan, and having an area of 220,792 square kilometers, is located between 122° and 128° East Longitude and between 34° and 43° North Latitude. Along the northwest frontier for 800 kilometers lies Southern Manchukuo and in the extreme northeast, a scant 160 kilometers from Vladivostok, Chosen touches Siberia. The country is mountainous especially in the north, where forests are of great value.

**Climate:** The climate of Chosen is dry and bracing. Generally the rainfall in the Peninsula is not heavy, the annual volume ranging at the most between 800 and 1,000 millimeters.

**Population:** The total population of Chosen, according to the census taken on October 1, 1940, was 24,326,327, representing an increase in five years of 1,427,634.

**Administration:** Chosen is divided administratively into 13 do (prefecture), which are subdivided into 20 fu (city), 218 gun (district), 2 to (island), 81 yu, (town), and 2,245 men (village). In preparation for a complete autonomy to be accorded at a future date, the local administration has been given a greater measure of self-government since the political reform of 1939.

**Revenue & Expenditure:** The budget estimate for the 1941-42 year was balanced at ¥1,012,577,000 (¥837,786,000 for the 1940-41 year). Tokyo Government granted Chosen ¥12,899,567 in 1940 as the annual government subsidy.

**Religion:** Confucianism and Buddhism are the chief religions, but Christianity and Shintoism have also become popular in recent years.

**Education:** Following its annexation, education in Chosen was considerably raised in level as many schools were constructed. The number of schools and institutions as of May, 1939, were: 3,372 elementary schools; 53 middle and higher schools; 57 girls' high schools; and 244 commercial, agricultural and technical colleges.

There were also normal and vernacular colleges besides the Keijo University.

**Communications:** In September, 1940, the State railway lines extended 4,293.3 kilometers and private lines, 1,814.8 kilometers. The chief line is the trans-peninsular route from Fusan, where the Fusan-Shimonoseki ferry service connects with the Imperial Japanese railways, to Antung at the mouth of the Yalu River. Here, it connects with the Antung-Mukden line of the S.M.R., forming part of the two international through traffic lines—Japan to China and Japan to Europe via the Trans-Siberian Railway. In 1939, Chosen had 12,534 kilometers of excellent highways and 18,124 kilometers of auxiliary roads. The Japan Airway Co. operates a line across the Peninsula from north to south as part of its Tokyo-Dairen-Hsinking service.

#### PRINCIPAL PRODUCTION AND INDUSTRY

**AGRICULTURE:** Chosen is essentially an agricultural country, and the cultivated area at the end of 1941 totaled 4,489,536 cho, of which 1,626,135 cho were paddy fields. There were about 500,000 cho of unregistered arable land. The principal agricultural products are rice and other cereals, beans, cotton, tobacco and hemp. Barley and wheat flourish in the northern parts.

**Rice:** Improvement and extension of rice cultivation have progressed remarkably, and at present the output of rice ranks first among all agricultural products. In 1940 total area devoted to the cultivation of rice was 1,641,748 cho and the harvest amounted in value to ¥580,472,850. The shipment of rice in 1938 reached 10,130,000 koku, valued at ¥31,307,000.

**Soya Beans:** Soya beans, the second important product in Chosen next to rice, are produced in all parts of the country, and their quality is generally good, the crop in the north-western districts being especially noted for its excellence. The soya beans shipped out of the Peninsula during the same year totaled 3,266,000 koku, valued at ¥65,780,000.

**Fruits and Vegetables:** Steady progress is being made in fruit-growing. The chief fruits include apples, pears, grapes, peaches, persimmons and chestnuts; while principal vegetables include radishes, melons, pumpkins, skirrets, garlic, and 'hakusai,' a whitish lettuce of a very rare quality grown in Kaijo near Keijo.

**Cotton:** Cotton is cultivated in all parts of the country, excepting Kogen-do, Kankyo-Hokudo, and a part of Kankyo-Nando. The area under cultivation of the American variety in 1940 was 279,174 cho. In addition there were 14,302 cho of land devoted to the native variety. The future of cotton cultivation is very promising.

**Sericulture:** The number of households engaged in sericulture in 1940 totaled 841,132 and cocoons raised during the same year reached 5,484,331 kan. The raw silk was 613,254 kan valued at ¥44,381,200. A considerable quantity of silk is cropped every year from the wild cocoons which abound in many parts of the country.

**FORESTRY:** The country is mountainous especially in the north, where forests are of great value. The forest land in the country at the end of 1940 was estimated at 12,240,000 cho, representing about 55 per cent of the total area. Of the total forest area, about 6,670,000 cho is taken up by State forests, the greater part of which lying around the sources of the rivers Yalu, Tumen, Taidong and Han.

Constituting a source of rich wealth, the forest products of Chosen make a substantial contribution to the export trade of the country in addition to meeting the local demands. The total value of forest production in 1940 amounted to ¥236,674,000, of which timber and boards amounted to ¥54,375,000, fuel woods, ¥48,826,000; bamboo, ¥390,000; charcoal, ¥11,407,000; live-stock fodders and raw materials for fertilizers, ¥28,000,000; and other by-products, ¥76,820,000.

**FISHERIES:** The coastal line of Chosen extends to a length of 17,580 kilometers and the waters teem with various kinds of fish, as a result of which fisheries in the country have become one of the important industries. The total catch of fishes amounted in 1940 to ¥372,700,000 and value of its manufactures reached ¥181,758,000. The value of cultivated fish amounted to ¥15,470,000.

**MINERALS:** Mineral products unobtainable in Japan Proper are found in Chosen. The varieties of minerals in the Peninsula aggregate

113 categories, of which the most important products are gold, iron, coal, graphite, magnesite, arsenic, alum-stone, quartz, tungsten, manganese, molybdenum, flour-spar, mica, asbestos, zinc, lead, copper, mercury, talc, antimony, nickel and limestone.

**GOVERNMENT MONOPOLIES:** Chosen Government-General monopolizes the production and sale of tobacco, opium, morphine and salt.

**Tobacco** is one of the principal sources of revenue in Chosen. The cultivation of tobacco and the varieties to be grown are all to be determined previously by official proclamation. Tobacco raised in the country consists of three varieties—Japanese, native and yellow.

**Ginseng**, of which there are two kinds, is cultivated at Kaijo Kaihogun, and several other places by permission of the Government-General and is a special product of the Chosen Peninsula. Five or six years' growth is required before ginseng can be harvested.

**Opium** is sold through the Monopoly Bureau to the special drug-manufacturers. The harvest of opium in 1939 amounted to 16,702 kilograms. No opium smoker is found in Chosen at present, owing to the rigorous measures adopted by the authorities since the establishment of the Monopoly.

**Salt** production during 1939 was 264,950,000 kilograms but this is still insufficient to meet the local demand.

**INDUSTRIES:** With the continued economic development of Manchoukuo and Mongolia, the industrial advance of Chosen has been remarkable. Large factories have been established for spinning and weaving, reeling, iron and steel manufacture, pulp, pottery, cement, flour milling, brewing, oil refining, fertilizers, etc. A very promising future is foreseen both for home and large scale industries.

During the year 1940 total industrial output amounted in value to ¥1,873,634,000 as compared with ¥1,498,277,000 in 1939, showing an increase of nearly ¥375,347,000. Of the total value, chemical industry represented 33.5 per cent or ¥699,442,000 as against ¥501,750,000 in 1939; spinning and weaving, 13.4 per cent or ¥232,178,000 as against ¥201,352,000; food-stuffs, 21.9 per cent or ¥373,404,000 against ¥328,352,000, metallic, 9.1 per cent or ¥129,669,000 against ¥136,092,000; machinery and tools, 3.6 per cent or ¥76,665,000 against ¥53,226,000; ceramics, 2.9 per cent or ¥61,654,000

against ¥43,338,000; wooden articles, 1.4 per cent or ¥35,028,000 against ¥21,061,000; printing and book-binding, 1.3 per cent or ¥19,071,000 against ¥19,374,000, gas and electricity, 2 per cent or ¥30,462,188 against ¥24,500,000; others, 10.9 per cent or ¥163,270,337 against ¥139,544,000.

#### FOREIGN TRADE SUMMARIZED

Exports to Manchoukuo, China and the Leased Territory of Kwantung amounted to ¥262,000,000 revealing a sharp increase of 60.6 per cent. Imports from the same countries totaled ¥99,000,000, Manchoukuo accounting for ¥58,000,000 and China for ¥12,000,000, an increase of 23.1 per cent as compared with the previous year.

However, mention must be made that approximately 50 per cent of the exports, especially to Manchoukuo, were re-exports of imported Japanese goods.

Due largely to imports from Japan for re-exports, the unfavourable trade balance of Chosen rose from ¥176,000,000 in 1938 to

¥382,000,000 in 1939.

Remarkable increases in the exports of the following commodities were noticeable during 1939—rice and paddy ranking first in exports, increased twofold to ¥25,300,000, followed by machinery, ¥19,300,000, aquatic products, ¥17,900,000, staple fibre tissues, ¥15,100,000, vehicles, ¥13,500,000, timbers, ¥9,500,000, rayon tissues, ¥8,700,000 and fruits, ¥8,600,000. The greater part of the above were imported from Japan Proper.

Other articles exported to Japan Proper showed in general, a marked improvement, fertilizer increasing by 33.1 per cent to ¥53,200,000, copper by 94.9 per cent to ¥5,700,000, aquatic products by 36.1 per cent to ¥31,800,000, ores by 43.3 per cent to ¥31,200,000, raw silk by 52.7 per cent to ¥24,200,000, coal by 20.9 per cent to ¥14,300,000, fish oil by 61.7 per cent to ¥12,200,000 and raw cotton by 48.5 per cent to ¥11,900,000.

The aggregate value of imports from Japan Proper amounted in 1939 to ¥686,600,000 representing 55.9 per cent of the total imports of Chosen.

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## Ports & Cities

FUSAN, embracing a magnificent and well-sheltered harbor, spreads along the waterfront, forming an important trade port of Chosen. With a population of approximately 250,000, the city is the southern gateway of the Peninsula.

The importance of Fusan in trade is shown by the amount of transactions which totaled ¥284,908,000 in exports during 1942 and ¥447,600,000 in imports. The trade with Japan Proper accounted for the value of ¥287,378,000 in exports and ¥558,210,000 in imports. Chief articles of import were rice, millet, wheat flour, bean cake, sugar, iron goods, timber, etc., the exports consisting principally of rice, soya beans, marine products, cotton, ores, live cattle, etc.

The town of Fusan is not only the principal center of trade with Japan Proper, but it is also an important link in the international highway which connects East Asia with Europe. The Imperial Japanese Government Railways operate a ferry service between Fusan and Shimonoseki, across the Strait of Chosen twice daily from either end, the service making train connections on both sides.

Of the many places of interest in and around Fusan, special mention should be made of Ryutozan Park, situated in the heart of the town. A pine-clad hill made into a public park, it commands a fine general view; Kaiundai Hot Springs, 40 minutes from Fusan, and 20 minutes from Torai by motorcar; Torai Hot Springs, 30 minutes by tram and 20 minutes by motorcar from Fusan; Matsushima Beach, an ideal sea-bathing resort with shallow water, its white sandy beach bordered by lovely green pines.

The Fusan Chamber of Commerce and Industry, which came into existence in 1880, was originally called "Fusan Shoko Kai" (Assembly of Fusan Merchants), and its members comprised merchants, bankers, shipping agents, wholesale dealers, etc. In 1940, the Chamber's roster was further augmented by new members from business and industrial circles, thus increasing its membership to 2,500.

KEIJO, a prosperous metropolis built in a granite valley running from east to west, is the seat of the Chosen Government.

During the thirty years since the enforcement of the municipal law in Keijo, a remark-

able development was made in every field under the city administration. The long pending question of amalgamating the vicinities into the municipality was solved in April, 1937, and with this move Keijo has become a great city covering an area of over a hundred square kilometers, or quadruple the former area.

The city, having a population of over 700,000, was formerly surrounded by walls, but its rapid development made it necessary to demolish them, and their only remnants now visible are the two gates, Nandaimon (South Great Gate) and Todaimon (East Great Gate). The most flourishing business centers, Honmachi, Nandaimon-dori and Kogane-machi, are almost entirely Japanese in appearance but for the people in their customary white clothes and their indispensable three-foot tobacco pipes—a common sight in all parts of Chosen. The city is served by an excellent system of tram-cars and buses, and is also well provided with waterworks and sewerage.

There are many places of interest in and around the city of Keijo, of which the most noted are: Nandaimon Gate, one of the remnants of the old walls constituting a precious relic of ancient Chosen. Nanzan Park, formed of granite hills, is located in the southern part of the city. It contains the Keijo Shrine and Tenmangu Shrine, and is especially thronged with people during the cherry-blossom season. Chosen Jingu, lying on the western slope of Nanzan, is the greatest shrine in Chosen, consecrated both to the Sun-Goddess of Ise Shrine and the illustrious Emperor Meiji. Tokujukyu, formerly the palatial residence of King Li, is now converted into the Art Museum of the country. Keifukukyu, an old palace is situated at the foot of Hakugaku.

The Pagoda Park, the name of which is derived from an artistic pagoda of eleven stories, was a gift from a Mongol Emperor to his daughter who became the Queen of Koryu in the fourteenth century. Keijo Imperial University, lying in Renchido and planned along similar lines to the Imperial Universities in Japan Proper, is the crown of the Government's educational system in Chosen.

**Hotels:** Hanto Hotel (opened in May, 1938), conveniently located at Kogane-machi, is housed in a modern eight-storied building. Special features of the hotel include a Post





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**JINSEN** or Chemulpo, situated at the end of a small peninsula projecting from the western coast of Chosen, is a natural harbor, constituting the maritime gateway to the capital. With a population of about 103,000, the city presents a fine aspect. Jinsen's importance as a trade port has been greatly enhanced with regular shipping services maintained not only with the Japanese mainland, but also with Dairen, Tsingtao, Shanghai and other ports of China.

**GENZAN** was opened to foreign trade in 1880, but it had no port facilities until some years after the amalgamation of Chosen with Japan. Since then, however, it developed into the most important port on the east coast of the Peninsula with a population of roughly 65,000. Principal articles of export include rice, soya-beans, cattle, lumber, charcoal, salted and dried fish, fish oil, etc.

**SEISHIN**, with its inhabitants of approximately 100,000 and a trade port on the one side and a fishery port on the other, is situated on the neck of a headland on the northeastern coast of the Peninsula.

Its magnificent harbor works were completed a few years ago, making it an ice-free first class port but the capacity of the harbor has become insufficient due to the opening of a railway

between Seishin and Kirin in Manchoukuo. The future prospects of the port are certainly very promising.

Seishin is the only important industrial town in the northern part of the Peninsula. The development of commerce and industry, of late, has been remarkable. Large firms such as Mitsubishi Kogyo, Nippon Seitetsu and Nippon Boseki Kaisha have brought about the rise in heavy and light industries. The principal imports included machinery, wheat flour, rice and paddy, ginned cotton and whipped cotton, beans, fish oils, gold ores, wood and timber, cotton tissues, etc., and exports, bean cake, fish scraps, etc.

**RASHIN**, a fast rising city in Kankyo-Hokudo, is one of the three principal ports in North Korea. Its history dates back to the days when the founding of the Empire of Manchoukuo began on an active scale, and consequently, it is a relatively young city.

This is a port opened when the Keito (Seoul-Tumen) and Tokei (Tumen-Chiamussu) lines were inaugurated and its position in the Japan Sea is tantamount to that of Dairen in the Yellow Sea. In the spring of 1933, the Manchuria Railway Company erected a headquarters here to carry out a gigantic harbor-construction plan, starting at the same time, the building of a railway line between Yuki and Rashin. These circumstances combined caused a rapid increase in population and the vast wasteland close to the coast was converted into a first stage of an up and coming city in an extremely short space of time.

In the following year, a town system was introduced and in accordance with the stipulations of an Act governing the planning of a municipality, the work of drafting the first municipal plan in Korea got under way, thus making the first step toward creating one of the great metropolises in Korea. Until 1936, the city saw a marked development and when a municipal system was enforced in the same year, Rashin was proclaimed a fortified zone.

**YUKI**, located near the northern extremity of the Peninsula, is a prosperous port having a population of about 30,000. Since it was opened as a trade port in 1921, a noticeable development was seen in this town.

Improvements have lately been made in the port facilities with the result that several vessels can now be accommodated simultaneously alongside the dock of the deep and spacious port. Principal articles of imports were iron, fertilizers, soya-beans, cotton textiles, etc. while chief exports consisted of timber and wood, millet, beans and peas.

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**Situation & Area:** The Kwantung Leased Territory, with an area of 3,462 square kilometers, occupies the southern portion of the Liaotung Peninsula located at the southernmost point of Manchoukuo. It is mountainous with very few plains and practically no rivers worthy of mention.

**Climate:** The climate is always influenced by both sea and land. The general temperature of the Territory is somewhat colder when compared with that of Japan Proper.

**Population:** According to the census taken on October 1, 1940, the population of the Kwantung Leased Territory was 1,393,322, consisting of 796,477 males and 596,745 females.

**Administration:** It is at present administered by the Kwantung Bureau under the direct supervision of the Japanese Ambassador to Manchoukuo. The local administration of the Leased Territory is entrusted to the Kwantung Government at Dairen, but that of the Railway Zone, to the Local Administration Department of the S.M.R. Company under direct supervision of the Kwantung Bureau. The Government of Kwantung possesses police rights within the Kwantung Territory and the S.M.R. Zone.

**Revenue & Expenditure:** Budget for the year 1941-42 was estimated at ¥146,434,000 for revenue and ¥87,874,000 for expenditure.

**Education:** The Japanese educational system was established in the Kwantung Territory and the Railway Zone after the conclusion of the Russo-Japanese War. The educational system of the Territory may be classified into three divisions—(1) education of Japanese, (2) education of Manchus, and (3) joint education of Japanese and Manchus.

In Ryojun and Dairen public hygiene, schools, social welfare institutions, museums, libraries, fish markets, abattoirs, cemeteries, crematoriums, public lavatories, street-lighting, and parks, etc. are all under the control of the municipalities.

**Communications:** The telephone, telegraph, wireless telephone and wireless telegraph systems are conducted by the Japan-Manchoukuo joint-capital concern known as the Manchuria

Telephone and Telegraph Co., Ltd. under the control of the Communications Bureau of the Kwantung Government. Dai Nippon Aviation Co., Ltd. operates a regular passenger service between Tokyo and Dairen, a regular aerial mail service between Fukuoka and Dairen, and the Manchuria Aviation Company, Ltd., an airline between Harbin and Dairen.

### PRINCIPAL PRODUCTION AND INDUSTRY

**Agriculture:** Farming in the Kwantung Leased Territory is the primary industry, and maize, groundnuts, kaoliang, millet, beans, etc. are the principal crops. The cultivation of groundnuts is one of the new agricultural undertakings encouraged by the Kwantung Government.

Of the vegetable production, the Chinese rape, turnips, sweet potatoes, cucumber, and stoneleek occupy the major portion of the yields. Raw cotton, castor seeds, sesame seeds, tobacco, etc. are also produced in fairly large quantity.

**Fruits:** Suitable climate and geographical characteristics play an important role in the cultivation of fruits such as apples, grapes, peaches, pears, cherries, etc.

**Fisheries:** The fishing industry is considerably developed along the coast of the Territory, especially in the large consuming centers and where transportation is comparatively easy.

**Salt:** The area of salterns within the Territory was 9,082 cho in 1938 and the production of salt during the same period was 420,000 metric tons.

**Manufacturing Industries:** The Kwantung Territory, together with the S.M.R. Zone, has contributed greatly toward remarkable strides made in the industry of Manchoukuo as the center of industrial activity as well as of distribution and shipping. Bean oil and bean cake mills constitute an important manufacturing industry in Manchoukuo. There are in all over 360 mills throughout the Territory. The glass products, which are also important, consist of soda glass, crystal glass, hard glass, special glass, plate glass, etc.

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## DAIREN & RYOJUN

Dairen, situated on the southeastern extremity of the Liaotung Peninsula, was but a small and unimportant hamlet unnoticed by the world until 1898 when Russia began undertaking a project to convert it into a trade port. Due to its geographical position, the climate is governed mostly by oceanic influence though, in some degree, it is of a continental nature.

Steady growth took place in the city after Japan leased the territory in 1905 and started expanding it on a modern scale. As a result, it now forms the gateway to Manchoukuo and the most significant open-port city in the Orient equipped with all facilities and means of comfort required for the modern way of living. Since it is modeled after Paris, Dairen is a fascinating cosmopolitan city and is one of the leading metropolises in East Asia. The population, as of August, 1940, was 590,857, of which 175,483 were Japanese.

The principal industries are oil refining, glass manufacturing, gunny sack production, shipbuilding, iron works, cotton spinning, firebrick making, etc. As the city is located at a convenient traffic junction with its well-equipped harbor and excellent railroad, and furthermore, as it embraces Manchoukuo and Mongolia in its hinterland, the industry in the city indicates a further trend for prosperity.

The port, well protected by breakwaters, has every modern equipment including hydrants, water-boats, coaling vessels, floating cranes, numerous electric and steam cranes ashore, warehouses of various kinds, open storage and innumerable tracks for the speedy and commodious handling of cargoes. Though modern mechanical appliances are utilized, the cheap Manchoukuoan labor is so advantageously employed that the charges are much lower than those of any other port in the world.

The foreign trade of the port of Dairen (approximately 90 per cent of Manchoukuo's total trade passes through the harbor) amounted to ¥860,024,000 in imports and ¥508,209,000 in exports during the year 1938, showing an import excess of ¥351,815,000. Exports from the

port consisted chiefly of bean-cake valued at ¥588,540,000; soya-beans, ¥148,063,000; coal and briquets, ¥19,553,000; sulphate of ammonia, ¥15,332,000; bean-oil, ¥14,083,000; maize, ¥12,091,000; kaoling, ¥938,000; etc. Imports of ginned cotton were the largest, amounting to ¥33,910,000; followed by cotton tissues, ¥30,842,000; wheat flour, ¥27,477,000; sugar, ¥26,685,000; gunny sacks, ¥19,595,000; woollen tissues, ¥13,032,000; grey cotton yarns, ¥1,247,000; rubber shoes, ¥420,000; etc.

The municipal plan of Dairen follows the best system of modern city construction. The streets radiate in a cobweb fashion from Ohiroba, or the Central Circle, symbolizing the progressive freshness that is consistent with the colonial policy of present-day Japan. The urban tram lines extend over the entire city and reach the suburban seaside resorts of Hoshigaura and Rokotan in less than half an hour. The triangular area covering Naniwa-cho, Oyama-dori and Isu-machi is the fashionable shopping center of Dairen where visitors may find the exotic atmosphere characteristic of a port-city, luring and tempting. Rensagai, constructed at the tremendous cost of two million yen in an area adjacent to the Dairen station, is also a modern shopping quarter.

Surrounding the Central Square are such important buildings as the Municipal Hall, the Police Headquarters, the Department of Communication, the Oriental Development Company, the Yamato Hotel, the Yokohama Specie Bank and the Bank of Chosen. On the beautiful hill at the back of the Yamato Hotel stands an impressive bronze statue of General Oshima, the first Governor of the Kwantung Leased Territory.

A panoramic view of the city, harbor and surrounding areas is possible from the roof of the Wharf Office. An outline of economic conditions in Manchoukuo and Mongolia may be obtained through a visit to the Manchurian Resources Museum and the Industrial Museum located in the "Russian Quarter" which are open to public inspection.

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Central Park is the largest in the city with an area of nearly two million square meters. Besides being a favorite picnic ground in the spring, the Park is provided with tennis courts, public archery ground, baseball diamond, etc. On the hillside of the Park is a Memorial Monument dedicated to the Japanese soldiers who fell during the Russo-Japanese War and thereafter. Another recreation ground, the Komura Park, which is managed by the South Manchurian Railway Company, lies adjacent to the Central Park.

Hoshigaura (Star Beach) is located along the highway leading to Ryojun, some kilometers southwest of the city, and can be reached either by tram or motor car. The whole region has many attractive features and enjoys the reputation of being a matchless summer resort in East Asia.

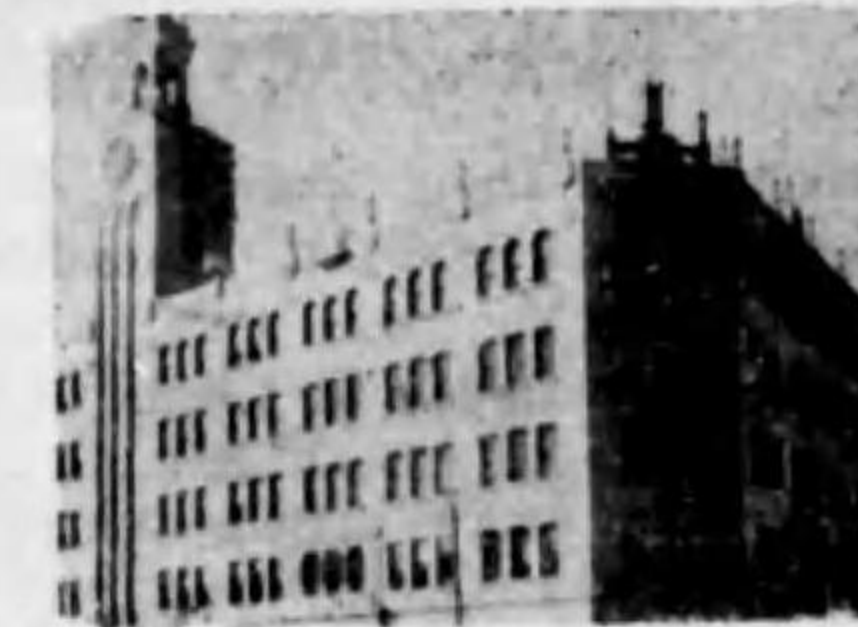
Ryojun, universally famous for the memorable and historic sieges of 1894 and 1904, particularly the latter during which the Russians attempted feverishly to hold the fortress against the surging onslaughts of the Japanese Forces without success, is located at the southeasternmost point of the Kwantung Leased Territory not far from Dairen. It is surrounded by an undulating mountain range and faces a sparkling sea-frontage on the south.

Blessed with natural charm of scenery and bracing air, the city gained world-wide fame as one of the most popular resorts in East Asia. Ryojun is the cynosure of tourists as well, particularly during the summer season when the comfortable and luxurious hotel accommodations are still enriched by varieties of up-to-date sport facilities such as the bathing beach, riding course, golf link, tennis courts, hunting and fishing grounds, etc. Many ruins which graphically describe the fierce battles waged by the Japanese Forces against the Russians give still deeper impressions to the visitors.

The access of merchantmen to the harbor of Ryojun had been forbidden until 1910, but on that year, the competent authorities adopted an open-door policy for the western portion of the harbor, permitting all nationalities to take part in commercial activities. The eastern section of the port, however, still remains designated as a fortified zone and navigation consequently is closed to the general public.

The city of Ryojun is separated into two parts, the New and Old Towns, the railway line and Monument Hill roughly forming the border between the two.

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The New Town, built on a modern scale by the Russians chiefly for Government and residential buildings, extends to the left in parallel with the coastal line of the western harbor while the Old Town runs in the opposite direction along the curved shore of the eastern port. Among the noted structures in the New Town are the Kwantung District Office, the Yamato Hotel, Technical College, the Girls' High School, Middle School, the Manchuria and Mongolia Museum and the Korakuen Park. The famous 203-Meter Hill, the scene of a life and death struggle during the Russo-Japanese War, is only a few kilometers away from the New Town.

In the Old Town, various business establishments, the local Administration Office, the Law Courts, Navy Depot, the Headquarters of the Fortress Commander, the War Museum and the Red Cross Hospital are located.

In the central part of the city, near the railway station, stands Monument Hill from which a visitor can take a bird's-eye-view of the entire city. It is here that the Charnel Shrine, containing the cremated remains of Japanese officers and men who were killed in action during a battle around the fortress city, stands. Twice a year, in the spring and autumn, memorial services, attended by the relatives of the deified heroes, are solemnly observed on a grand scale. Immediately below this shrine stands the Grand Memorial Tower.

The War Museum, in which are placed no fewer than 2,500 mementoes of the War, is located at the right hand side of the Old Town and it can be visited conveniently on the way from Monument Hill to the North Fort of the East Chiquanshan.

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**Situation & Area:** Manchoukuo is located northeast of the China Proper and is bound in the northeast by Siberia, west by Inner Mongolia, southeast by Chosen and south by the Gulf of Pechihli, the Yellow Sea and "The Great Wall of China." It has an area of approximately 1,303,143 square kilometers.

The country is divided into South and North Manchoukuo at the low plateau lying immediately south of Hsinking, its capital. The plain of South Manchoukuo is traversed by the meandering Liao River while the transportation means in North Manchoukuo is chiefly through utility of the Sungari and Nonni Rivers.

**Climate:** It has a continental temperature, showing little or practically no oceanic influence except in the southern regions where the average humidity ranges from 60 to 68 per cent. In spite of the radical rise and fall in mercury, therefore, the climate as a whole is comfortable to withstand. The maximum temperature recorded is 42.6 degrees C. at Chalan-tun (July 23, 1919) and the minimum, 50.1 degrees below at Mientacho (January 16, 1922).

**Population:** The growth of population in Manchoukuo has been remarkable. The total inhabitants in the country in 1907 was estimated roughly at 20,000,000 but it increased to about 30,000,000 by 1932, and further, to approximately 39,000,000 by 1939. Still more increase was indicated in the following year when the first national census taken on October 1, 1940, disclosed that the country's population was 43,202,880 consisting of 23,908,082 males, and 19,294,798 females.

The native inhabitants of Manchoukuo are the Manchus and Mongols but majority of the present population, or about 80 per cent, consists of Hans, the descendants of Chinese settlers. The remainder comprise the Manchus, Mongols and Chosenese combined, 10 per cent; Japanese, five per cent and Russians and Europeans, five per cent.

**Administration:** The Emperor is the source of all the rights and powers exercised through the Cabinet or the State Council presided over by the Premier.

The chief organs of the Cabinet Government are the State Council, the Legislative Council, the Courts of Justice and the Supervisory Council. The Premier heads the State Council

and controls the Ministers of six Departments, namely, Public Safety, Welfare, Finance, Industry, Communications and Justice Foreign Affairs, Civil Affairs and Hsingan Bureaux are instituted within the State Council.

The State of Manchoukuo is divided into one Special Municipality (Hsinking) and 16 Provinces, each having its own Government headed by a Provincial Governor. A Province is further subdivided into Districts and is governed by a District Magistrate.

**Revenue & Expenditure:** The ordinary accounts budget for 1942 was ¥823,400,000, and the special accounts, ¥1,750,728,000, or the combined amount appropriated for the same year aggregated more than ¥2,500,000,000.

**Religions:** Native religions of Manchoukuo are Buddhism, Taoism, Confucianism, Mohammedanism, Lamaism, etc., all having a history of thousands of years. In recent years, however, many foreign religions were introduced, the most important being the Japanese, American and European religions.

**Education:** The Manchoukuo School Act, promulgated in May, 1937, and effected on January 1, 1938, forms the foundation of the educational administration of the country today. This is a new system designed to clarify the principles which guided the birth of Manchoukuo and to exalt the national spirit of the Empire. In order to enhance the close relation with Japan, the country is sending a large number of students selected from various parts to study in Japan at different institutions each year.

**Communications:** Since March, 1933, all State railways were placed under the single control of the South Manchuria Railway Company which, in turn, established the General Directorate of Manchoukuo State Railways. The total length of railway lines currently in business is over 10,700 kilometers. The total length of automobile highways extends more than 20,000 kilometers.

Aerial transportation facilities have made rapid developments in recent years. The three major airlines in Manchoukuo are the Dai Nippon Airways Company, Manchuria Aviation Company and Hui Tung Air Transport Company.

The telegraph and telephone enterprises were

absorbed by the Manchuria Telephone and Telegraph Company which is authorized to control and manage telegraph, telephone and wireless services as well as broadcasting.

#### Principal Production and Industry

**Agriculture:** Manchoukuo is primarily an agricultural country. It is blessed with vast resources, and its potential agrarian land available is variously estimated between 196,000 and 292,000 square kilometers, of which 147,000 square kilometers are now under cultivation.

The king of Manchurian agricultural products is the world famous soya-bean, while other items such as red-beans, peas, green peas, kaoliang, millet, maize, wheat, barley, rice and other cereals, and special crops as cotton, tobacco, hemp, sesame, castor, perilla, etc., constitute the principal products. Among the manufactured products are bean-cakes, bean oil, perilla oil, etc. Five crops, namely soya beans, kaoliang, millet, maize and wheat, represent about 80% of the total agricultural product.

**Building Up Manchoukuo:** March 1, 1941, was a felicitous day for Manchoukuo as it marked the tenth anniversary of the founding of the Empire. When the industrial development of Manchoukuo for the past decade is reviewed, one cannot help but marvel at the rapid stride with which progress has been made.

During the first three or four years since its founding in 1932, main efforts were directed toward laying the foundations for future industrial progress such as the development of the means of communications, as well as the reorganization of industries.

The year 1937, however, marked a turning point in the general situation. By that time, peace and order was restored throughout the country, and the people, accustomed to the new order, were able to follow their callings in peace and tranquillity, while the new industries entered on the stage of active production. A program, Manchoukuo's Five-Year Industrial Plan, was adopted at this juncture which transformed the whole aspect of the country. Since then Manchoukuo has continued her forward march, carrying out ever greater production in every department of industry.

In May the same year, the Key Industries Control Law was promulgated, clarifying the extent as well as the manner in which control should be placed over mining and technical fields. In this connection, manufacture of arms and aircraft; liquid fuel, iron, aluminium, zinc, lead, gold, silver and copper enterprises;

coal mining; cotton yarn spinning and other undertakings aggregating twenty-one were designated as heavy industries subject to this control.

Thus, with the establishment of a foundation for the industrial development of Manchoukuo, the controlled economy of the country, forming a single body with the economy of Japan, progressed as a starting point of the construction of the Greater East Asia Co-Prosperty Sphere.

**Five-Year Industrial Plan:** For the first five-year plan, Manchoukuo allocated a stupendous sum of ¥2,300,000,000 proposing to realize a remarkable expansion and increase in the production of mining, manufacturing, agricultural, live-stock industries and in transportation. Of these enterprises, primary importance was attached to the mining and manufacturing industries, appropriating over half of the funds in this field.

Due, however, to the outbreak of the China Affair, the original plan, in the second year, had to undergo a major revision, and according to an announcement issued in 1938, the total amount of funds to be expended was increased to ¥6,000,000,000.

In effecting the revision, priority was placed not only on the establishment of basic heavy industry, but a tremendous alteration was made in the manufacturing department as well, enlarging the scale of the original plan for automobile, aircraft, ordnance and chemical industries by three to four times.

At the end of 1939, preliminary work was completed in the Sungari, Yalu and other rivers for the generation of hydro-electricity, and during 1941, two huge dams at Suiho and Kirin were completed, ready to commence power generation within that year. Successful results were achieved also in the production of aluminium, industrialization of magnesium, molybdenum and tungsten industries. The progress made in various fields, as announced by the Government, follows:

**Mining:** Since priority was placed on coal, iron, non-metallic articles and electricity, 80 per cent of the goal set for iron and steel production was achieved, an increase of about 30 per cent over the actual iron and steel production during 1938; coal, 95 per cent, or an increase of 33 per cent while 100 per cent of the goal was accomplished for aluminium in Fushun. Preparations for other metals are nearing completion, and a stage was reached for lead and zinc wherein an autarchy is believed possible in the distant future.

**Electricity:** Approximately 97 per cent of

the object was attained for hydro-electric generation.

**Agriculture:** Notwithstanding a series of disasters, 90 to 100 per cent progress was seen in the cultivation of cotton, tobacco, flax, hemp, rice, kaoliang, millet, etc. while 70 to 80 per cent of the fixed goal was attained for soya-beans and other oil yielding plants, wheat, barley and oats.

**Live-Stock:** A hundred per cent accomplishment was observed in the fixed goal for cattle, horse, sheep and pig farming.

**Land Development:** Fundamental plan for development, preparation for the institution of necessary organs and the basic policy for the granting of subsidy and extension of guidance were concretely outlined. As of March, 1940, the Japanese migrants and others who travelled to the continent for development purposes built some 20,000 houses while the number of Youth's Volunteer Corps for the development of the vast land reached some 31,000.

**Transportation and Communication:** Ninety per cent of the proposed plan was completed.

**Machinery:** Expansion in the production was witnessed at the Manchuria Airplane Manufacturing Company, Manchuria Automobile Company and Dowa Automobile Company. An affiliated concern of the Manchuria

Industrial Development Corporation, on the other hand, was founded with an object of realizing self-sufficiency in heavy machinery.

Thus, with the successful completion of the first five-year plan this April despite many unexpected difficulties, preparations are now being made for drafting a second similar plan under a new conception favorable toward the successful consummation of the War of Greater East Asia.

#### Foreign Trade Summarized

Manchoukuo's foreign trade is basically characterized by the acquisition of imports of materials for the development of the country and of consumers' goods through the exportation of agricultural products and minerals. The important question is to export large amounts of the Manchurian staple product, soya-beans, and other products of primary industries, inasmuch as Manchoukuo's capacity to import the much needed materials for the development of the country depends solely upon the volume of agricultural products exported.

Since the outbreak of the European War Manchoukuo's trade with Europe has undergone a wholesale change. Transactions with third countries other than Japan and China have decreased on the whole, while trade with the latter two countries has registered a marked increase.

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## HSINKING



Hsinking, literally meaning the New Capital, was elected for the capital of Manchoukuo in 1932 when the Empire was founded. Until then, it was known as Changchun. The city is located at about 701 kilometers north of Dairen, at the northern terminus of the trunk line of the South Manchuria Railway. The total area is approximately 487 square kilometers comprising the former S.M.R. Zone (55.9 sq. kms.); the old city (11.8 sq. kms.); the new city (83.33 sq. kms.) and the agricultural districts surrounding Kuanchengtzu (337 sq. kms.). Its population, according to a census taken in 1940, was 554,000.

Like all other cities in Manchoukuo, the severity of winter climate is fortunately mitigated by the repetition of four warm days after three days of cold spell while the heat during summer months is moderated by comparatively cool mornings and evenings. In July, the hottest part of the year, the temperature climbs as high as 39 degrees C. at mid-day and during the cold spell in winter, it drops to 28 degrees below.

The city is not only an important junction of international traffic where the South Manchuria Railway, Hsinking-Kirin-Tunhua Railway and the North Manchuria Railway converge, but constitutes also a vital link between Asia and Europe. Since the inauguration of communications between the ports in North Chosen and Manchoukuo, the major role played by the city both in political and commercial fields has been increased considerably. The economic value of Hsinking is manifested by the rich fields found in a comprehensive area along the banks of River Sungari and in the dense forest zone lying in its hinterland.

Due to geographical advantages and to the excellent transportation facilities, Hsinking

occupies the most prominent position in Central Manchoukuo as an accumulating and distributing center of staple products and timber, not to mention the importance of its position as a distributing point of foreign goods principally consumed in Harbin, Kirin and in the surrounding districts.

The production of flour, oil, matches, timber, textiles and dyestuffs constitutes the pivot of industrial activities in the Manchoukuoan capital. As it possesses all that are necessary for the development of different kinds of industries, the city has a promising future, not only as the distributing and consuming center of various commodities alone, but as one of the foremost industrial metropolises of the world as well.


The Capital Construction Bureau of the Manchoukuoan Government is currently carrying out, on a large and extensive scale, a modern municipal plan in an attempt to convert Hsinking into an up-to-date metropolis befitting the capital of a fast rising Empire. When the plan is brought into being, it is expected that the capital will present a gorgeous modernized city capable of accommodating one million people and the center of political, economic and transportation network of Manchoukuo.

Tatung Avenue, commonly known as the "Marunouchi" of Hsinking, is one of the leading thoroughfares of the city; so named as it forms the capital's business center where most of the Government buildings and large commercial establishments are located. Chuo-dori, Nihonbashi-dori and Shikishima-dori, all with tree-lined promenade, each starts from the plaza opposite the station. The streets and squares are well planned and constructed, giving but little trouble for motorists and pedestrians in traversing the city.

The important means of transportation in Hsinking is the high-powered and streamlined motor buses as it is prohibited by the competent officials to lay tracks within the city for electric trams. In order to realize a high-speed transportation, it is being contemplated to construct subways in Hsinking.

The Walled Town, built in 1886 to defend the city against pilferage and ravage by the bandits, was encircled originally by a high wall with nine gates, but a greater portion of the stone barricade was destroyed since then, leaving the boundry rather obscure. Peita-kai and Nanta-kai, terribly congested with vehicles and pedestrians, are the main streets where large stores with curious sign-boards stand in a row. In the lower-stream, the remains of Kudi-hsing-lou can be observed. The offices of the Manchoukuo Government as well as the foreign

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settlement are within the Walled Town.

Nishi Koen, or the West Park, situated at the end of Chuo-dori, is the property of South Manchuria Railway Company and is the largest recreation ground in the capital provided with verdurous woods, flower-beds, green houses, zoo, baseball diamond, stadium, swimming pool, golf link and other facilities for out-door games. It is delightful to see the Japanese Manchoukuoans and Russians strolling about in the quiet surroundings of the beautiful park. A large monument dedicated to the Japanese soldiers who sacrificed their lives in the Kuan-cheng-tsu Incident in July, 1919, is also located within the park compound. Hsin-hua-tsun, or the Village of Apricot, is a unique flower viewing place crowded with thousands of people during the season.

Kuangcheng-tsu is located at the terminus of the former Chinese Eastern Railway. It is commonly known among the Manchoukuoans as the Erh-tao-kuo, and as the inhabitants are mostly Russians, it has a typical Russian atmosphere. It was in this town that a terrific battle was waged between the Japanese Forces and the Chinese during the erstwhile Manchurian Incident, and as such tourists should not fail to visit this historic spot.

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(The Okura Industrial Co., Ltd.)

Concurrently with the progress of Manchoukuo's programme for promoting extractive and manufacturing industries in the country, schemes are being laid out or making headway for the introduction of Japanese capital into Manchoukuo, which is received warmly by the Manchoukuo Government as being contributory to the opening up of Manchoukuo.



Baron Kishichiro Okura,  
Chairman, Board of Directors

The Okura interests, of Japan, headed by Baron Kishichiro Okura, one of Japan's business magnates, interested in the Pen-hsi-hu Coal and Iron Co. which was formerly a Sino-Japanese joint undertaking and other undertakings for the past thirty years, had come to be more active in exploiting resources through the Pen-hsi-hu Cement Co., Pen-hsi-hu Special Steel Co., and Pen-hsi-hu Dolomite Industrial Co. and thereby contributing to the industrial development of Manchoukuo. In line with the Five-Year Plan for promoting industries in Manchoukuo, the Pen-hsi-hu Coal and Iron Co. is going ahead with its large-scale production increase programme; the Pen-hsi-hu Cement Co. is also planning to increase its production; the embarking upon other local industries in the near future is in contemplation. As it became essential that a holding company be established in Manchoukuo to control and finance the said undertakings in the light of the above-mentioned development, the Okura Jigyo Kabushiki Kaisha, headquarters in Manchoukuo of the Okura interests, was established on February 14th, 1939, an ordinary company set up under

the laws of Manchoukuo. For the present the Company has taken over the shares held by the Okura interests in the Pen-hsi-hu Coal and Iron Co., Pen-hsi-hu Cement Co., Pen-hsi-hu Special Steel Co., Pen-hsi-hu Dolomite Industrial Co., Okura & Co. (Trading) of Manchuria, Ltd., and intends to set up a number of operating subsidiaries to develop various industries in the country, contemplating for the moment to exploit a magnesite mine in the Kaiping District.

The said subsidiaries of the Company mine or manufacture coal, iron, steel, dolomite, coke, coal-tar, sulphuric acid, ammonia, portland cement, fire-bricks, fire-mortars. The electric power generated at the Pen-hsi-hu Coal and Iron Co.'s power station is more than enough to cater to the company's requirement so that the surplus power is supplied to the towns of Pen-hsi-hu, Chiao-tou, Nan-fen and other neighbouring towns.

The Company is capitalized at ¥50,000,000 nominally, of which ¥12,500,000 has been paid up. Its head office is situated in the Taiko Bldg., No. 202 Tatung Avenue, Hsinking.

The officers of the Company are as follows:

Baron KISHICHIRO OKURA	Chairman, Board of Directors
I. TAKAHASHI	Managing Director
S. YAMADA	Director
S. OSAKI	"
M. OUCHI	"
M. KADONO	"
NAOSUKE OKURA	"
I. MARUYAMA	"
T. HYAMI	Auditor
K. HIDA	"
YOSHIO OKURA	"
J. MATSUMOTO	Adviser

# The Manchuria Industrial Development Corporation

(Manshu Jukogyo Kaihatsu Kabushiki Kaisha)



Vice-Governor: Hyo Kwan Sei  
Governor: Yoshisuke Aikawa  
Vice-Governor: Tatesunosuke Takasaki

The Manchuria Industrial Development Corporation is a semi-official organization founded in accordance with the Manchuria Industrial Development Corporation, Superintendence Law promulgated on December 20, 1937. The Manchoukuo Government entrusted the Corporation with a vital task of supervising the so-called control companies engaged in the exploitation of materials for the heavy industries in this up and coming Empire.

The founding of the Empire marked a new era in the field of heavy industries as unlimited deposits of mineral resources were discovered in the country. With the progress in the exploitation of subterranean products, peace, order, prosperity and tranquility were restored to the inhabitants who had hitherto been subjected to undue and perpetual pressure by the Chinese warlords. On the other hand, however, the progress in these enterprises created a situation where in the Government deemed it necessary to enforce a uniform control over various chartered companies, leaving this weighty mission to the Manchuria Industrial Development Corporation.

Long before the establishment of the new Empire, the country was generally believed to have tremendous reserves, especially in coal mines at Fushun, Penchiu, etc. Subsequent surveys revealed, however, that the coal-bed was even more richer than was at first anticipated, particularly in Fuhsin, Haokan, Chalainor, etc. The Empire is credited also with vast resources of iron-stone comprising lean and rich ores, the latter being mined in the Tungpien district.

Unlike Japan, which is dependent on external supply of bauxite for manufacturing aluminium, Manchoukuo is endowed with enormous reserves of alumina, the material for making alumin. The country also has reserves of magnesite, reputed to be inexhaustible, in districts near the town of Tashihkiao.

To exploit all these mineral resources through affiliated companies, to finance and direct iron and steel, light metal, motor car, and aircraft industries in Manchoukuo is the business of the Corporation, half the capital stock of which is contributed by the Manchoukuo Government.

Formerly called Nippon Sangyo K.K. and now popularly known as Mangyo, this semi-Government Corporation is capitalized at ¥675 million, and authorized to issue debentures up to twice the amount as Nippon Sangyo K.K. previously, this semi-Government to pay principal and interests in case of need.

At the end of 1942, the investments of the Mangyo in Manchoukuo industries totaled more than ¥1,286,000,000 and its loans over ¥495,000,000 or a total of ¥1,780,000,000, representing an increase over the previous year by ¥259,000,000 in new investments and ¥24,000,000 in loans totaling ¥284,000,000. The most notable developments were registered by the Mitsuzan Tanko K.K. and the K.K. Honkeiko Baitetsu Koshi, both of whose capitalization of ¥100,000,000 each were doubled. The industrial empire of the Mangyo is truly one of the foremost pillars of the Japan-Manchoukuo economy.

The profit and loss statement for the second half of the Corporation's 1940 business year stood as follows:

Profit	
Dividends from affiliated companies	¥19,307,259
Interest received	4,422,308
Receipts under Art. 13 of the Superintendence Law	17,526,241
Sundry profits	130,141
Profit on sales of negotiable instruments	4,467,896
Total	45,853,955
Loss	
Overhead expenses	¥2,237,191
Interest paid	37,508,303
Taxes	1,781,238
Sundry losses	45,761
Total	41,572,595
Net profit	4,281,355

The Head Office is located at 406, Tatung Avenue, Hsinking, and its Tokyo Office at 2, Tamuracho 1-chome, Shiba-ku, Tokyo.

The capital stock comprises ¥225 million contributed by the Manchoukuoan Government and ¥450 million by private interests.

The Manchuria Industrial Development Corporation is the under management of Governor Yoshisuke Aikawa, Vice-Governors Hyo Kwan Sei and T. Takasaki, Directors Y. Yano, R. Shimada, S. Matsu-mura, S. Okumura, K. Tanaka, Y. Saito, Sung Tang Tao, K. Kishimoto, Auditors M. Shikibe, Chin Chuo, K. Yamada.

The following are the principal companies affiliated directly with Mangyo:

Name	Subscribed Capital (In ¥1,000)
Showa Steel Works Ltd.	400,000
K.K. Honkeiko Baitetsu Koshi	200,000
Tohendo Kaihatsu K.K.	140,000
Kyowa Tetsuzan K.K.	10,000
Manshu Tokushu Tekko	30,000
Manshu Tanko K.K.	100,000
Fushun Tanko K.K.	220,000
Mitsuzan Tanko K.K.	200,000
Tsuruoka Tanko K.K.	170,000
Sejan Tanko K.K.	70,000
Peipy Tanko K.K.	60,000
Jarai Tanko	50,000
Keikan Tanko K.K.	50,000
Konshun Tanko K.K.	70,000
Manshu Kozan K.K.	150,000
Manshu Enko K.K.	50,000
Manshu Keikinzoku Seizo K.K.	80,000
Manshu Jidosha Seizo K.K.	100,000
Manshu Hikoki Seizo K.K.	100,000
Manshu Juki K.K.	50,000
Manshu Kosaku Kikai K.K.	20,000
(Companies directly controlled number 26, the total investment being ¥2,154,605,452)	

Besides the above-mentioned thirteen companies, representing Mangyo's investment of ¥932,126,000, the Corporation has financial interest in nine companies in Japan including the Hitachi Engineering Works, machinery works, Nissan Jidosha K.K., motor vehicle manufacturers, etc.

# MANSHU RINGYO KABUSHIKI KAISHA

(Manshu Forestry Company, Limited)

## ORGANIZATION

The Manshu Ringyo Kabushiki Kaisha was established by Imperial Ordinance on October 13, 1938, with a capitalization of ¥30,000,000 which since, on August 23, 1943, was increased to ¥50,000,000. The beginnings of this company, however, go back to February 27, 1936, when it was first established under the name of Manshu Ringyo Denpun Yugen Koshi and took over the entire timber business of the Daido Ringyo Jimusho (Tatung Forestry Office). On July 21, 1938, the Manshu Ringyo Denpun Yugen Koshi was incorporated and soon after, in accordance with the demand of the times which called for the control of all fields of industrial activity, it was enlarged into the present organization with the view to rendering more effective the supply of timber.

The present organization has charge of all business related to the purchase, distribution, export and import and the manufacture of all lumber in Manchoukuo and also makes available funds to various related enterprises. As previously, it also continues the felling of timber. Since 1942, the company began to supply lumber in addition to timber and since 1943 it has taken over control of most of the firewood and charcoal business.

## OUTLINE OF ACTIVITIES

1. Buying and selling and export and import of timber; the manufacture of lumber.
2. Providing funds to various timber and saw-mill enterprises.
3. All business related to the above two.

In addition, the company is engaged in felling timber in areas designated by the Minister of Agriculture.

## BOARD OF DIRECTORS

<b>Chairman:</b>	Kiyotsu Ishihara
<b>Vice Chairman:</b>	Wang Chia-ting
<b>Managing Directors:</b>	Tieh-lin Yung Keinosuke Aoyama
<b>Directors:</b>	Shinkichi Oto Ko Okada Motoyasu Mori
<b>Auditors:</b>	Juji Yamaguchi Hakuzo Ishiwa

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**Saw Mills:**

Chiamussu and other 9 places

# MANSHU DENSHIN DENWA KABUSHIKI KAISHA

(The Manchuria Telephone & Telegraph Co., Ltd.)



**President:**  
Lieut.-General Jusuke Hirose

The Manchuria Telephone & Telegraph Company, Limited, capitalized at MY100,000,000, is a special company founded on August 31, 1933, on the basis of an Agreement concluded between Japan and Manchoukuo. The object of its establishment was to bring about a unified control over various electric communication services such as telegraph, telephone, radio broadcasting, etc., and thus, to amend inconsistencies that prevailed in the communication system of the country before the Manchurian Incident. Of the company's total share of 2,000,000, the Japanese Government has 555,000; the Manchoukuoan Government, 345,000; and the civilians, 1,100,000.

The principal enterprises which the company had undertaken during 1941 include the installation of additional telegraphic and telephonic facilities, increase in telephone subscribers (those installing telephones), institution of unloaded cable service between Hsinking and Harbin and the opening of Institutes to train future staff and "brain trusts" of the company. At the end of 1942, the company handled nearly 60,000,000 telegrams, increased the number of telephone subscribers from 110,000 in the previous year to 130,000 and the number of radio receiving sets to nearly a half million.

**Telegraph Service.**—The adjustments and expansions in the internal telegraph services have been carried out positively, and in parallel with the policy of establishing a sound structure to withstand a protracted war. Compared with the previous year, the telegraph offices were increased from 951 in 1941 to 1,100 in 1942 or three times the number of offices existing at the time of the company's establishment, and notwithstanding the restrictions on telegraph dispatches due to the war situation they cleared nearly 60,000,000 telegrams.

By virtue of an agreement concluded between Manchoukuo and Italy in May, a communication liaison was inaugurated between Hsinking and Rome while a similar arrangement made subsequently with Germany resulted in the institution of a new communication link between Hsinking and Berlin. Co-operative steps were also taken by Japan, Manchoukuo and China toward successful accomplishment of the weighty mission resting on mutual electric communication. With the conclusion of the East Asia Electric Communication Agreement, the special handling of telegrams between Manchoukuo and Chosen was abolished.

Telegraphic communications between Manchoukuo and the Southern Region is steadily being developed and connections have been established as of spring,

1943, with Djawa, Malai, Sumatra, North Borneo, the Celebes, the Philippines, Burma and Hongkong, the connections being made either by way of Japan or China.

**Telephone Service.**—With a view to enabling the utilization of private lines among Government offices in conversing with the general telephone subscribers, a telephone exchange handling the inter-Government office calls was absorbed, and a composite exchange was newly established to cope with the situation thus created.

Externally, the telephone communication facilities were expanded and, through medium of radiophone services between the capitals of Japan and Manchoukuo, an international radiophone service has been inaugurated between Hsinking and Berlin. Besides the commencement of services between Hsinking, Mukden, Dairen and Nanking, Shanghai in Central China, conversations were made possible with vessels on the high seas as from April.

During 1941, 15 hand operated exchange and one automatic exchange were newly installed and the number of telephone subscribers at the end of 1942 was 130,000, an increase of some 12,000 over the previous year. In 1942 the number of telephone calls, including radiophone calls, put through between Manchoukuo and Japan averaged about 500 per day.

**Radio Broadcasting.**—At the time of the establishment of the company in 1933, there were only 5,800 radio receiving sets in the whole of Manchoukuo. At the end of 1942 there were as many as a half million, a hundredfold increase in less than a decade. The number of broadcasting stations has been increased in the course of the last few years to 18, giving three broadcast programs, one in Japanese for listeners in Manchoukuo, Japan and Chosen, one in Manchoukuoan for local listeners, including broadcasts in Russian, Mongolian and Chosenese and one for overseas listeners in Asia, Europe and America. These stations broadcast on 40 different wave lengths.

The ever-increased use of the so-called mobile broadcasting station—specially made trucks completely equipped with broadcasting apparatus—has contributed greatly toward the popularization of the radio among the masses.

The Board of Directors of the company, the Head Office of which is located on Tatung Avenue, Hsinking, consists of the following: President, Jusuke Hirose; Vice President, Seichi Shindo; Directors, Tsuneo Seta, Toshiyasu Ozawa, Seizo Ouchi and Ju Mei-a; Auditors, Kung Sze-pei and Bunya Hakozaki.



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Mukden, one of the most flourishing cities of Manchoukuo, is situated in the midst of a vast fertile valley of the Liao River in South Manchoukuo. Brought up in the cradle of this wealthy land, Mukden naturally developed into a prosperous business center. It has a continental climate characteristic of Manchoukuo and the humidity in the city ranges from 20 to 60 per cent on the average.

It forms the junction of the three most important routes which, from time immemorial, have connected Manchoukuo with the outside world; first to Tientsin and Peking through Shanhaikwan; second to Korea through Antung and third to Yingkow and Dairen and thence to China and Japan by sea. Mukden lies approximately midway between Dairen and Hsinking and is the termini of the Mukden-Shanhaikwan and the Mukden-Antung lines.

Owing to its geographical and political importance, the city has been the largest in Manchoukuo for decades, ever growing in size especially after the Empire of Manchoukuo was founded in 1932. In this year, Mukden had a population of 398,383 but in the course of the ensuing eight years, the figure has been almost trebled and the census taken in 1940 disclosed that the population of the city was 1,185,112.

Since the establishment of the South Manchuria Railway Company in 1907, modern public facilities were introduced to the city. The Company initiated various public enterprises such as educational and hygienic institutions, the schools and hospitals under its management being the best in Mukden.

Almost one-fourth of the total number of industrial enterprises in Manchoukuo, holding an aggregate capital of ¥399,794,000 or 12.2 per cent of the total investments in the whole country, is found in Mukden. When the first World War broke out in 1914, Manchoukuo's industry was greatly stimulated and prospered, but later, it was hit by the world-wide depression after the war, resulting in a series of bankruptcies in the following years.

In parallel with the founding of Manchoukuo came the industrial reconstruction centering around Mukden. Thanks to the aid of the

South Manchuria Railway which collaborated with the Government, much has been accomplished toward this end. Many remarkable developments were made, the outstanding of which being the progress at the Tieh-shi industrial zone which deserves a special attention.

Since the Manchurian Incident, its importance has been steadily growing and today, Mukden's annual ingress and egress of commodities register roughly 2,600,000 tons. The city occupies the lead in import trade as commodities from all important ports of Manchoukuo are first accumulated here.

Another importance of Mukden is in the educational field. In the city is located the well-known Mukden Medical University, the largest and the best equipped university in Manchoukuo established by the South Manchuria Railway Company. Apart from this institution, the city is noted for its invaluable libraries. The National Library of Mukden, the Municipal Library and the Mukden Library are the three foremost libraries assuming a vital role in the educational activities of the city.

Mukden has a background of twelve centuries of history and possesses copious wealth of artistic valuables, but very little, nevertheless, has been done until recently to introduce their value to the world. The first Museum of Fine Arts in Mukden was instituted immediately before the Manchurian Incident, having its site in the former Imperial Palace. On display within this Museum was a rare collection of over two thousand pieces of art consisting chiefly of paintings and writings done during the Manchou Dynasty.

When it was closed in 1936, part of the collection was transferred to the present National Museum of Fine Arts which now has some three thousand five hundred articles of priceless specimens of bronzes and embroideries of the Chow and Han Eras, earthenwares of Liao, Sung, and King Periods, paintings and calligraphy since Sung and Yuan Dynasties and innumerable other noted works.

The old architectural beauty in Mukden can be represented by the two Mausoleums. Their complicated yellow tiled roofs, brilliantly

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The mason-works, especially the dragons, upon the walls by the gates are the object of exquisite beauty, but unfortunately, they are worn-out by time and lack of proper care. However, in an attempt to restore their original grandeur, repair work is now under way at the instruction of the Department of Imperial Household.

In the South Manchuria Railway Zone, there is the Chiyoda Park, the center of amusement and pleasure. The citizens are attracted to the Park chiefly because of its beauty and coolness during the summer months. The Memorial Monument, erected to the memory of the Japanese soldiers who laid down their lives for the cause of the State during the Battle of Mukden, stands majestically in the compound next to the Chiyoda Park. Naniwa-dori and Chiyoda-dori are the main thoroughfares and Kasugacho, with its fine stores and numerous stalls of different description, forms a pleasant shopping quarter.

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## HARBIN



Harbin, situated in the northern extremity of Kirin Province, Harbin forms the nucleus of Manchoukuo with lively activities in the industrial, economic and traffic fields. Both the railway facilities radiating in all directions and the numerous water routes of the Sungari combine to make Harbin the most important distributing center of all products raised in the fertile basin along River Sungari which is valued as the "Granary of Manchoukuo."

With a continental climate, Harbin has rather a wide range of temperature between the summer and winter months. Usually remaining below the freezing point during winter, the mercury rises over 100 degrees F. in the hottest part of the year.

Harbin lies on the right bank of the Sungari and commands an extensive view of the surrounding prairies; a plateau known as the Nankang being the only obstruction of a clear-cut view of the south. It is divided into seven sections, namely Fuchiaten, the Eighth Section, Pristan, Naharofka, Machiakou, Old Town and New Town.

New Town (Novy Gorod), extending from Harbin Station toward east and south, is a quiet residential district occupying the eminence at the central part of the city. It is still called "Nanchang" by the Manchoukuoans. Rows of trees planted along the streets have added gracefulness to the already beautiful surroundings. In the plaza in front of the station stands a grand monument commemorating the birth of the new State of Manchoukuo.

Pristan, separated from the New Town by a viaduct, is a low tract of land extending along the bank of River Sungari to the northwest of Harbin Station, and is the center of the city's commercial activities. Of the numerous shopping streets, Kitaiskaya is the main part where large retail stores sell a variety of Russian, native and imported goods. Novogorodnaya Street, running in parallel with the Kitaiskaya, is another flourishing business center where the offices of many Russian concerns are situated on both sides of the Road.

Machiakou, often called the "Czar's Village" by the Russian residents, lies to the east of New Town. Prior to the outbreak of the Manchurian Incident, this locality constituted the

so-called Group Village consisting mostly of refugees of the Russian Revolution but it has since been transformed into a residential quarter for both Manchoukuoans and Russians.

Fuchiatur, lying close to Pristan and a pure Manchurian town popularly known as "Tao-wai," has become a flourishing business center of the native residents within the past three decades. It is a large town extending from the First Road to the Twentieth, and can well be compared with Shanghai for its modernity. The main office of the North Manchuria Navigation Bureau and a spacious and well equipped wharf are located in the northern part. Innumerable freighters and passenger boats moored off the shore of Fuchiatur give the impression of a busy port even to a total stranger.

Old Town (Stary Harbin) is at the southern end of the city and was originally established by the Russians. It occupied a prominent position as a business center once, but with the shifting of the commercial activities toward New Town and Pristan, its importance was reduced practically to nil except as an industrial zone.

Naharofka, occupying the low-land adjacent to the western extremity of Pristan, is a slum district looked upon as the "Haunt of Vagabonds" at one time. But unlike the shabby and gloomy atmosphere characteristic of such a district, the town is clean, and its inhabitants consisting mostly of White Russians live a very peaceful and substantial life.

The Eighth Section, located between Pristan and Fuchiatur, is the center of factories, oil mills and warehouses. In recent years, railway tracks have been laid to enhance the efficiency of transporting various products.

These seven sections of the city, however, were incorporated in July, 1933, and dispensing with the political intrigues and troubles of the past thirty years, the Greater Harbin as one special municipality under a unified administration was created. Nevertheless, it still retains its old Russian costumes and folklore, standing unique among the cities of the Continent. It is noted for its gaiety, concerts, dancing and theatricals, which form the prominent pastime of the inhabitants as well as visitors, presenting many tragic instances of destitution among the formerly well-to-do Russians.



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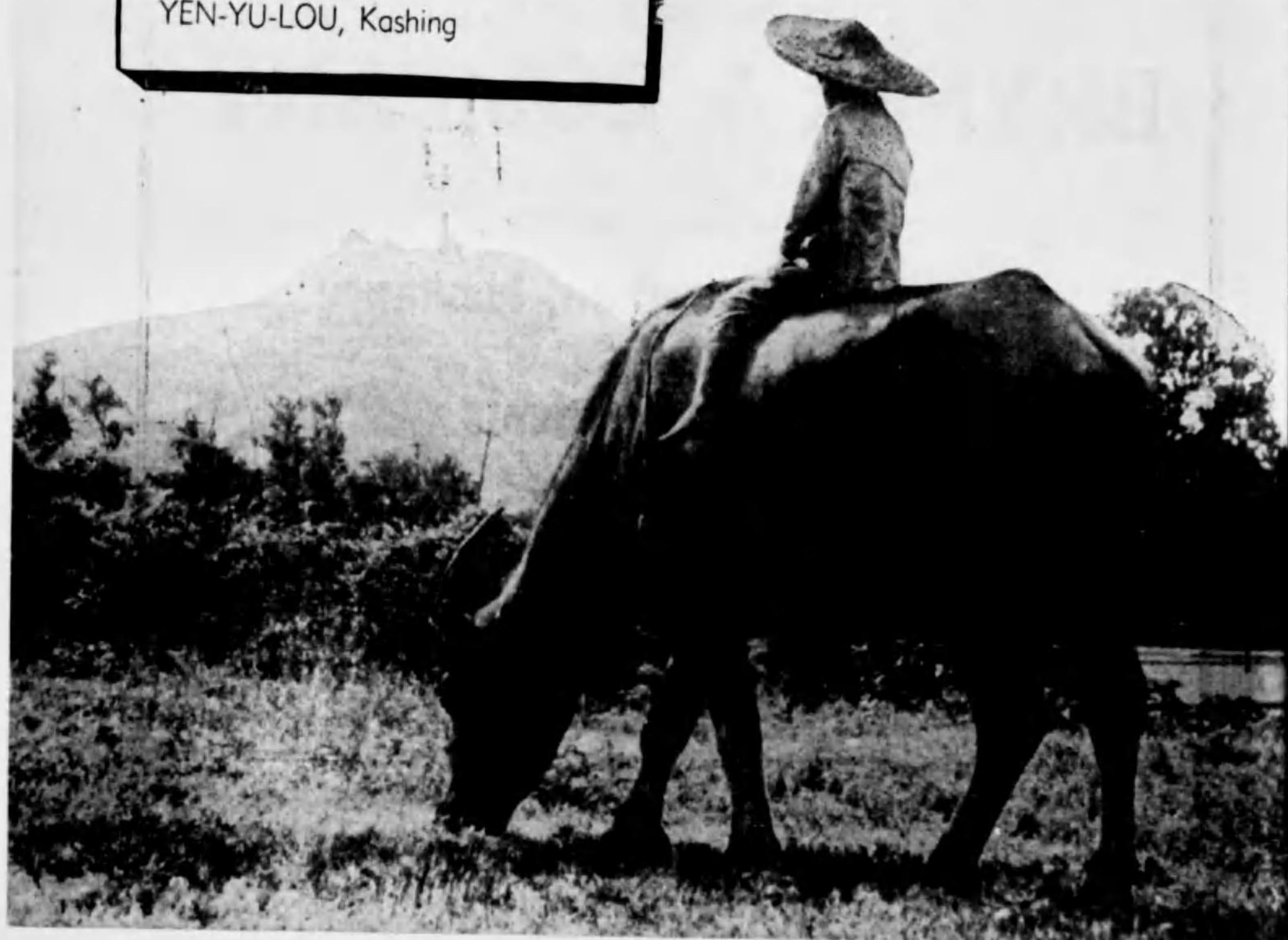


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## CHINA

**Situation & Area:** With a history of nearly 4,200 years, China occupies a vast territory in the eastern part of Asia between 20° and 41° North Latitude and 70° and 120° East Longitude. Its area is estimated at about 7,000,000 square kilometers.

The first of the four great natural divisions of China is the basin of the Hwang-ho, or the Yellow River, which is known as North China. The second is the Yangtze-kiang basin forming the heart of the country, which is referred to as Central China. The river Yangtze forms the main artery of trade, commerce and every form of communications. The area centering around Kwantung and Kwangsi provinces is known as South China while the fourth division is made up of the interior regions of China.

Only along the lower reaches of the Yellow River and the Yangtze is there a low-lying alluvial plain stretching north, east and southward for several hundred kilometers for the bulk of the continent is characterized by mountains. The coast-line of China, in the form of a semi-circle, is 3,461 kilometers in length.

**Climate:** The climate of China is subject to great changes according to localities. Nevertheless, China for the most part, has a dry winter, and due to sporadic rainfalls, terrible drought and other disasters often occur in the country. The climate in South China, however, is relatively moderate, but an intensive heat is prevalent in the Si-kiang region since it is in the tropical zone. Consequently, the Yangtze basin, which lies between these two districts, is endowed with a favorable weather condition.

**Population:** Though it is rather difficult to ascertain the exact number in the absence of a modern method of taking census, the population, according to the China Year Book, was 480 million in 1941. Other references give different figures, but it may be fairly safe to put it at about 420 million.

**Administration:** With the entry into Nanking of the Imperial Japanese Forces on December 13, 1937, the Chiang Regime was driven out of the national capital, and a temporary administrative organ was set up for Central China. On November 30, 1940, however, a

new National Government of China, headed by Mr. Wang Ching-wei, was established in Nanking which, since then, has been devoting its full energy with remarkable success, in carrying out the administration and diplomacy based on a new policy.

Remarkable new developments took place in the new China during 1943. Following January 9, when the Agreement between Japan and China Concerning the Retrocession of Concessions and Relinquishment of Extraterritorial Rights was signed, China has regained, through Japanese co-operation, most of her rights of sovereignty which she had been deprived of by the so-called unequal treaties since the Opium War. As a result of the Agreement, the International Settlements at Shanghai and Kulangsu, the Peking Legation Quarter and other exclusive Japanese concessions were restored to Chinese jurisdiction during the course of the year. On July 30, by the signing of the Treaty between Japan and China Concerning the Taxation of Japanese Subjects in China, the taxation of Japanese passed into the hands of the National Government of the Republic of China. Thus, as all vestiges of inequality are gradually wiped out, China is rising swiftly as a more fully independent and sovereign nation and performing her full share in the construction of Greater East Asia.

**Religion:** The three most popular religions in China are Confucianism, Taoism and Buddhism. Confucianism has little outward observance but it is nevertheless recognized as the basis and ideal of a national life. Buddhism, introduced to China centuries ago, bears little resemblance to religion in its purer form while Taoism is a debased ritual embodying a polytheistic hodge-podge of witchcraft and demonology. Mohammedans are also found in every province of China while the Roman Catholic Church has had a firm footing in the country for more than three centuries.

**Principal Towns:** Shanghai, Nanking, Hangchow, Soochow, Peking, Tientsin, Tsinan, Tsingtao, Kalgan and Tatung are described in Central and North China sections. Other cities include: Canton with a population of 870,000; Chungking, 635,000; Amoy, 234,000; Swatow, 179,000; and Wenchow, 700,000; etc.



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## CENTRAL CHINA

### General Survey

**Situation & Area:** Central China centers around the great Yangtze and includes eight provinces of Kiangsu, Chekiang, Anhwei, Kiangsi, Honan, Hupei, Hunan and Szechwan. Densely populated, the aggregate area is estimated at approximately 1,593,315 square kilometers.

**Climate:** The climate in Central China is most favorable as compared with other parts of the continent. In the Szechwan region, the climate has a continental influence with rain-falls between May and August. In the Hupei, Hunan and Kiangsi provinces, which lie in the mid-stream of the Yangtze, disparity in temperature between summer and winter is conspicuous. The rainy season lasts three months beginning May, and during January and February, the climate is influenced by the wind from Mongolian plain. In the lower stretches of the Yangtze, the climate is oceanic and consequently, generally favorable. June is considered a rainy month, but affected by the seasonal wind, the rainfall is negligible.

**Communications:** Central China is the most densely populated region in the whole China, and due to remarkable development in this area, the railway services have noticeably advanced, the trunk lines extending about 800 kilometers in all directions. Including the branch lines, the aggregate length of railways in Central China is about 3,300 kilometers.

The water transportation means through utility of innumerable rivers and canals likewise is markedly developed, particularly so as the industry in various regions is progressed. Apart from these, the coastal steamship lines as well as automobile and aircraft services afford ample transportation facilities to meet the ever growing demand of Central China.

### Principal Industries

**Agriculture:** Of the total rice yield of China, which, incidentally is surpassed only by India, 638,000,000 piculs or 73 per cent is produced in Central China. Though it is produced in all eight provinces, the low-lands along the Yangtze basin form the principal producing center. The output of beans, wheat and other cereals is not so noticeable, but the annual tea production along the Yangtze river reaches some 5,500,000 piculs.

The cultivation of cotton is also carried on a large scale, the annual output of which being around 2,600,000 piculs or one-third of the total cotton production of China. The chief producing areas are Kiangsu, Chekiang and Anhwei provinces. However, since the Central China cotton is of coarse fiber and rather inferior in grade, improvement and increased production are considered urgent problems.

**Mining:** Iron ore comprises the principal mineral resource of Central China, the deposit of which being estimated at about 120,000,000 kilogram tons. This is equivalent to approximately 35 per cent of the total iron deposit found in the whole of Chinese continent. Due to favorable geographical position, mines are much more developed than those in North China, but still, its production is just out of infancy, and the annual output is only about 1,500,000 kilogram tons. Next important mineral product is coal, the deposit of which ranges around 680,000,000 kilogram tons. The annual production is said to be about 15,000,000 piculs, or roughly 30 per cent of the total coal production of China. It is believed, however, that the quantity may be boosted considerably if improvements are effected. Flour spar is also produced in Central China.

**Live-Stock:** Sheep raising is an important live-stock industry of Central China. The wool output of northern Chekiang and southern Kiangsu provinces was estimated at about 1,200 tons a year. In recent years, however, many sheep are slaughtered so that the production is said to have declined by 3 per cent.

**Fishery:** The annual catch of fish, mostly off the coast of Chekiang and Kiangsu provinces, amounts to approximately 25,000,000 yuan. Fresh water fishing is likewise carried on extensively in countless rivers and lakes in Central China.

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Shanghai, which became possibly the most cosmopolitan city in the world almost overnight, is situated on Latitude 31° 14' North and Longitude 121° 29' East.

Following the restoration of administrative rights over the International Settlement and the retrocession of the French Concession to the National Government in 1943, the extraterritorial borders which formerly separated Shanghai into three separate administrative units have disappeared, making it a single city, now under the administration of Mayor Chen Kung-po and his municipal government. This new development ensures Shanghai a greater future as the foremost commercial center and port in China.

As far back as 1015, when the name of Shanghai first appeared in written records, the city has been regarded important as a natural outlet of products in the interior of the Yangtze valley. Between 1360 and the middle of the 16th century, Shanghai suffered from ruthless pillage and ravage by pirates, but the city nevertheless spread and flourished.

After years of skirmishes, battles and endless troubles in China, a revolution broke out in 1911, putting an end to the Manchu Dynasty and to the four-thousand-year old power of the God-Emperor in the Forbidden City of Peking. The unity of the country disappeared completely and more internal strife occurred but Shanghai, all these years, managed to remain unaffected, and continued to grow and prosper despite the first World War.

Today the skyline that marks Shanghai's waterfront is decidedly Western in appearance and most strikingly impressive—an effect due in part, perhaps, to its contrast with the flat alluvial plain rather than to the actual heights of the buildings. The wide Bund, which throbs with the kaleidoscopic march of motors, electric trams, and other traffic, extends along the waterfront where boat trackers once beat a narrow foot-path. This is the chief business district, presenting also a striking sight with its imposing array of fine commercial establishments. At the northern end of the Bund is the Garden Bridge, spanning Soochow Creek, which separates downtown Shanghai from the Hongkew district.

Retracing the way northward along the

Bund is the Foochow Road, and to the west, just before it terminates at Thibet Road, the center of entertainment for Chinese. Proceeding beyond Honan Road, there is a very picturesque Chinese section with its gaily decorated banner-dressed tea houses, restaurants and hotels. Several leading Chinese theaters are in the vicinity. The City is also provided with parks and gardens where people may enjoy a day's outing. A drive over an excellent short circuit of fine road into the countryside known as the Rubicon Road is very inviting. On the wide streets are window displays worthy of the best in the East; on cross-streets shops are hung with bright-colored flags, covered with Chinese ideographs telling of bargains, sales, and the nature of the goods supplied.

Nanking Road, which stretches westward from the Bund, is the main business center of Shanghai, on which are situated large foreign and Chinese department stores and shops. The Public Recreation Grounds, at the junction of Bubbling Well and Nanking Roads, contain a golf course, tennis courts, polo, baseball, and cricket fields, in addition to the well-known race track.

Fifteen minutes' rickshaw ride from the hotel district is the Chinese City. Literally thousands of small shops, selling everything under the sun, from gem jade and diamond jewelry, to bamboo back scratchers and hedgehogs. The narrow lanes are named after the wares they purvey, such as Bird Street, Ivory Street, Brass Street, Furniture Street, Grasshopper Street, etc.

Close to the Hsin Peh-Men (North Gate) Road is Woo Sing Ding, a tea house about 300 years old, often pointed out as the celebrated "Willow Pattern" plate. In this neighborhood are the Zung-Wong-Miao, a temple dedicated to the tutelary god, and the Sang Von and Wen Chen Ding temples. The Doo Kay Say Garden and the Mandarin's Garden, both close by the tea house, are well worth a visit, as are the bird markets, the Bazaar, and an amusement palace called the "Little World."

Numerous Japanese hotels, stores and restaurants are found in an area contiguous to the Hongkew market, particularly on Woosung and Boone Roads where native aspect is decidedly conspicuous. The Yangtzepoo district, extend-

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Every aspect of Broadway Mansions Hotel is a pleasing one, whether it be the service, the location, cuisine or the appointments. The Hotel is entirely modern, having been opened in 1935 and comprises 200 rooms and suites, all with private and up-to-date bath and shower.

From the richly decorated lobby leading to the roof gardens which are tastefully arranged verdant beauty spots high above the street, a luxurious yet inviting atmosphere prevails. Spacious elevators swiftly and silently convey guests to any floor. The dining room is situated on



A double room overlooking the British Consulate grounds. Note that during the day all rooms in the Hotel are sitting-rooms.



A corner of a single room on the tenth floor obtainable with either a northern or southern exposure.



The Entrance Lobby and Reception Office where foreign clerks receive new arrivals and attend to all enquiries.



A section of the large lounge situated on the ground floor adjacent to the Entrance Lobby.



Another view of the cool and spacious lounge and a favorite corner for the evening cocktail.



Sitting-room of one of the Suites situated on the 13th, 14th and 15th floors overlooking the Bund and Garden Bridge.

the first floor which is pleasingly decorated and has novel lighting treatment.

All rooms in the Broadway Mansions Hotel are delightfully furnished with every modern comfort and convenience.

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this section of North China, guests are assured of cooling breezes during the hot season.

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A view from a Suite on the 18th floor looking south and showing famous Soochow Creek

### Harbour, Shipping Facilities and Public Utilities

Due to Shanghai's favorable geographical location, it was inevitable that the city should ultimately become a great commercial center. The harbor has sufficient space to accommodate some hundreds of vessels simultaneously. Loading and unloading are done entirely by coolie labor, except in the case of some companies which use mechanical apparatus. Ships may not moor with their own anchors in the harbor and pilotage is not compulsory.

The spacious harbor has a sinuous contour, with many bends, and on both sides are wharves and floating pontoons. There are three kinds of storage sheds near the waterfront, large modern warehouses or godowns on the property, and open storage. The total capacity of godowns and sheds in the port area is estimated by the Customs at several million tons of cargo. Goods are transported from the transit sheds into distant warehouses by motor trucks and handcraft.

**Waterworks:** The source of water is the Whangpoo River, from which it is pumped into settling tanks, and is then passed partly by gravitation or a further stage of pumping into the filtration system. The Whangpoo River is

ing from Broadway to the Point, is the most important industrial section of Shanghai where many of the principal wharves, silk and cotton mills, engineering works and warehouses, power, gas and waterworks companies are located.

**The Nippon Commercial Union, Ltd.** (Shiroki Jitsugyo Koshi): The Union, having many branches in Central and North China, contributes greatly toward stabilizing supply and demand, at the same time, bringing the Japanese and Chinese peoples closer together by means of commerce.

**The Daimaru Yoko**, apart from managing department stores in many busy parts of Central China, operates factories in Shanghai and Soochow to produce export goods.

**Amusement:** Classical concerts are given at the leading hotels while many cinema houses with up-to-date equipments and facilities are showing interesting films produced in Japan and other Axis nations. Greyhound and horse races are also a very popular pastime in Shanghai. The Hai-Alai, a game that requires great strength and agility—played in pairs by batting the ball against a far away wall using the peculiarly shaped basket strapped to the wrist—is an innovation to the average tourist.

**HOTELS:** Shanghai offers ample hotel and hotel-apartment accommodations, with a wide variety of locations and tariffs. Among them are Broadway Mansions Hotel, Cathay Hotel, Park Hotel, Palace Hotel, New Asia Hotel, Aster House Hotel, New Shanghai Hotel, Metropole Hotel and many others.

**The Broadway Mansions Hotel**, at the heart of the Central District, is one of Shanghai's newest hotels which is ultra-modern throughout. It is under the management of the Shanghai Heng Chan Co., Ltd. (The Shanghai Kosan K.K.).

The **Cathay**, another luxuriously appointed hotel situated at the corner of Nanking Road and the Bund, commands an unsurpassed view of the Whangpoo River and the City. It is really "a home away from home", ably managed by the Kyoto Hotel, Kyoto, Japan.

The **New Asia Hotel** is a modern eight-storied building at the center of North Szechuen and Tiendong Roads. The Hotel is under entirely new management, and everything has been organized and designed to suit the most discriminating taste.

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Nanking Road Shanghai

one of the most turbid and polluted source of water supplies in the world, but the standard of purity eventually obtained is as good as any in the rest of the world.

**Gas:** Gas for lighting was first produced in November, 1865. At that time, the rate was \$4.50 per 1,000 cu. ft., and there were 58 consumers, and 8 kilometers of mains. The price is now considerably reduced, and there are nearly 101 kilometers of main serving the whole city.

**Industries of Shanghai**

The spinning industry in Shanghai leads all others including silk reeling, silk weaving, knitting, silk lace, flour milling, rice milling, cigarette making, candles and soap making, match, egg and cold storage, waterworks, petroleum, tea, sugar, salt, provisions, shipchandlery, coal, engineering and construction.

Shanghai was, and still is, the center of the Chinese industrial activities as the following table shows. (These figures show only the leading factories in Shanghai, so the actual number is believed to exceed this figure):

**The Number of Factories in Shanghai\***

Cloth Factories	506
Silk Weaving Factories	434
Cosmetic Factories	357
Weaving Factories	265
Machine Factories	231
Iron Foundries	173
Dyeing Factories	137
Biscuit Factories	82
Woolen Textile Mills	52
Glassware Factories	48
Silk Filature Mills	42
Toy Factories	38
Soap Factories	34
Cigarette Factories	24
Sauce Factories	24
Nail Factories	23
Rubber Factories	22
Cotton Mills	22
Thermos Flask Factories	19
Electric Fixture Factories	18
Shipyards	15
Porcelain Factories	13
Leather Factories	11
Tin Factories	11
Peppermint Factories	10
Oil Factories	8
Flour Mills	7
Chemical Factories	6
Iron Works	6
Timber Mills	6
Match Factories	5
Paint and Lacquer Factories	5
Paper Mills	4
<b>Total</b>	<b>2,668</b>

\* Operating with Chinese and Foreign Capital.

**Cotton & Textile Industry**

Business conditions of the cotton mills in Shanghai have undergone steady improvement during 1940. In January, the same year, there were 60 cotton mills, of which 19 were Chinese, 37 were Japanese and four others, with a total of 2,100,000 spindles. In March, the number was increased to 62, with a total of 21,123,000 spindles. As for weaving machines, Shanghai had a total of 26,000 in March, 3,700 of which were Chinese, 18,800 Japanese and 3,600 others. In January, these cotton mills produced 110,000 bales of cotton yarn, in February 90,000 bales and in March over 110,000 bales.

The rapid development of the printing and dyeing industries, said to have been first established about 25 years ago, has been greatly influenced by the textile industry. The requirements of the textile industry are amply met by several large dyeing plants established within the last few years. Together with the rapid development of the knitted goods industry since then, an increase has taken place in the number of large and small factories.

**Tobacco, Cigarette and Match Industries**

There are more than fifty Chinese-owned tobacco factories in Shanghai, 14 of which produce more than one million yuan worth annually. Among tobacco factories of all na-

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nationalities in Shanghai, the largest and oldest is the Yee Tsoong Tobacco Distributing Company, whose products are marketed all over the country, and are said to equal in quantity and value the products of all Chinese tobacco factories put together. Cigars, as in the case of cigarettes, are made almost exclusively in Shanghai, since the consumers are mostly in Shanghai.

Matches with yellow phosphorus are no longer made in China for reasons of health and they have been replaced by safety matches for more than ten years. The following are the five Chinese match factories in Shanghai, with their capitalization given in parentheses: Chungkuo (160,000 yuan), Huaming (150,000 yuan), Taming (50,000 yuan), Taha (50,000 yuan), and Tachunghuo (3,650,000 yuan). While the wood used in making match-sticks is produced in Szechwan, Kansu, Honan, Shensi, Liaoning, Kirin and Heilungkiang Provinces, much of it is still imported from Russian Siberia and Hokkaido in Japan.

### Egg Industry

Eggs are sent by railway and steamer from the producing areas to Shanghai, Tsingtao, Tientsin and Hankow where modern, sanitary cold storage plants have been established for

the freezing, preserving and the drying of eggs.

Export eggs are classified as follows: (1) Frozen in tin, shell removed, (2) Dried, (3) In a natural state, preserved only by refrigeration, (4) Liquid egg, preserved by chemicals.

China's egg trade during the past ten years has had many difficulties to contend with. Heavy protectionist tariffs have been laid down in America. France imposed certain quota restrictions for eggs while other countries imposed tariffs and quota restrictions. During the years 1938 and 1939, the high production costs of the Chinese frozen eggs made it possible for various European countries to undersell Chinese eggs. However, as the industry is one of the most widespread in this great farming country, it should be very much worth while fostering it in every possible way.

In 1937, there were 12 Chinese-owned egg plants in Kiangsu Province, of which Shanghai accounted for two. There were others owned and operated by foreign firms of French, German, Belgian and other nationalities, located in Tientsin, Tsingtao, Hankow, and Shanghai.

### Tea Industry

Tea is grown extensively in Fukien, Kwantung, Kiangsi, Kiangsu, Chekiang, Anhwei, Hunan, Kwangsi, Yunnan, Kweichow, Hupeh,

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Szechwan, Honan, Shensi, Shantung and Kansu. The northern provinces are unimportant, as 95 per cent of the whole tea crop is produced in the twelve provinces of Central and Southern China. Owing to its fine quality, moderate price, low cost of transportation and other advantages, the Chekiang products are generally preferred to all others by tea factories, and of Chekiang tea, that produced in Huchow and Anchi is considered the best. At one time, China had a monopoly of tea production, and as far back as 1867, the export of tea to foreign countries was 1,300,000 piculs (175,700,000 lbs.), and Canton was the first great tea shipping port, followed by Amoy and Foochow.

The classification of Chinese tea by color and quality is as follows: **Black:** Flowery Pekoe, Orange Pekoe, Pekoe Souchong, Souchong Congou; **Broken Black:** Broken Pekoe, Pekoe Dust, Broken Mixed Tea, Broken Souchong, Broken Leaf, Fannings, Dust; **Green:** Gunpowder, Imperial Hyson, Young Hyson, Hyson Skins, etc. Oolongs come from Foochow and Formosa. Brick tea is still manufactured at Hankow for the Russian and Tibetan markets. Chinese teas have very little tannin, 12-18 per cent, which renders them valuable.

About fifty tea factories have been in operation in Shanghai in recent years. The locally

prepared tea in Shanghai is mostly exported to foreign markets. Popular with foreign consumers have been "Congou" black tea, "Young Hyson" green tea and "Gunpowder." On the domestic market, the tea produced in Chimen and Wuyuan commands the largest sales. The domestic Chinese consumption of tea is about 500 million catties per year (one catty equals 1-1/3 lbs.), 62 per cent of which represents green tea.

The following table shows the important countries to which China exported tea during the period under review. Only such countries are recorded whose export figures are higher than 1,000 quintals:

	1937	1938	1939
			Jan.-June
Algeria .....	15,130	14,041	2,829
Burma .....	8,788	7,208	12,031
France .....	8,028	3,284	431
French Indo-China .	1,114	456	1,356
French West Africa.	3,134	2,922	1,372
Germany .....	3,723	4,695	26
Great Britain .....	56,969	9,023	1,014
Hongkong .....	41,075	239,099	47,919
Macao .....	1,074	1,920	3,234
Morocco .....	74,952	77,537	13,325
Philippine Islands ..	922	655	302
Straits Settlements .	5,859	3,589	1,346
Tunis .....	4,646	4,214	1,038
U.S.A. ....	32,972	21,660	1,069
Russia .....	98,661	2,409	

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