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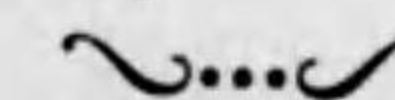
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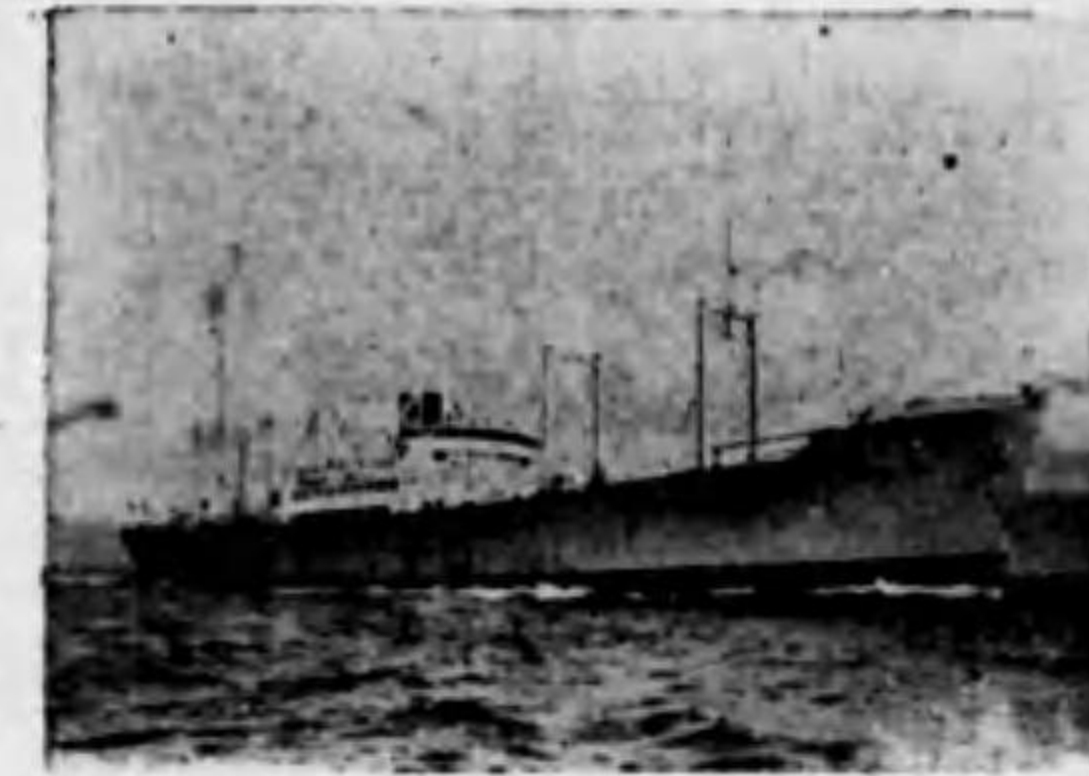
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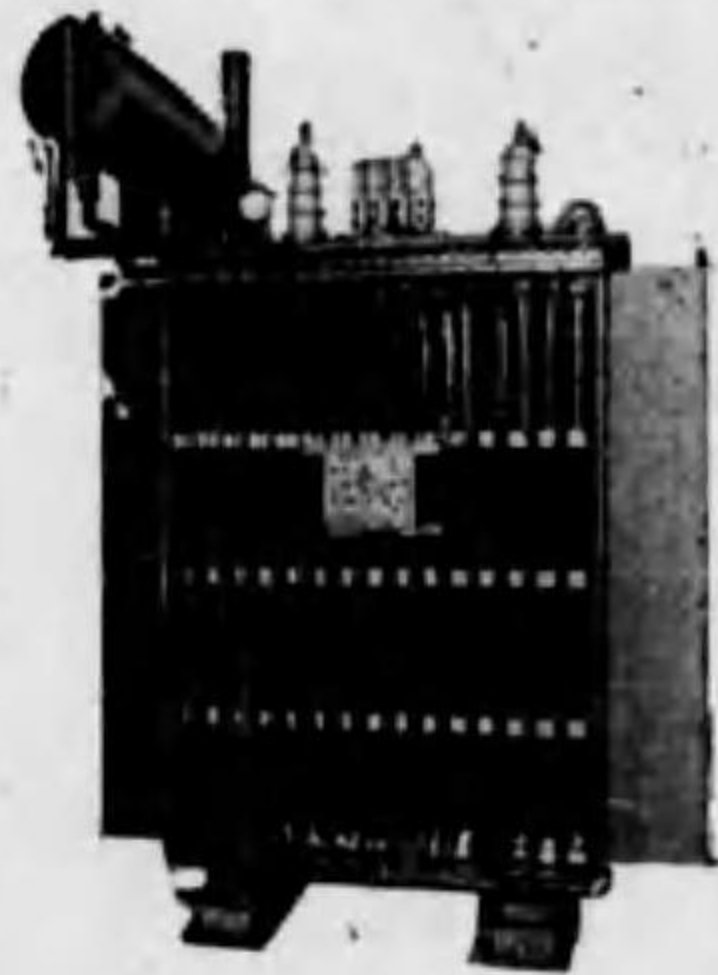


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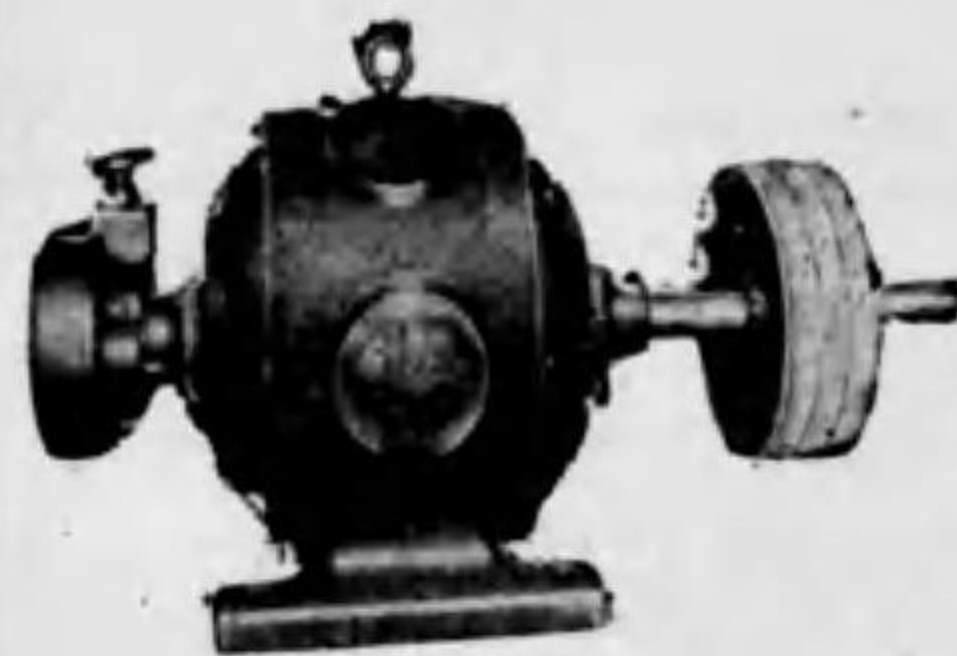
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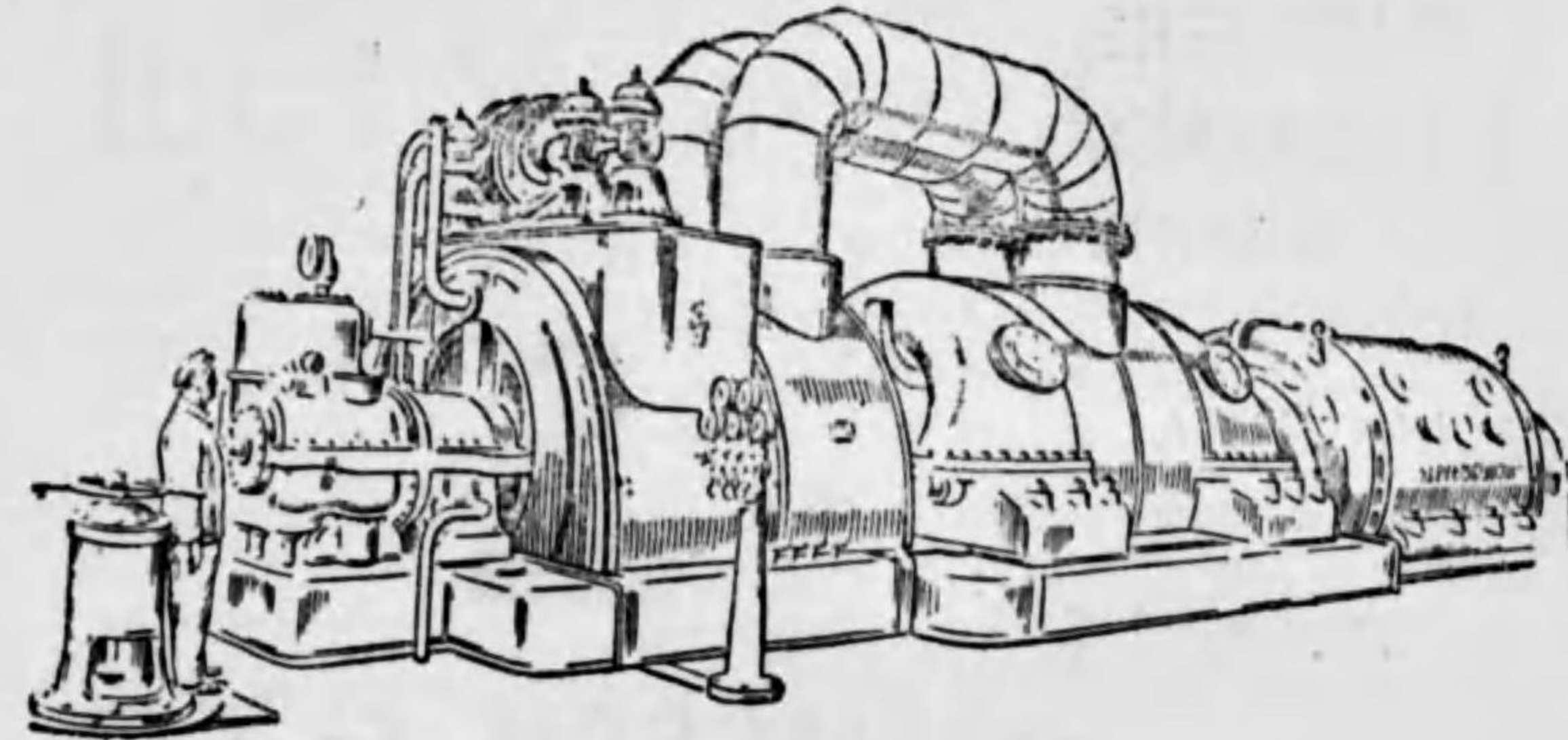
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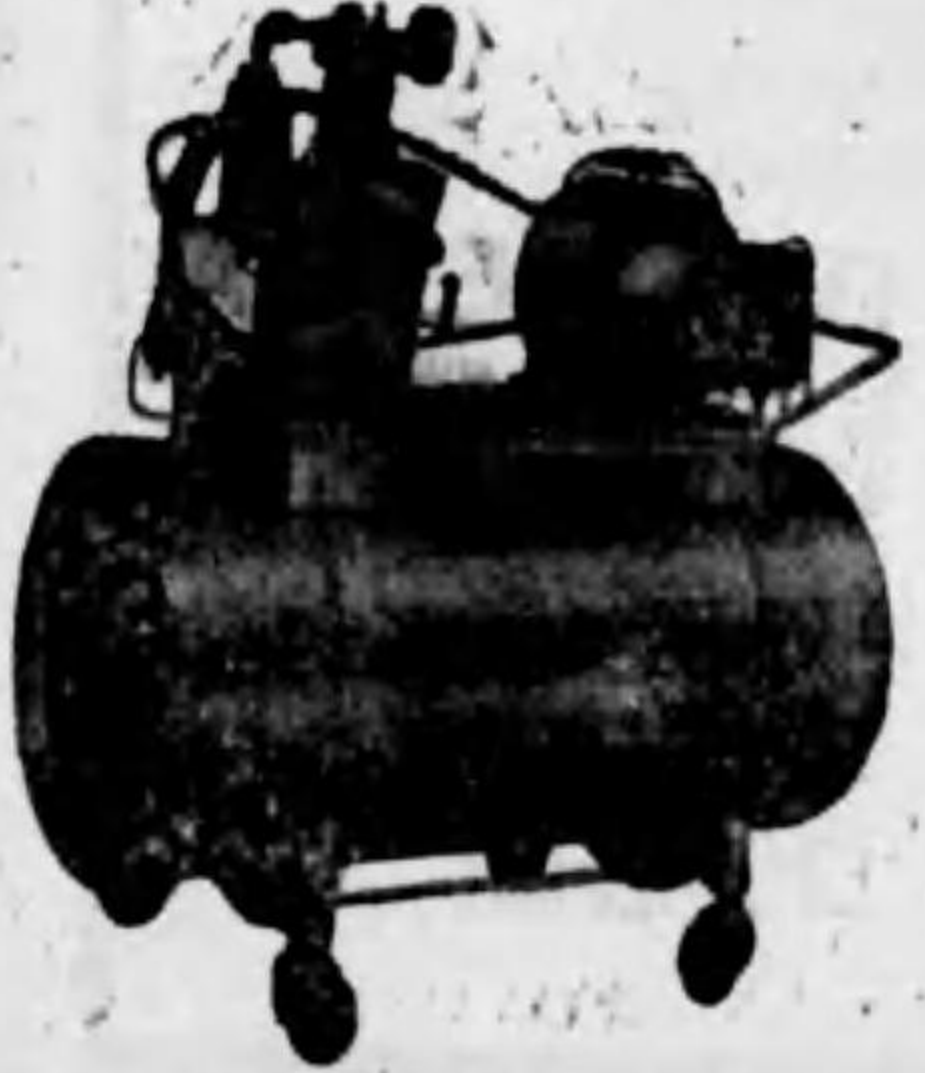
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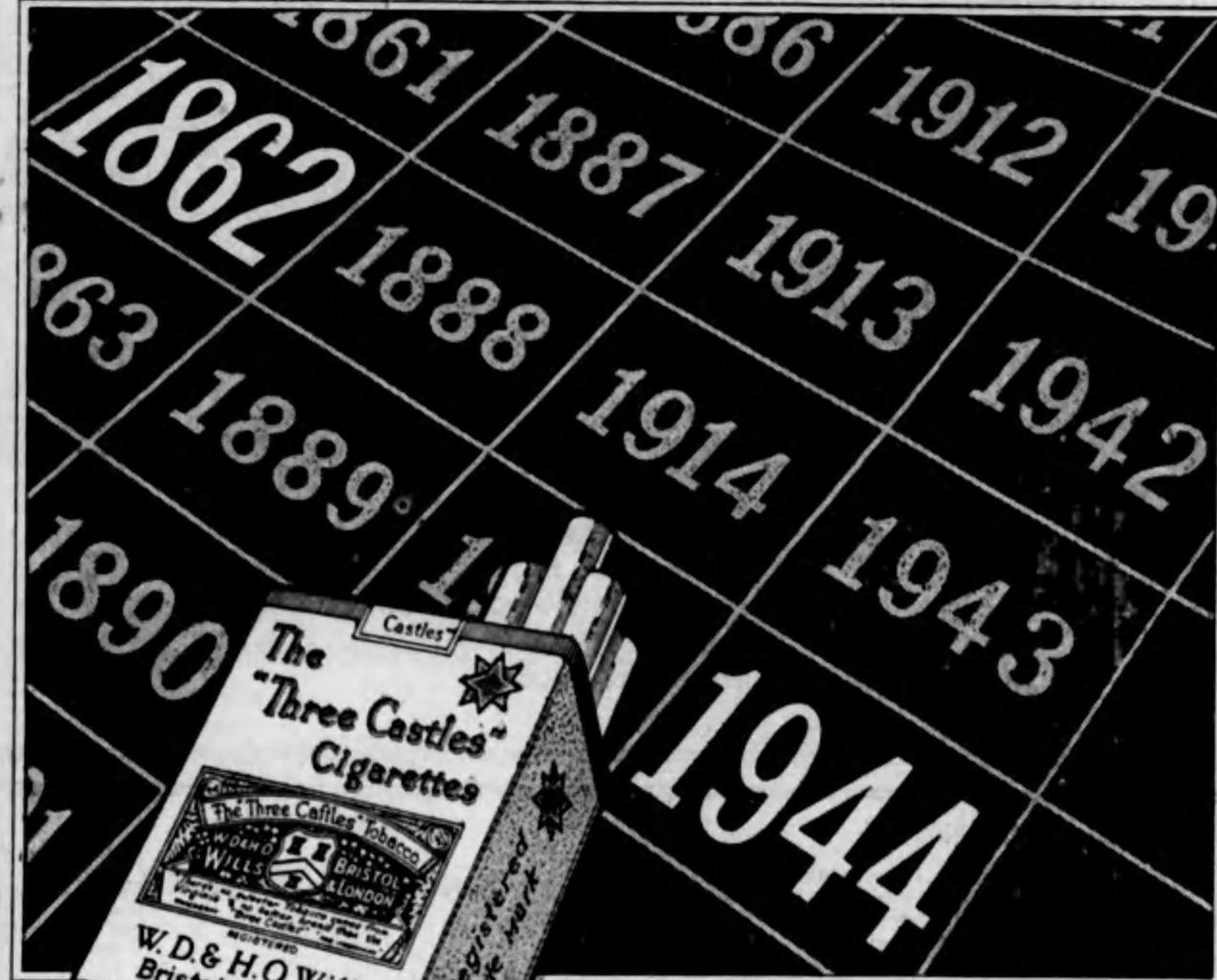
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NANKING is the seat of the new Central Government of China and the most interesting city in the country. It remains a modern city, peaceful and intact, with fine driveways and paved streets lined with large buildings of various types.

Nanking is the old classical capital of South China having been the seat of government successively of six dynasties in power between the 4th and 6th centuries before it was made the capital of a new dynasty under the Mings in 1368. Under the Manchu Dynasty, Nanking became the seat of government for Viceroy of the three provinces of Kiangsu, Anhwei and Kiangsi, and also a great garrison town; but in 1853 the city was captured by the Taiping Rebels, and thenceforth for 11 years it remained in their hands. In 1911 the city was captured by revolutionists.

Among the large cities, Nanking is rich in historic sights of great interest, especially to students of Chinese history. Some of them are as follows:

Ming Ku-kung is the site of a place built by the Emperor Hung Wu-ti (1368-1398). A bridge over a stream, a small building and a monument to Fang Hsiao-ju, a noted scholar, are all that remains of the buildings and walls.

Pe-chi-ko, inside the city walls, marks the site of an astronomical observatory which stood there in the time of the Yuan and Ming Dynasties.

Chi-ming-sz, a two-story temple on the east side of Pe-chi-ko, is a favorite resort, the distant view including Ming-hsiau-ling or Imperial Tombs and Mt. Tsung-shan.

Ching-liang-shan is a large, splendid temple, surrounded by walls. Visitors are not allowed to enter by the main gate but by a side entrance.

Ming-Hsiau-ling is the tomb of Emperor Tai-tsu, or Hung-wu-ti, founder of the Ming Dynasty, and his consort, Ma-Huang-hou. The foundation stones of one of these buildings, just in front of the main entrance are fit reminders of the splendid structures which once adorned the place. Stone figures of men and horses along the entrance pathway are works of great skill and artistry.

Changshan-ling, the tomb of Dr. Sun Yat-sen, is a colossal white stone building. The stones used were brought over from Soochow,

Fukien and Hong Kong. On one of the foundation stones is inscribed the famous Three Principles of Dr. Sun Yat-sen.

HANGCHOW, the capital of Chekiang Province, is the southern terminus of the Grand Canal. This great artificial inland waterway, still of vast commercial importance, is more than 900 miles in length, extending from Hangchow to Tientsin in the north. To the south of Hangchow, and spreading out in fanlike embrace behind Si-Hu, or West Lake, is a range of low mountains. The railway journey from Shanghai, a distance of about 115 miles, takes about 6 hours. A motor road also enables visitors to go from Shanghai to Hangchow by car.

Near Hangchow are several beautiful mountain resorts, most favored of which is Mokanshan ("Isolated Peak"), about 40 miles to the northwest. A most remarkable natural phenomenon which each year attracts thousands of visitors to the Hangchow district, is the Hangchow Bore, a huge ram of water which sweeps up the Bay and the Ch'ien T'ang River near the first and middle of every lunar month. The ordinary bi-monthly bores are usually 5 to 6 feet high at the front of the thundering mass of water, while at the equinoctial (Spring and Autumn) bores, the water occasionally reaches a height of between 18 to 25 feet.

SOOCHOW, lying on the banks of the Grand Canal, is 54 miles west of Shanghai on the Shanghai-Nanking railway line. As a famous holiday resort of China, it rivals even beautiful Hangchow in scenic beauty and historic interest. Lovely pagoda and temples, surrounded by heavily wooded hillsides, provide a gem setting for this quaint old city. In the main streets of the city will be found the bazaars and shops which specialize, largely, on the gorgeous silks for which Soochow is justly famous.

There are so many interesting places, it is difficult to enumerate them, but the following are the most important: The Leaning Tower; Tiger Hill Pagoda; The Beamless Pagoda; Precious Belt Bridge, the longest in China; City Temple; West Garden and Temple Garden of Tsang-Lang-Ting; Temple of Lady Chen; Twin Tower Temple; Yuen-Miao-Kuan; Temple of Confucius; etc. It is hardly necessary to "sight-see" in Soochow, as everywhere one turns, there is charm and glamor. Also, houseboats may be hired for fascinating trips to nearby places.



NORTH CHINA

General Survey

Situation & Area: North China, comprising five provinces of Hopei, Chahar, Suiyuan, Shansi and Shantung, covers that vast territory extending northward from the Yangtze River to the "Great Wall of China." It has an area of approximately 797,817 square kilometers.

Climate: Variations in temperature characterize the climate of the country, the maximum in Tientsin being 40° C. and the minimum, 17° below. With the exception of the three months beginning July, during which 70 per cent of the annual precipitation is accounted for, the air is generally dry.

Population: According to latest available figures, the population of North China was roughly 128,392,000, which represent about 26 per cent of the total population of China.

Transportation: Construction of new railway lines, motor car highways, canals, and many other noteworthy enterprises has made wonderful headway during a comparatively brief period.

Radiating mostly from Peking, the principal railway services in North China are as follows: **The Peking-Shanhaikuan Railway**, extending 515 kilometers, was the first broad gauge railway to be constructed in China, and is the most important of all the railways in North China. A direct service is now maintained between Peking and Fusan at the southernmost end of the Chosen Peninsula via Shanhaikuan, Mukden and Keijo. **The Peking-Hankow Railway**, with a total length of 1,214 kilometers, is laid along the areas producing cotton and coal so that this line will eventually play an important rôle in the economic development of North China. **The Peking-Paotou Railway**, completed in 1923, covers a distance of 889 kilometers. **The Kiao-Tsi Railway**, measuring 469 kilometers, connects Tsingtao with Tsinan, traversing the province of Shantung. **The Tientsin-Pukow Railway**, running between

Tientsin and Pukow, is one of the most important railways in China. **The Chengtai Railway**, called also the Shansi Railway, is a narrow gauge railway used for transporting coal and iron ores. It runs from Taiyuan, Shansi Province, to Shihchiachuang, Hopei Province, a distance of 284 kilometers. **The Lunghai Railway**, designed to link Lanchow, Kansu Province, and Lienyuenkang, is to run a distance of approximately 2,090 kilometers but so far, only a portion has been completed. **The Peking-Kuprikou Railway**, completed in March, 1938, is a line of industrial importance while the **Tung-Pu Railway**, covering 971 kilometers, links the two cities of Tatung and Puchow.

The highways on which the North China Railway Company operates motor cars at present extend 14,000 kilometers, the principal lines numbering some 150. The total extension today represents an increase of 400 per cent compared with the mileage as in April, 1939. Innumerable canals also form an important means of transportation in the interior.

The Central China Airway Company's aviation network extends over entire China. The routes now total 9,000 kilometers, an increase of more than 6,000 kilometers in one year. Dai Nippon Airways Company and the Manchuria Aviation Company have scheduled services to the important cities of North China.

Principal Industries

AGRICULTURE: The area under cultivation throughout the five provinces of North China is estimated at 310,000,000 se, representing approximately 30 per cent of the arable land in all China. It is estimated that about 83 per cent of the population in North China is engaged in agriculture.

Wheat: The staple food and most important item among agricultural products in North China, wheat is raised for the most part in the three provinces of Shantung, Hopei and Shansi, the first mentioned leading in production. The five provinces combined produce 140,000,000 piculs per year, or 30 per cent of the total yield of China.

Kaoliang: North China is a large producer of kaoliang, which ranks next to wheat in importance. Shantung, the annual output of which is about 8 billion kin per year, is the leading kaoliang producing province, followed by Honan, Shansi, Chahar and Suiyuan provinces.

Millet: The millet production of North China is estimated at around 10 billion kin per year, which represents roughly 66 per cent of China's entire production. Salient among other

farm products are barley, ground-nuts, soya-beans, maize, sweet potatoes, etc.

Cotton: China is said to rank third among the cotton-producing countries of the world, coming after the United States and India. Areas devoted for this purpose in the three provinces of Hopei, Shantung and Shansi represent 30 per cent of the land under cotton throughout China, the local production being equal to 30 per cent of China's cotton yield. Chinese cotton is of coarse, uneven and short staple, unsuitable for spinning yarns finer than 16's or 20's, but attempts are being made by experts to improve the quality.

MINING: North China abounds in various mineral deposits, but due to inconvenient location of some of the producing areas and to the lack of technical knowledge, the industry has been in its infancy until not so long ago. However, Japanese experts are now striving to make full use of the rich mineral resources.

Coal: Of the potential coal production of China as a whole, North China is said to possess 132,500,000,000 metric tons, or 54 per cent of the total resources of China. Though most endowed with coal deposits over the length and breadth of the province, coal mines in Shansi are not well exploited owing to its inconvenient location and poor transportation facilities. China's total coal production per year is 20,900,000 metric tons, of which Hopei is responsible for 7,700,000 metric tons or approximately 37 per cent. Shantung and Shansi with productions of 3,500,000 and 2,700,000 metric tons per year respectively are second and third producers.

Iron: Approximately half of China's deposits estimated at 300,000,000 metric tons is found chiefly in Chahar, Hopei and Shantung provinces. The most important among the iron mines in North China is Lungyen, Chahar, the ore from which contains as much as 52 per cent of iron on an average. This mine, with a smeltery at Shichingshan, west of Peking, is exploited by Japanese.

Other Mineral Products: Other mineral products of commercial importance in North China are: asbestos, sulphur, fluor spar, feldspar, graphite, talc, dolomite, cryolite, etc.

SALT: The salt fields of North China gained importance as a source of supply of industrial salt to Japan. The spacious area along the Pechihli Gulf is suited for new salt-fields so that the district is likely to become one of the foremost salt-producing centers of the world.

North China Trade

The North China trade at six ports, i.e., Tientsin, Tsingtao, Chinwangtao, Chefoo, Lungkow and Weihaiwei, from January to September, 1940, amounted to ¥756 million in imports and ¥230 million in exports, or a total of ¥986 million, according to Maritime Customs trade statistics.

The January-September import trade statistics of 1940 show that rice and wheat-flour occupied the dominant position in the list, both of which combined forming 18 per cent of the total imports. Next in order came metals, sugar, machinery, raw cotton, timber, and kerosene oil.

LEADING IMPORT ARTICLES OF NORTH CHINA

(In 1,000 M. C. gold units)

	Jan.—Sept.	
	1940	1939
Raw cotton	14,095	4,591
Gunnies	7,767	481
Silk & silk goods	8,214	4,324
Metals & minerals	19,606	9,234
Misc. metal goods	7,075	4,574
Fish, shell-fish & other marine products	7,014	2,528
Animal products & canned provisions	8,392	2,854
Rice (unhulled included) ..	30,788	12,389
Wheat-flour	21,492	17,670
Sugar	16,570	15,592
Chemicals & drugs	10,085	8,515
Kerosene	9,918	4,902
Timber	11,414	7,500
Miscellaneous goods	15,383	12,143
Total inclusive of others	279,443	177,373

The export trade, on the other hand, continued to decline because of the lingering after-effects of the serious flood and drought damages which were caused in the autumn of 1939 to the crops of "special products" in North China, coupled with the loss of the European markets due to the spread of war.

NORTH CHINA EXPORTS BY ARTICLES

(In ¥1,000)

	Jan.—Sept.	
	1940	1939
Pig's hair (bristles)	20,962	13,129
Dried eggs whites	4,261	4,746
Dried egg yolks	8,957	8,518
Mixed whole egg	15,559	7,690
Leathers & furs	15,934	8,350
Walnuts	3,353	2,675
Peanut-oil	17,819	9,331
Shelled peanuts	1,553	4,001
Unshelled peanuts	17,905	9,200
Coal	40,509	18,201
Carpets	4,921	4,287
Mats & matting	9,045	4,072
Salt	3,869	2,352
Total including others	229,924	160,407



Foreword: Under Genghis Khan, the Mongols founded a world empire about seven centuries ago. His grandson, Kublai Khan, established the Yuan Dynasty, but the subsequent collapse of the empire and the consequent decay of the Mongol rule in China caused the Mongols to retire to their desert regions. In order to recover their erstwhile prestige with the able guidance of Japan, however, the descendants of Genghis Khan are willingly acting in unison with the Japanese policy.

Situation, Area, Climate and Population: The northern border of the Meng Chiang Regions is contiguous to the so-called People's Republic of Mongolia. On the west lies the Mohammedan province of Ninghsia, on the east, Manchoukuo, and on the south are the Chinese provinces of Shensi, Shansi, and Hopei. Topographically, the country is mountainous, and the climate is generally mild except in April and May. Its area is about 600,000 square kilometers and the population, from 6,000,000 to 7,000,000.

Administration: On September 4, 1937, the Autonomous Government of South Chahar was established at Kalgan. Since then it has taken the initiative in the independence movements in these regions. On October 15, the Autonomous Government of Shansi was formed with Tatung as the seat of government. In rapid sequence, the Autonomous Government of the United Leagues of Mongolia was set up on October 27 of the same year with Koko Hoto as its administrative center.

For the purpose of promoting neighborly relations and mutual welfare, the Federal Council of the Mongolian Borderland was instituted on November 22, 1937, with its seat at Kalgan. Inner Mongolia forms an anti-Communist Corridor and is very significant.

Resources: The country is agricultural and its industrial resources are enormously abundant. The Region contains much natural resources, including coal, iron ore, asbestos, mica, bismuth, salt, natural soda, etc. Live-stock breeding is another important branch of its industry.

Foreign Trade: The principal articles of export are animal hair, opium, cereals, flax, iron ore, coal, hides and skins, etc.; while leading import items are general merchandise and

manufactured goods.

Kalgan, the largest commercial city along the Peking-Paotau Railway, is situated on the Yang-ho River in the upper-streams of the Yungting-ho.

When the Federated Council of Autonomous Government was founded by the United Leagues of Mongolia in 1937, Kagan was selected as the administrative center. The establishment of railway services with Tatung contributed greatly toward facilitating the cargo transportation.

Economic activities are lively in the city which forms the very heart of distribution for the Meng Chiang Regions. Hides and skins, wool, live-stock, salt, fodder, and camel hair are supplied to the city from the Mongolian district in exchange for cotton tissues, sugar, tobacco, petroleum, wax, tea and shoes. The chief agricultural products are rape seeds, wheat, beans and peas, jute, etc. Of these products, the amount of business on rape seeds and jute is about ¥5,000,000.

Tatung, well-protected by stone walls and having a population of about 90,000, was the second largest city in former Shansi province but has since been made the capital city of the North Shansi Government.

It is on the bank of the Yu-ho River, between Heng-shan mountain in the south and a branch range of the Ying-shan in the north, and is located about 1,042 meters above sea level.

Industry in Tatung today comprises factories engaged in the manufacture of woollen fabrics, milling, alcohol refining, porcelain and copper ware production, etc. A bright future is promised for the city in this field as it is conveniently located along the Peking-Paotou railway. The Meng Chiang Motor Bus Company controls the bus services between the city and Taiyuan.

Chiu-lung-pi, or the Nine Dragon Screen, found in the walled town measures about 6 meters high and 30 meters long. Nine coiled dragons are beautifully and distinctly represented on the wall inlaid with yellow glazed bricks. Gigantic Stone Buddhas of the Yunkang Caves, situated at about 20 kilometers from Tatung, are included among the art treasures of old China.

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PEKING



Peking, though in the same latitude as southern Italy, has a wide range of climate with severe winter and hot summer, but both are tempered fortunately by the dryness of the air. The only two bad months are February and March when dust storms and cloudy weather are prevalent—the dust storm from the Gobi desert. According to a census taken in June, 1942, the population of Peking was 1,928,907, of which 106,487 were Japanese and Koreans.

Peking dates back more than 3,000 years in recorded history. Tartars, Mongols, Mings, and Manchus have, in turn, swayed the Empire, of which Peking for so long was the keystone. The height of royal magnificence was attained from 1200 to 1300 A.D. during the reign of the great Kublai Khan.

In the way of amusement, Peking has an endless variety. In the clubs are found the most luxurious equipment—library, billiard rooms, bowling alleys, dining rooms, etc. The Peking Club Library is exceptionally efficient with all the principal magazines in several languages and a constant supply of new books supplementing the accumulations of years. For the outdoor sports, there are tennis courts and a swimming pool. Badminton and skating facilities are available within the premises during winter.

The Forbidden City is perhaps the most famous of all the walled cities within Peking. On the western side of the Forbidden City is the Central Park which is an attractive pleasure ground, with its garden, tea-houses, and tree sheltered walks. The Museum Section of the Forbidden City consists of fifteen buildings, and here once were stored the most remarkable art collections including the Scepter, Clock, and Bronze collections which still remain. The beautiful garden—picturesque rockeries—intricately carved marble bridges, the brilliant yellow tiling of the roofs—the splendour of the palaces all leave an impression of imposing grandeur, never to be forgotten. The jade and bronze collections are, beyond question, the finest in the world. Directly opposite the main entrance to the Forbidden City stands the Coal Hill. The hill itself is artificial and vast treasures are supposed to be buried beneath. Tradition runs that an emperor of the Ming Dynasty stored coal here in order to be pre-

pared for a siege.

Unquestionably first among the temples of Peking, in beauty and in interest, is a group of buildings known as the Temple of Heaven which stands in a large park of ancient cedar and cypress trees outside the main wall of the city. The Temple is circular in form, rising from the center of triple, white marble platforms, and its three circular roofs of brilliantly glazed blue tile are believed to be the finest example of religious architecture in China.

The Lama Temple is one of the famous temples of Peking. Every day, at four o'clock in the afternoon, the priests are at prayer, chanting "Om Madne Padme Hum" in deep chorus. The Drum Tower, attaining a height of nearly fifty meters, gives one a splendid view of the Tartar City. It is a landmark of Peking. The Drum Tower now houses the Institution of Public Education, and ascent to the upper stories is forbidden. The Bell Tower, entrance not possible, contains the great bell of the Emperor Yung-lo.

The Temple of Agriculture, dedicated to Shen Nung, who is said to have ruled China some three thousand years before the Christian era, has been modernized until today it is largely a pleasure park. Within the spacious grounds are Chinese theaters, restaurants, tea houses, and many recreational facilities. The Peking Observatory, the oldest astronomical observatory in the world, was built by Kublai Khan in 1279. The Chinese are past masters in astronomy and astrology. Many of the old instruments may yet be seen. The National Art Museum, within the Forbidden City, is famed for its most complete collection of Chinese art. Marco Polo Bridge, spanning the Hun Ho River, is a remarkable stone structure of thirty-five arches. It is now named for the Venetian explorer who said it was the most wonderful bridge he had ever seen.

There is a haunting beauty in the temples, palaces, shrines, and pagodas in the Summer Palace, a favorite resort of the old Empress Dowager. Mohammedan Mosque, the principal one of about 40 mosques found in Peking, is located on the street outside the southwest wall of the Imperial City. Botanical and Zoological Gardens lie a few kilometers directly west of the Hsi Chih Men, the gate from which the trip to the Summer Palace is made.



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The great wall encircling the inner cities is nearly fifty kilometers in circumference and encloses all private dwellings, various legations and most of the public buildings. Peking is divided into four distinct cities, the inner Forbidden City, former home of the Emperors and for many years a complete and engaging mystery to the Occident; the Imperial City, where court officials formerly resided; the Tartar or Manchu City, built in the form of a square and the rectangular Chinese City, all partitioned by walls.

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The transportation means in the city is well served by tramways, automobiles, droshkies and rickshaws. Besides the four railways, viz., Peking-Shanhaikwan Railway; Peking-Hankow Railway; Peking-Kupeikou Railway and Peking-Paotow Railway, there is a railroad winding its way around the Inner Walls.

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- Established: April 17, 1939
- Capital: Yen 400,000,000
- Employees: 150,000



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The Stone Buddha of Tatung, Mengchiang

Open to traffic in North China and Meng Chiang Regions (the Mongolian Borderland), the aggregate length of the lines under the control of the Kahoku Kotsu Kaisha (the North China Railway Co., Ltd.), as at the end of April, 1943, was 6,037 kilometres, an increase of 1042 kilometres as compared with that in existence at the time of the outbreak of the China Affair, and the said aggregate length in kilometres represents an extension of approximately 1,000 kilometres in so short a span of time as four years in comparison with April, 1939, in which month the North China Railway Co., Ltd. was established. Considering that 700 odd kilometres of the Lunghai Railway west of Kaifeng is still under the control of the Chungking regime, the extension of the mileage of the lines controlled by the company is almost entirely the result of new constructions effected after the outbreak of the China Affair.

Thirteen lines aggregating 1,042 kilometres in distance had by the end of April, 1943, been newly constructed by the North China Railway Co., Ltd., an undertaking jointly financed by the Japanese and

Chinese, since 1937. The most important of them are King-Ku (Peking-Kupeikou) line connecting Peking and Chengteh, Jehol; Hsin-Kai (Hsinhsiang-Kaifeng) line connecting the two trunk lines of the Lung-Hai (Kaifeng-Lienyun) Railway and the Peking-Hankow Railway; Shi-Teh (Shihmen-Tehsien) line; Tung-Lu (Tungkuan-Luan) line, built specially for the purpose of developing the southern portion of the province of Shansi; other lines having been constructed mainly for transporting coal and other underground resources.

Besides these new railway constructions thus far, there have been introduced improvements and reinforcements in the railway facilities; a renovation in the system of management, an increase in traffic efficiency, etc. are steadily under way. For instance, the whole of the tracks of the Shih-Tai (Shihmen-Taiyuan) line, previously a narrow gauge railway, and that part of the Tatung-Fuchow Railway north of Taiyuan have been reconstructed to be standard gauge railways, whereby their carrying capacity has been notably increased to mark an epoch in the development of Shansi Province, reputed to be a treasury of mineral resources.

The systems of charging freightage by the different railway lines in North China, previously divided into eight freight zones and without any liaison or unification among them, have been radically unified and revised so that a rational, basic tariff is now charged and a very plain freight system is now in force; the proper function of railways is at present brought into play on a full scale for the first time.

As we recall the days following the outbreak of the China Incident when all the lines were not free from the havoc played by the hostilities and when all the railway employees deserted their duties, we can not but be surprised at the phenomenal change which the North China Railway Co., Ltd. has instituted since then. The railways, operated by the Chinese prior to the outbreak of the hostilities, have almost completely put on a new aspect, being now in every respect almost on a level with the railways in first rate civilized countries of the world.

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興修水利促進農產

余督辦領導下建署近況

灤河石津運河各地區本年內均已開始灌溉

總辦全華北建設事業之華北政務委員會建設總署，自余督辦氏於本年（民國卅二年）二月繼任督辦以來，時值我國參戰伊始，全華北軍政會民無不在戰時體制下奮發，勇往邁進，該署暨所屬各地工程局處，在余督辦領導之下，一面積極奉行參戰精神，一面努力從事於適應華北當前迫切需要之諸般建設，嗣以鑒於食糧政策為構成戰爭勝負之主要因素，並就主管之水利範圍，擬定緊急增產計劃，余氏為督辦所屬振奮工作人員服務精神起見，並於本年四月九日率領主要部屬由京出發，前往保定、太原、濟南、青島、灤縣、唐山各地工作現場，視察指導，以身重寄之建設首長，躬行陣頭主義，不辭勞瘁，此種精神對於屬下之感召，實非淺鮮，按關於該署之組織與職掌，上期本刊已有詳細之記載，茲不贅述，今將該署最近自余督辦蒞任以來之業績，略誌於後，以見梗概。



余督辦近照



余督辦視察灤河



汾河築橋工事



山西汾河橋之一部

曠觀東亞現勢與華北立場，無言美完成聖戰抑復與社會言之，首當以增加農產安定民生為承務，而河渠水利建設之主要目的亦即在此，據調查所得，華北各省現有灌溉面積不足耕地面積十分之一，且都利用井泉，坐視河川之氾濫受其害，而不能加以有計劃之治理，影響於農作之收穫難以數計，蓋華北各地大多平原，坡度既小，而農家需水季節適當河川流量減小之時，惟今之計，欲謀改良華北農地，有待於灌溉，而灌溉所需之水量端賴治水之成功，至建署對於華北各河川之建設目標，係以下表所示為準

水系	預定灌溉面積	每秒需要水量	水系	預定灌溉面積	每秒需要水量
灤河	六十四萬畝	八〇立米	子牙河	三百六十六萬畝	五五立米
潮白河	三十二萬畝	四五 "	南運河	二百二十四萬畝	一五五 "
永定河	一百三十萬畝	二〇 "	大運河	六十四萬畝	五〇 "
大清河	十二萬畝	二〇 "			

除上述各河流外，餘如新修之石津運河，以及灤河新運河等，關於本年（卅二年）緊急增產部分之工事均已次第完成，且已開始引水灌溉，如藁城、晉縣、深縣、東鹿一帶，顯有可觀，預計對於華北增產之前途當有很大之裨益，總之，復興之途縱有多端，而生產建設要為根本條件，吾人如能權衡緩急，努力以赴，則殲滅英美之時為期不遠，而東亞共榮之勢，亦正方興未艾也。



TIENTSIN

Tientsin, lying at the junction of the Pei-ho and the Grand Canal approximately 40 kilometers upstream from the Gulf of Pechihli, is the principal gateway to North China, ranking next only to Shanghai as a port of foreign trade. Since the signing of the Agreement between Japan and China Concerning the Retrocession of Concessions and Relinquishment of Extraterritorial Rights, on January 9, 1943, the concessions in Tientsin have all been returned to China and the whole city is now under Chinese administration.

Since Tientsin is the key-point of overland and maritime traffic, it is in a position to facilitate the transportation of products of vast territories of the northern part of Tibet, a portion of Shantung, a greater part of Mongolia, the northern section of Shensi and the provinces of Kansu, Shansi, Chihli and Sinking. The climate, on the whole, is of continental nature with wide variations in temperature.

Due to outside influence which was prevalent in the city for years, Tientsin has an Occidental touch with beautiful residential districts and roads. Many countries were signatories to the Treaty of Tientsin which gave them right for the distribution of land, stationing of troops, etc., but following the United States, which relinquished this privilege later on, Germany, Russia, Austria, etc. likewise returned their concessions after the Great War. Immediately after the outbreak of the War of Greater East Asia, the Japanese Forces took over the British concession.

The most thriving distributing center of North China, Tientsin is also the center of railway communications. At Peking, a connection is made with the trunk line leading to Hankow, and with a branch line to the northern part of Shansi by way of Kalgan. It is the northern terminus of the Tientsin-Pukow Railway which communicates by ferry across the Yangtze with the Shanghai-Nanking line.

There are some well-known temples in the city, the most noteworthy being the Hai Kwan Sze Temple, famous for the huge bronze bell, a war trophy, in the compound. The Drum Tower, from which a splendid view of the city is obtainable, is also appealing. The Nankai University, one of the most modern

educational institutions in North China, is of interest while the Huangho-Paiho Museum on the Race Course Road is one of the best of its kind in the world containing rare collections.

Flanked with department stores and shops, Asahi-gai is the busiest part of the city. The famous street known as Ku-i-chieh, or "clothes-selling street," is lined on both sides with shops selling cotton cloth, textiles, jewels, medicines and other sundries. The Botanical Garden in Hopei Park has artificial lakes, hills and tea-houses, and is a popular resort. Hai-alai and horse racing may be mentioned as the outstanding features of Tientsin's sport activities.

The port is so constructed that at ordinary high water, vessels of average draught may cross the Taku Bar and proceed up to Tientsin unaffected by the wind. However, it is being contemplated to effect eventually improvements for anchoring vessels of larger tonnage. There are several dry docks capable of accommodating medium sized ships as well as one at Hsi-ho which can shelter vessels up to several hundred feet in length.



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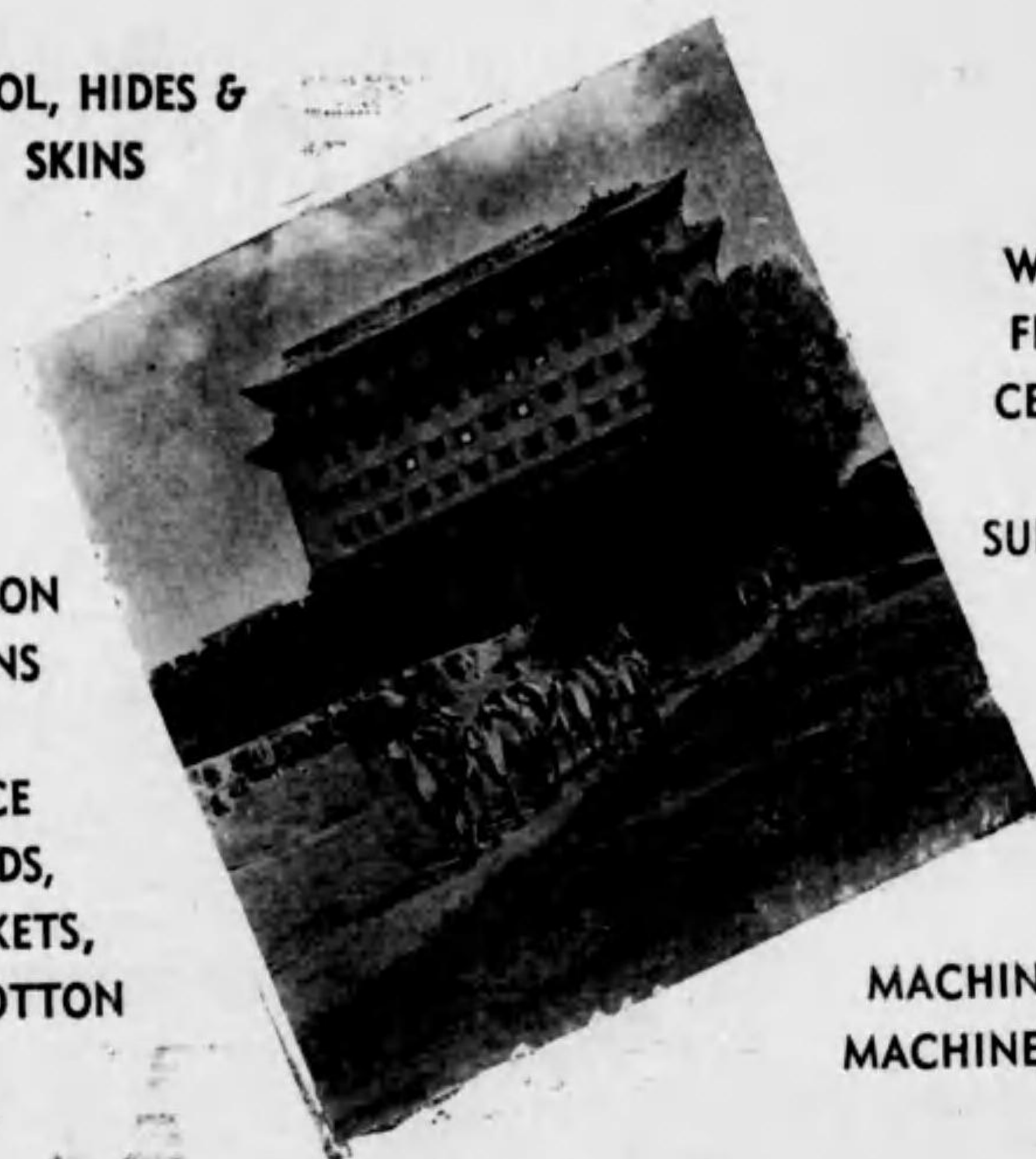
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TSINAN

Tsinan, the political as well as military center of Shantung province for centuries, is centrally located in the fertile loess formation along the Yellow River. The city is also the key-point of the Tientsin-Pukow Railway and, due to its convenient water traffic facilities, forms one of the important places of commerce and communication in North China. The climate is salubrious and as the streets are clean, it has rarely suffered from epidemic so common in China.

The city of Tsinan consists of the walled city and Shangpu, or the Trading Quarter. Access to the walled compound is made possible by means of gates constructed in eight different places. Outside the walls, on east, south and west sides, are the flourishing streets which are screened by an outer wall. The Trading Quarter is located outside the west gate. The most flourishing part is the First and Second Malu, on which are found most of the principal business establishments, banks, stations of the Tsin-Pu and Kiao-Tsi lines, etc.

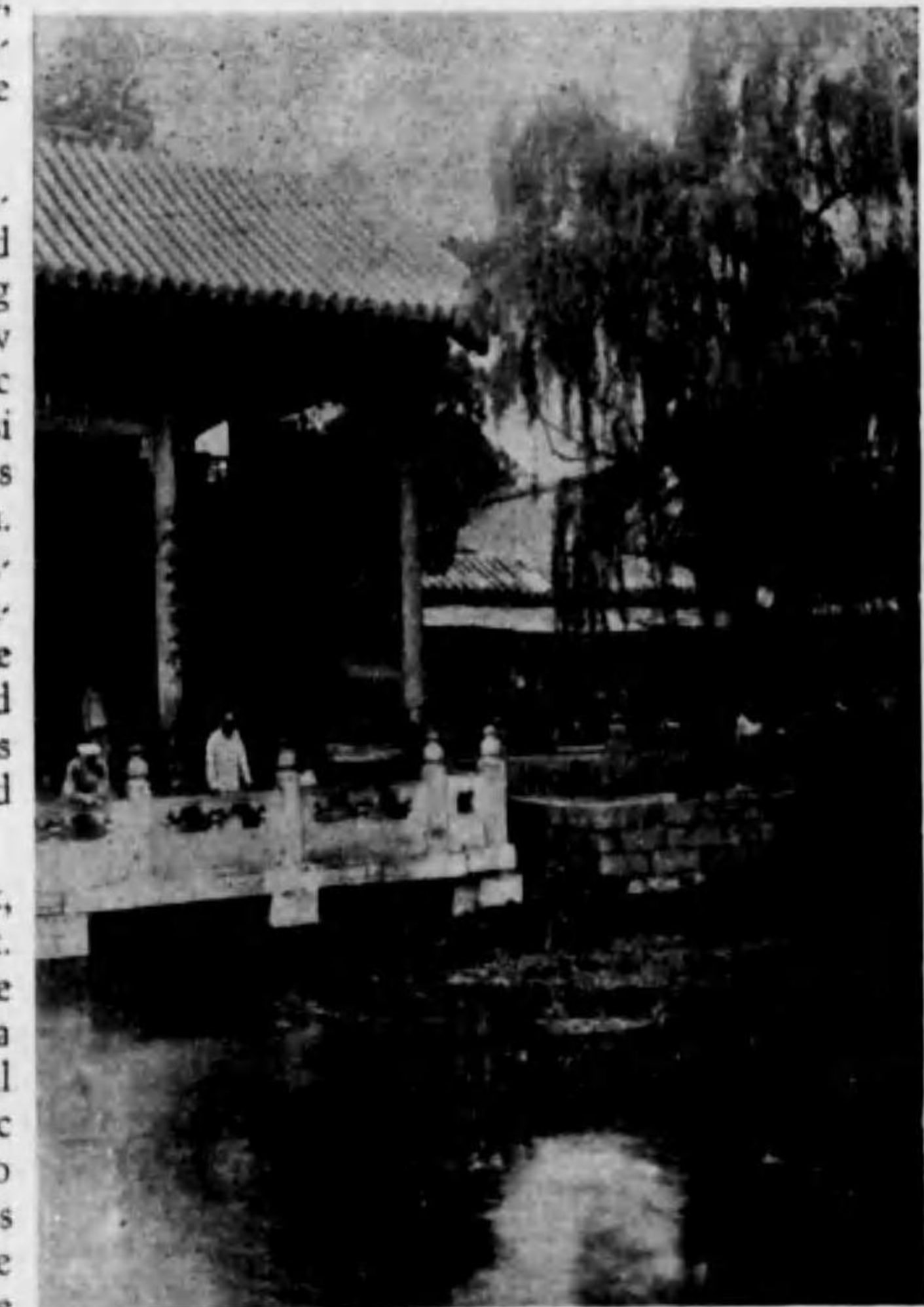
Mention should be made of the transportation facility afforded by the Hsiao-ching and Yellow Rivers. The course of the Hsiao-ching River, an artificial extension from the narrow waterway, was the only means of the traffic for trade until the opening of the Kiao-Tsi Railway, and to this day, a number of junks plies between Yan-koo-kow and Huang-tai-keau. Traffic through the Yellow River, which originates in the upperland of Kansu and Koku-nor, is much obstructed by the overflow of the river and the accumulation of sand washed down from the upper-reaches. Passage of junks is possible, however, between Kai-feng and Lan-kou.

The Shangpu Park, Soldiers' Monument, Lake Ta-ming-hu, Po-tu-shuan Spring and Mt. Chien-fo are considered places of interest. The Shangpu Park is tastefully laid out with a spacious ground in the center with artificial mounds, fountains, athletic ground and a music hall. The Soldier's Monument, dedicated to 157 soldiers killed in the Tsinan Incident, is located at the Sixth Malu in Shangpu. The Ta-ming-hu is a lake stretching along the northern corner of the walled city, and having a circumference of about six kilometers.

The Po-tu-shuan Spring, located within the

compound of the Lu-tsu-miao Temple, is the largest among the 72 fountains in the vicinity of the walled city, and it gushes up to a height of more than three meters. Mt. Chien-fo, meaning "Mountain of Thousand Buddhas," is one of the Lu-shan ranges standing to the south of the walled city. The path leading to the summit is lined with one thousand Buddhas.

The annual volume of Tsinan's trade averages around 167,000,000 Yuan, the value of imports representing usually more than 80 per cent of this amount. Among the leading articles of import are cotton yarns and tissues, rayons and rayon goods, machinery and tools, electric appliances, bicycles and parts, rubber goods, dyestuffs, sugar, paper, match, wood and timber, coal, coke, etc., while the chief export comprises raw cotton, cotton seeds, groundnuts and oil, wheat and flour, straw braids, etc.



Lake Ta-ming-Hu, Tsinan, where Chinese poets go to seek repose and inspiration, is famed for its beauty and historical associations

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Once a small fishing village, Tsingtao today is the best port in North China and second only to Tientsin in respect to the volume of foreign trade. Equipped with modern and extensive docking facilities, it is also a vital commercial center of Shantung province and a favorite summer resort as it forms the eastern terminus of the Kiaochow-Tsinan Railway and has an ideal oceanic climate.

Repetition of civil wars in China has had detrimental effect in the development of Tsingtao so splendidly started out by the Germans and ably followed up by the Japanese, which naturally reflected unfavourably upon the trade condition. However, with the institution of the new National Government of Nanking headed by Mr. Wang Ching-wei, a new and peaceful era has again dawned upon North China, giving Tsingtao a very promising future.

The beautiful city is divided into five sections, namely, the Tsingtao Proper, Ta-Pao-Tao, Wharf, Residential and New Town.

The macadamized and paved roads in the Tsingtao Section are broad and smooth, and the houses are built in modern style, very commodious and substantial. Along the shore is constructed a concrete bund where a walk or drive is unusually delightful. The Tsingtao pier, joining the main street, makes a charming place for a promenade. Since this is the main part of the city, there are many excellent hotel, pension and apartment house accommodations for both Chinese and foreigners.

The Ta-Pao-Tao Section, a mixed quarter for Japanese and Chinese merchants, is the commercial center with Chung Shan Road running north to south where extensive trading takes place. At the northern end of the road is the Tsingtao Post Office, and a few steps away, the Tsingtao Market where all sorts of foodstuffs are obtainable.

In the Residential Section are the famous bathing beach, a well-laid out race course and the attractive Chung Shan Park. Itis Huk, situated east of the race course, is another summer resort for those who prefer quietness rather than crowd. Surrounded by hills and forest, it has a comfortable bathing beach and many modern villas which present an altogether different atmosphere from other places.

Principal places of interest near the city include Lao-ting, commanding a magnificent view over an extensive territory; Li-tsum, noted for its large-scale production of fruits; Lao-Shan, a mountain range towering in the eastern part of Shantung province, etc.

Some of the outstanding products shipped through the port of Tsingtao in large quantities are cotton, groundnuts, tobacco, kaoliang, millet, soya-beans, wheat, sweet potatoes, and eggs. The cotton industry in Tsingtao was greatly developed with nine well-equipped Japanese mills operating before the outbreak of the China Affair, but they were ravaged by the retreating Chinese troops during the hostilities.

The JAPANESE TSINGTAO HOSPITAL occupies an ideal position on a mountain-side in the south of Tsingtao, at an altitude of 100 to 170 feet. The hospital has nine departments comprising internal treatment, surgery, pediatrics, maternity, skin and urinary diseases, ophthalmic treatment, otorhinolaryngology and dental surgery.

The Japanese Tsingtao Hospital originated in the hospital constructed by Germany in 1898 at a cost of 1,980,000 marks. The hospital has been much enlarged since it came under the management of the Japanese, and it now comprises six hospital-houses, with many additional buildings. There is also a medical school attached to the hospital for Chinese students, although it has been closed since 1927. The medical staff headed by Dr. Sadajiro Kurimoto includes 15 noted specialists. According to latest statistics, the number of patient treated at the hospital totaled 251,064, consisting of 150,942 Japanese, 95,564 Chinese and 4,558 foreigners.



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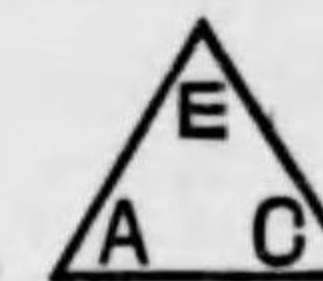
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Situation & Area: Hong Kong is situated at one kilometer from the southernmost point of Kowloon Peninsula and approximately 145 kilometers south of the mouth of Canton River. Including a part of the Kowloon and many large and small islands in the vicinity, it has an area of roughly 1,010 square kilometers.

It was formerly a British Crown Colony, but on Christmas Day, 1941, only seventeen days after the outbreak of the War of Greater East Asia, Sir Mark A. Young, the British Governor-General, proposed an unconditional surrender, thus placing it under Japanese control.

Climate: A sub-tropical climate is prevalent in Hong Kong. During the so-called dry season, the climate resembles that of Japanese autumn and the temperature averages from 50 to 60 degrees. From the latter part of April until the beginning of October, the precipitation is very high for these months fall under the rainy season so characteristic of the subtropics, causing humidity because the temperature rises as high as 85 to 90 degrees.

Population: Immediately before the outbreak of the War, the population was estimated at approximately 1,700,000, but the Japanese authorities have provided means for some of them to go back to their native places to engage in farming and other works in order to ensure food supply to the island inhabitants. Consequently, the number of people at present is reduced to about one million.

Administration: Not so long after it was surrendered by Britain, a military administration was enforced and Lieutenant-General Rensuke Isogai was appointed the first Japanese Governor-General.

Communication: Various means of communication have been restored with derelicts that almost filled the harbor being rapidly removed. Dockyards have returned to normalcy as did other institutions and the traffic with the Japanese mainland, Taiwan and territories occupied by the Japanese Forces in the South has been facilitated considerably.

Industry: The chief industries of Hong Kong include sugar refining, shipbuilding and repairs, and the production of rope, tin tobacco, cement, cotton textile, woollen textile, canvas shoes, oil fat, etc. However, since Hong Kong is important as an intermediary trade port,

the varieties of commodities handled are innumerable; as a matter of fact, so great that a similar trend is hardly observable in any other port. Afforestation has been making steady and satisfactory progress, certain areas being definitely allocated for the purpose of permanent forestry reserves. The manufacture of lard is also an important industry.

Hong Kong harbor, the most beautiful harbor in the East, lies sheltered on two sides by lofty hills and has an area of approximately 40 square kilometers.

Victoria City, on the northern shore of the Island, is built on a steep slope overlooking the sea. Rows of attractive structures rising tier upon tier from the water's edge to the foot of the hill lend an imposing spectacle in a verdant natural setting. Queen's Road, the main thoroughfare, runs from east to west for nearly seven kilometers along the foot of the hill. The principal buildings are the City Hall, Post Office, Court of Justice, Museum, Library, Hong Kong University, hospitals, churches, banking establishments and hotels.

Chinese business quarters with its exchange, tea shops, silk dealing stores, etc. is located not far from the Pottinger Street. West Point is the amusement center of the Island, famous for its theaters and restaurants, where the Chinese populace finds real pleasure in a visiting.

Victoria Peak, scaling 555 meters above sea-level, is an excellent point from which a bird's-eye-view of the whole city and harbor can be had. Near the summit stands the Mountain Lodge, the beautiful residence of the former Governor-General. A vast Botanical Garden having an area of 35,000 square meters is laid out in terraces and slopes of the Peak between Albert Road and Robinson Road.

Kowloon and Its Vicinity: Kowloon City is situated on the Mainland of China, a matter of only ten minutes from the Island of Hong Kong by ferry.

Remarkable developments have been made in Kowloon and its suburbs during the past decade. The roads are broad and paved, and there are many fine buildings and apartment houses, a massive wall along a magnificent Bund with well-equipped wharves for cargo and coaling, the terminal station of the Canton-Kowloon Railway, docks and shipbuilding yards.

Hong Kong & Kowloon



THE PHILIPPINE ISLANDS

Situation & Area: The Philippines, comprising of 7,083 islands, lies between 21° 10'–4° 40' N. L. and 116° 40'–126° 34' E. L. The six largest islands among the group are Luzon, 105,700 square kilometers; Mindanao, 95,600; Samar, 13,300; Negros, 12,700; Palawan, 11,700 and Panay, 11,500 square kilometers. The total area of the whole group is approximately 296,300 square kilometers.

Climate: It is tropical in the lowlands, but is neither unhealthy nor unpleasantly hot. Precipitation, though it seldom lasts long, is heaviest during July, August and September.

Population: The census taken in 1939 revealed a population of 16,000,751, of which the majority were Malayan.

Administration: Since the whole of the Philippines was placed under Japanese control with the surrender of Corregidor on May 3, 1942, a military administration has been in force. Subsequently, new Governors and Mayors were appointed to administer provincial and municipal affairs.

The Philippines became an independent state on October 14, 1943, in accordance with the promise made by the Japanese Prime Minister in an address to the Imperial Diet on June 16 that independence will be granted within the year. The Military Administration which had been in force since the whole of the islands was brought under Japanese control with the surrender of the United States forces at Corregidor on May 3, 1943, was withdrawn and following it Dr. Jose P. Laurel, Commissioner of the Interior of the Philippines Executive Commission under the Military Administration and Chairman of the Preparatory Commission for Philippine Independence, who had shortly before been elected President, read the Independence Proclamation and took the oath as the chief executive of the new nation. On the same day, Japan recognized the new Republic of the Philippines and a Pact of Alliance was concluded.

The Constitution of the Philippine Republic, which is provisional in character and subject to change after the termination of the War of Greater East Asia, provides for a government structure made up of the executive, legislature

and judiciary. Considerable powers are concentrated in the executive in accordance with wartime requirements and the legislature is unicameral and known as the National Assembly. Under the President is a cabinet consisting of the Ministers of Foreign Affairs, Home Affairs, Finance, Justice, Agriculture and Commerce, Public Works and Transportation, and Education and Welfare.

Education: Many public and secondary schools, which were closed down on account of the War, have been reopened with the restoration of peace and order. Instead of the American system of education, however, efforts are being made to popularize Japanese language among the Filipinos eventually.

Currency: The circulation of Japanese military scrips at par with the Peso notes is achieving a great success. Fear was harbored at one time against vicious inflation as the American officials, in retreating to Corregidor, took with them no less than P. 50,000,000 in bank notes, bonds, gold and silver. It was discovered after their surrender, however, that a greater portion of these notes was destroyed instead of being scattered around Manila.

PRINCIPAL PRODUCTION & INDUSTRY: Agriculture: Of the total area of 296,300 square kilometers, about 63 per cent is suitable for cultivation, but in 1938, only a little over one-third of this percentage was actually utilized for agricultural purposes. Open, or grass lands covered an area of 53,000 square kilometers, while forests covered an area of 173,000 square kilometers. A large portion of the population is devoted to agricultural pursuits as their main occupation.

Major agricultural products are abaca, copra, unhusked rice (palay), sugar-cane, corn, tobacco, and maguey. The principal fruit is banana, but mangoes, papaya, lanzones, pilinut, chico, mandarins and oranges are also produced in great quantities. Coffee, cacao and rubber are cultivated on a large scale in certain districts, while in Davao ramie has been tried and successfully grown.

Sugar: In 1938, the total area used for sugarcane plantation was 2,300 square kilometers and the production, 15,126,560 piculs in term of

centrifugal sugar. With the occupation of the Islands by the Japanese Forces, however, supply far exceeded demand as export to countries abroad, chiefly to the United States, was disrupted. The military administrators therefore are converting, first of all, the sugar plantation in Luzon into cotton field with the voluntary assent of the growers.

Rice: Like other countries in the Orient, the Philippines is a rice producing country. Since it is the staple food of the native inhabitants, some 20,400 square kilometers of land were used for the cultivation of this cardinal crop in 1940.

Coconuts: The Philippines is one of the biggest producers of four major coconut products, namely, coconut oil, desiccated coconut, copra, and copra meal and cake. In the output of copra and coconut oil, the Islands are classed among the foremost countries in the world.

Abaca: Employing about 15 per cent, or 560 square kilometers of the country's total cultivated area for abaca production, the Philippines, in 1933, realized 2,607,380 piculs valued at P. 22,672,340. The province of Davao in Mindanao accounted for almost 44 per cent of the output while Bicol Province of Albay, Sorsogon, Camarines Sur and Camarines Norte produced over 24 per cent. Both provinces of Leyte and Samar which are also big abaca producers turned out about 18 per cent of the 1938 output.

Tobacco: The Philippines ranks seventh among the world's tobacco producing countries. In the year 1938, the area in which tobacco was planted totaled 750 square kilometers, from which 781,382 quintals (a quintal is equivalent to 220.46 lbs.) were harvested.

Cotton: According to a draft plan for 1942, the area to be allocated for cotton plantation in Negros was 59.4 square kilometers and in Luzon and Mindanao, another 59.4 square kilometers. By means of covering the sugar field for cotton growing purposes, however, an additional 59.4 square kilometers were allocated in Luzon, bringing the total area of cotton plantation to 178.2 square kilometers.

Livestock: At the beginning of 1939, there were: 2,607,836 carabaos; 1,721,600 cows; 504,967 horses; 3,558,274 hogs or pigs; 619,982 goats; and 169,346 sheep. Manila is the largest market for meat, and in 1937, the total number of animals slaughtered in the city was 17,581 carabaos, 29,507 cows and 161,075 pigs, which represented respectively 4,923,787 lbs., 7,147,697 lbs. and 14,056,288 lbs. in dressed weight.

Minerals: The Philippine Islands is rich in mineral resources. Silver, lead, zinc, copper,

iron, coal, petroleum, chromite, asbestos and manganese are mined as well as clay, marble, etc. It is estimated that there are 194 square kilometers of coal fields containing lignite and bituminous coal.

Fishery: Next to rice, fish products constitute the most important items of diet among the Filipinos. Fish products, however, decompose very rapidly owing to the high humidity and temperature which make it very difficult to preserve them properly. Fishing in the Philippines is, therefore, practically all carried on for home consumption.

Lumber Industry: Forests in the Philippines cover an area of 173,000 square kilometers. There are approximately 107,000 square kilometers of virgin forest, 26,000 square kilometers of more or less scattered, cut-over, and second-growth forests, of which a part furnishes a goodly supply of timber and fire-wood for local use, and another part, grows up to increase the future supply of commercial timber.

MANILA, the capital city and principal port of the Philippine Islands having a population of about 625,000, is situated on the west coast of the Island of Luzon on the shore of Manila Bay. At the entrance to the Bay stands Corregidor, heavily fortified island on which the Americans put up a desperate but futile resistance until their surrender on May 3, 1942. The climate, although mildly tropical, is healthy. The average temperature during the four winter months is about 78° F. and in the three hot months, April to June, about 84° F.

Covering an area of about 36 square kilometers, the city of Manila is a beautiful metropolis with fine, well-kept parks and gardens, fine boulevards and artistic structures. Within walking distance from the splendid Pier No. 7, rises the great wall of the Old Spanish city, Intramuros, as sturdy and solid as when it was completed more than 300 years ago. Inside the Walled City there are hundreds of spots of more than usual interest. Here, narrow crooked streets, now paved with asphalt, wind among the block-houses and fortresses. Calle Real is the main thoroughfare, flanked with innumerable little native shops in which rare and beautiful Philippine products are put on sale.

Among many other objects of interest in this quarter are the great Roman Catholic Cathedral, with its spacious courts and stately dome; Santo Tomas College opened by the Spanish Dominicans in 1611; and Santa Clara Convent, known as the "House of the Living Dead," whose nuns, closely veiled, may be seen and talked with at the locotorio only at Easter and Christmas.

The New City, spreading outside the wall with its bright green parkway and golf-links, is the most beautiful part of Manila wherein is located the Escolta, Manila's "Ginza". On this street are found all of Manila's principal firms dealing in precious stones, beautiful curios, silks, dresses, haberdashery, famous cigars and cigarettes, musical instruments, stationery, and other articles.

Not only is Manila a great commercial and tourist center, but it is also a flourishing industrial center. Here the coconut is manufactured into 70 products and by-products; excellent native tobacco is molded into the smoker's delight by world-famous cigar factories. Here, too, are the factories which produce the famous embroideries. Abaca is prepared for the rope factories of the world, and the shoes made in Manila vie with the best in other lands.

BAGUIO, located 257 kilometers north of Manila and nestled high up among the Benguet Mountains, in the famed mountain resort of the Philippines, often called the "Paradise of the Tropics."

With a population of about 24,000, the city is the entrance from the west to the Mountain Province which covers an area of 14,685 square kilometers. The highest peak is Mt. Pulog (2,930 meters high), while ordinary mountains range from 600 to 2,000 meters in height, with numerous broad plateaus between them at elevations of 600 to 1,500 meters. Primitive people, living in the mountain fastness in the same simple fashion as their ancestors, afford fascinating ethnological studies.

Of all the mountain resorts of East Asia, Baguio easily holds first place as it is conveniently located and adequately served by various means of transportation. The amazing evenness of the temperature all year round offers a refreshing change to the warmth of the tropics. The mean temperature over a long period of years is 54.4° F. with an annual mean variation of only 4° F.

CEBU is the second largest city and an important port of call in the Philippines and the capital of the Island of the same name. It has a population of approximately 149,000 and is situated in the center of the Inland Sea of the Philippines.

The city derives its importance from its commercial position as the heart of the Manila hemp and copra producing regions; its port facilities having about 1,670 meters of waterfront, and from its manufactures, coconut oil, cement and sugar.

There are many places of interest in the city.

In the beautiful San Augustin Church rests the most ancient image in the Islands called the "Holy Child of Cebu." The Cross of Magellan was placed there when the famous Spanish explorer and his followers celebrated their first mass on Cebu territory. The old Fort San Pedro, the site of Magellan's fortifications, is a fine example of Spanish architecture. Calle Colon, or "Perian," is the oldest street in the Philippine Islands.

The magnificent Toledo Road, a scenic rival of the famous Baguio Road of Luzon, and the beautiful Barili Mountain Drive over excellent roads, make a complete circuit of the Island.

ILOILO, situated on the southeast coast of the Island of Panay, just at the mouth of the Iloilo River, is one of the leading sugar ports in the Philippine Islands handling sugar. It has a population of about 46,000.

The city of Iloilo consists of Iloilo Proper and its suburbs, Milo and Manduriao, and has an area of 37 square kilometers. Behind the city, vast fertile plains slope gradually to the hills, which are covered with plantations of sugar, tobacco and coconuts. The island is famous for its fabrics made from the fibre of the pineapple plant (pina) and also hemp (sinamy), as well as patadiongs, burit hats, sawari mats, shellcraft, cigars, etc.

DAVAO, situated within Gulf of Davao on the eastern coast of Mindanao Island, is the capital of the province bearing the same name, and the population, at the beginning of 1939, was roughly 100,000. In June, 1941, the number of Japanese residents in the city was estimated at about 19,000.

The development of Davao, the city which some forty years ago was a stretch of dense forest with very few inhabitants engaged in fisheries along the coast, is attributable solely to the strenuous efforts of the Japanese emigrants.

In 1903, Mr. Kyosaburo Ohta, father of the Japanese emigrants to Davao, migrated to Luzon Island and moved later to Mindanao with about 350 Japanese laborers to undertake hemp cultivation, selecting Davao as the most appropriate site for the enterprise.

Until the outbreak of the War of Greater East Asia, approximately 70 per cent of the Japanese residents in the South was in the Philippines, the greater majority being in Davao and vicinity. Their chief occupation, of course, was the cultivation of hemp in a comprehensive area extending to about 237 square kilometers.

Apart from the agricultural pursuit, many Japanese were engaged in forestry, fishery, retail business, etc.



FRENCH INDO-CHINA

Situation & Area: French Indo-China is situated in the southern part of Asia with China on the north, the Gulf of Tonkin and the South China Sea on the east and south, and Thailand on the west. The country is composed of Laos, 231,400 square kilometers; Cambodia, 181,000; Annam, 147,600; Tonkin, 115,700 and Cochin-China, 64,700, or an aggregate area of about 740,400 square kilometers.

Climate: There are two seasons: the "dry season" during the winter, and the "wet season" during the summer, with variations in the periods and intensity of rainfall according to the regions. The peninsula is swept by the southeasterly and northeasterly monsoons in the summer and winter respectively, the breaking of the monsoon often being accompanied by disastrous typhoons.

Population: It was estimated, in 1937, that the population of Indo-China numbered 23,853,500. Native groups made up 98 per cent of the inhabitants, while Chinese residents numbered 435,800, and other Asiatics 5,400. The French subjects totaled 41,285.

Administration: The whole country is under a Governor-General who is assisted by a Secretary-General, and each of the States has at its head, an official bearing the title of Resident-Superior, except Cochin-China, which, has a Governor at its head. There is a Grand Council for Economic Affairs and a Government Council for the whole of Indo-China, a Colonial Council in Cochin-China, a Protectorate-Council, and a Council for Economic Affairs for each of the Protectorate States.

Revenue & Expenditure: The general budget for the whole of Indo-China in 1938 was balanced at 89,207,000 piastres.

Education: Instruction is given in public and private schools. There are also a number of schools for the native children. The University of Hanoi, founded in 1917, had 612 students in 1937. A Medical College was also established in 1923.

Communications: The total length of railways was 3,476 kilometers in 1938, two-thirds of which were Government-owned. There were in the same year 7,346 kilometers of asphalt, 14,110 kilometers of macadamized, and 8,276 kilometers of gravel roads.

Principal Production & Industry

Economic Divisions: Economically, Indo-China is divided into three main areas. The first is a territory tributary to Saigon which, apart from fisheries, is the principal rice producing area; second, region tributary to Haiphong which is devoted to agriculture, mining and manufacture; and Central Annam, with Tourane as a leading port, exports a large quantity of cinnamon, sugar, tea, maize, manioc, etc. Rice, however, is not grown here.

Agriculture: Indo-China is essentially a tropical agricultural area. The vast delta of the Mekong, comprising practically the whole of Cochin-China, Cambodia, and southern Laos, is almost wholly utilized for the cultivation of rice, while deltas of the Red and Black Rivers in Tonkin provide additional rice regions in the north. The shipments of rice in 1939 amounted to 1,692,000 metric tons—the largest since 1936. In 1938, a total of 5,580,000 hectares was employed for the cultivation of rice with a total production of 6,308,500 metric tons.

Although only 1,260 square kilometers are devoted to its cultivation, rubber is the second export product. Of the record shipment of 1939 which totaled 68,880 metric tons, 42 per cent was sent to the United States.

Other principal crops in Indo-China are maize, beans, sweet potatoes, earth-nuts, cotton, sugar-cane, tobacco, coffee, coconuts, oranges, bananas, etc.

Live-stock: Live-stock raising is a flourishing native industry. Among the farm animals in the country, buffaloes and cattle are the most important. During 1936, there were in Indo-China about 3,900,000 cattle, including buffaloes, 2,800,000 swine, 50,000 sheep and goats, and 97,000 horses.

Marine Products: Fishery is a secondary industry but nevertheless an important native occupation, and consequently, a large proportion of the inhabitants, especially in Cochin-China, is engaged in this industry. The chief fishing grounds are located in the Gulf of Tonkin, the southern coast of Annam and the lakes in Cambodia.

Mining: In the north are valuable mineral

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resources, of which coal is the most important. The mines of Tonkin yield a high grade of anthracite, and tin also is mined in Tonkin. Other minerals produced in commercial quantity are iron and manganese ores, zinc, lead, graphite, phosphates, and gold.

Forestry: The country has a forest area extending some 316,000 square kilometers, or 42 per cent of its total area. A considerable amount of timber, including teak, is cut and floated down the river in rafts for the saw-mills in Cambodia. The most valuable of subsidiary forest products are lac and lacquer, which are exported in considerable quantities every year.

The **Foreign Trade** of French Indo-China during 1939 amounted in value to 3,484,800,000 francs in exports and 2,382,000,000 francs in imports, as compared with 2,844,000,000 francs and 1,916,400,000 francs respectively for the previous year.

The principal items of export trade of French Indo-China are rice, rubber, marine products, coal, pepper, cattle and hides, corn, zinc and tin. The chief imports are such finished articles as textile, metal manufactures, fibers, cotton, petroleum, papers, automobiles, chemicals, etc.

Soon after the outbreak of the European war, decrees were promulgated in Indo-China for the regulation of foreign trade and exchange operations. As a result, imports and exports from and to countries other than France were placed under a permit system, prohibiting at the same time the export of certain commodities.

During 1943, various steps were taken by Japan and French Indo-China to facilitate trade between them, such, for instance, as the Exchange of Notes between the Japanese Government and the French Government of Vichy concerning customs, trade and method of payment and various agreements contracted by the local French authorities with Japan to increase the exchange of various commodities.

Values of Principal Exports & Imports of French Indo-China, 1935-1936

EXPORTS	1935		1936	
	Frs.'000	Frs.'000	Frs.'000	Frs.'000
Rice & Paddy	631,907	763,899	126,514	115,401
Corn	144,901	294,076	28,747	32,394
Coal	67,788	79,469	26,672	30,833
Rubber	136,877	244,434	27,573	33,896
Fishes, Dried	52,989	55,405	19,072	21,931
Eggs	10,907	5,802	18,293	30,224
Pepper	13,433	11,744	14,972	22,531
Stick-lac	8,267	8,939	9,386	15,778
Tin	17,376	23,798	31,808	36,510
Buffaloes	3,343	1,198	20,575	25,777
Hides & Skins	7,364	8,237	1,116	2,053
Shrimps & Prawns, Dried ..	5,328	5,034	3,568	3,307
Fish Oils	550	2,008	11,642	12,101
Copra	8,997	9,799	3,983	4,882
Coffee	4,670	2,372	12,299	23,291
Teakwood	9,841	9,090	5,171	4,804
Kapok	5,651	7,190	5,866	7,490
China Mats	7,298	5,153	16,721	18,038
Others	160,796	144,211	6,386	3,274
Total	1,298,283	1,681,857	5,700	3,599
			3,006	4,159
			11,641	13,140
			490,611	514,101
Total			901,420	979,514

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Quittant ensuite Lao-Kay, la ligne s'étire en territoire Yunnanais à flanc de montagnes abruptes le long des sauvages torrents du Nam-Ti, du Pa-ta-Ho, du Ta-Chan-Ho, qu'elle frôle par endroits pour les

surplomber, en d'autres, à plus de 300 mètres de hauteur. Passant d'une rive à l'autre sur des ponts étonnants d'audacieuse légèreté, s'accrochant à de vertigineux "à pics" franchissant ainsi 3.628 ouvrages d'art dont 107 viaducs, ponts et aqueducs de plus de 20 mètres d'ouverture, 172 tunnels d'une longueur totale de plus de 20 kilomètres, le rail, contournant le riant lac de "Tang-Tche," après avoir atteint 2.025 mètres d'altitude, aboutit au magnifique plateau de Yunnanfou, riche de blé, riz, arbres fruitiers, flore et faune d'Europe.



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Cities & Ports

HANOI, a fine and large modern city having a population of 142,000, is situated on the right bank of the Red River approximately 103 kilometers from Haiphong.

It is one of the residencies of the Governor-General of Indo-China and the headquarters of the Commander-in-Chief of the Colony's military forces. It is also the seat of the Resident Superior of the Protectorate and of a Roman Catholic Bishop. Apart from being an educational center with a university having medical, pharmaceutical, law and fine arts faculties, the city has a Court of Appeal, Lower Court, Chambers of Commerce and Agriculture and Corn & Stock Exchange.

Hanoi will please visitors by its aristocratic atmosphere of a large capital, its wide avenues, parks, Botanical Gardens, golf-links, and by the charm of its Petit Lac and Jade Islet. It is the junction of all the railways in the Colony radiating to Haiphong and Saigon. It comprises two distinct towns: the French Town to the south of the Annamese quarter, from which it is separated by a pretty lake; the Native Town, still affording a number of picturesque nooks, occupying the northeastern section of the city. The inhabitants in the Native Quarter are mostly Annamese, and all trade in native products is transacted here. The street names in this part recall those of the old trades and guilds, e.g., Rue de la Soire, du Riz, du Sucre, du Papier, etc. The Citadel, located on the site of the old fortress, contains military barracks, administrative buildings, and a large number of villas. Rue Cambetta, the longest thoroughfare, extends from the Station to the Military Hospital.

The Petit Lac, a sheet of water bordered by lawns and lofty trees, and surrounded by gardens, is the most beautiful part of the city. The Temples of Ngoc-so'n and the Temple of the Marvellous Sword are at the Petit Lac. A remarkable Museum, Library of the Ecole Française d'Extreme-Orient (founded in 1898), containing collections of ancient fine arts and technical products of Indo-China, and the Commercial and Industrial Museum are also found in the city. The Van-Mieu or "Temple of Literary Culture," known to Europeans as the "Pagoda of the Ravens," is a vast building provided with five courtyards. The Palais du

Gouverneur-General stands at the entrance to the Botanical Garden which has large nurseries where thousands of varieties of plants for ornamental, industrial and farming purposes are cultivated. The Grand Buddha, or "Temple of the God of the Far North," is picturesquely situated near the Grand Lake.

HAIPHONG, an important port of trade of Tonkin, is built on the right bank of the River Cua-Cam, one of the numerous tributaries of the Song Khoi (Red River) which flows from the Chinese province of Yunnan to the Gulf of Tonkin. It is a self-governing municipality with a population of about 110,000 and the headquarters of a Military Command, having also a District Lower Court and a Chamber of Commerce.

The flourishing Haiphong harbor is provided with a wharf 640 meters long, which can accommodate five large ocean-going liners, simultaneously. Spacious godowns capable of storing 100,000 tons of cargo have been erected on the waterfront while a floating dock is attached to a modern shipbuilding yard, where the most extensive repairs can be undertaken.

Twenty-two kilometers from the city is Do-son beach, a favorite resort in the hot season for officials and colonists who occupy the lovely villas nestling in the shade of the filios. From Do-son a splendid road enables one to reach the extremity of Hondan Peninsula. There is also a lighthouse on the island, guarding the port of Tonkin, light from which being visible at a distance of 32 kilometers.

The European quarter is situated near the Canal de Ceinture, on both sides of which are wide, clean and well shaded boulevards, while the native quarter lies in the northern part of the city near the Song-Tam-Bac. The Botanical Garden, which lies 3 kilometers from the town, is a favorite resort of the residents. There are two public gardens where military concerts are frequently given. The main buildings of the city consist of Central Post Office, City Hall, Banque Industrielle de Chine, the handsome Municipal Theater, Customs House, etc.

The most important export commodities from Haiphong are rice, maize, coal, tea, various essences of perfumery, fruit, vegetable oils, coffee, beans, aromatic herbs, lac and sticklac,

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rubber, resin, lacquer oil, timber, cotton, jute, kapok, rattan reed, cement, zinc, soap, gunny bags, leather, furniture, matting, etc.; while the chief imports include metal tools and machinery, wheat flour, potatoes, petroleum, chemicals, glass and its manufactures, automobiles, etc.

SAIGON, situated on a tributary of the Dong-Nai bearing the same name as the city, is the capital of Cochin-China and has a population of approximately 149,000. The city, forming a natural outlet for the Mekong delta—a region of exceptional fertility—is connected with the furthestmost points of Cochin-China by numerous canals and excellent roads. The large volume of traffic at Saigon makes the city undisputedly the commercial capital of Indo-China. The port, with its efficiently equipped modern appliances and facilities controls all the import and export trade of the Colony as well as that of neighboring regions, namely Cambodia, Laos and Southern Annam.

The most important export is rice, the shipments of which in 1937 amounted in volume to 1,548,358 metric tons. Other leading exports were maize, dried and salted fish, pepper, cotton, copra, rubber, and teakwood. The principal imports were manufactured articles and food products, among which the most important included textiles, metallic goods, vegetable oils, cereals, paper, drinks and eatables, etc.

Large thoroughfares traverse and unite the three parts; Boulevard Charner, traced upon a filled-in canal, reaching the Town Hall; the Rue Catinat, fashionable avenue which—after the heated quays—offers to the tourist its cool pavements and the attraction of its luxurious show windows from the Quay Myre de Villers to the Cathedral; Boulevard Norodom joining the Botanical Garden to the Governor-General's Palace, a beautiful residence with a park. The Botanical Garden, one of the most beautiful of its kind in the world, contains most rare specimens of the fauna and flora of the East. Other places of interest include the Canton Pagoda, that of the Chettys and especially the Pagoda of Dakao on the Giandinh Road; the Blanchard de la Brosse Museum given up wholly to the arts, cults and ethnography of the different races of southern Indo-China.

The town of Cho'lo'n, founded by a group of ancient Chinese colonists, lies approximately 6 kilometers from Saigon. Having about 88,000 inhabitants, it is the foremost market for rice produced in Southern Indo-China. At Cho'lo'n, all commercial and industrial activities of

Cochin-China such as rice mills, distilleries, potteries, etc. are centralized.

PHNOM-PENH, the capital of Cambodia, is situated on the right bank of the Mekong River, 256 kilometers from Saigon. The city is composed of three districts, viz., European District, Native District, and Citadel Quarter.

Travellers coming from China and Northern Indo-China will really be surprised by the architecture of the monuments in Phnom-Penh as well as in the whole country. In the central part of the Citadel Quarter is located the Royal Palace, a remarkably fine building costing an enormous sum of money. The Palace is famous for its silver pagoda, with the entire floor of the large room covered with silver, its emerald image of Buddha, and its golden image inlaid with diamonds.

If the tourist is rather lucky to be there during Royal Feasts, and if he can see the Royal Dancing Ballet, then he will never forget his sojourn in Cambodia. The actual dancing girls seem to be—in their golden dresses—the sisters of those dancing on the bas-reliefs in Angkor, sculptured in stone, and to be achieving now the dance begun centuries ago by their sisters of yore.

Another principal feature of Phnom-Penh is Le Phnom, an overturned helmet with a long peak and a pagoda on the summit, commanding a good view of the town and surrounding country. In the reclusivities and contours of the Phnom, there are nice gardens with cages containing wild animals such as tigers, panthers, wild boars, deers, snakes, crocodiles, birds, etc.

ANGKOR is a place famous for its magnificent monuments as grand as those of Egypt. The ruins of Angkor are divided into three groups, namely, Angkor Thom, Angkor Vat, and Prab-Khan constituting the most wonderful ruins of a vanished civilization between the 8th and 13th centuries.

The most prominent relics is the Aangkor Vat. This great temple, despite its age of 800 years and four centuries of neglect, is still in a fair state of preservation. The effect on entering the monument is first that of wonder at the elaborate decorative work, and as the visitor ascends the building this feeling is succeeded by a profound impression of its lofty appearance as a whole. Another prominent object of wonder is the Angkor-Thom. It dates back to the 10th century. Its walls and gates, although now lying in ruins overgrown with vegetation, are sufficient to enable one to appreciate something of its former magnificence.

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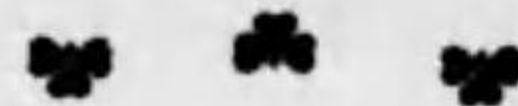
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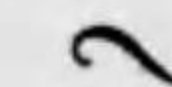
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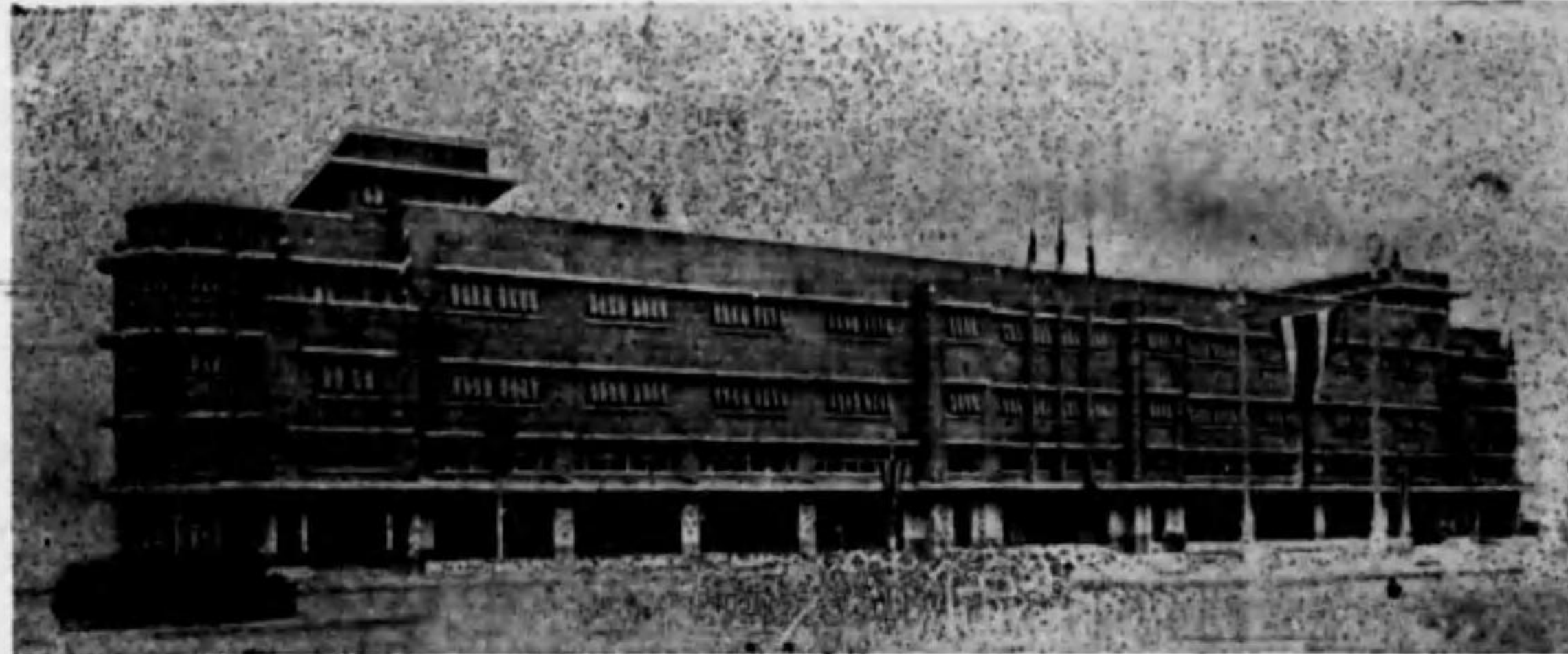
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THAILAND

Situation & Area: Thailand, formerly known as Siam, is situated in southeastern Asia with French Indo-China on the northeast and east, the Gulf of Siam on the south and east and Burma on the west. Its aggregate area, inclusive of territories returned by French Indo-China through the medium of Japan in March, 1941, is approximately 583,000 square kilometers. To this was added, on August 20, 1943, by a treaty between Japan and Thailand, more than 40,000 square kilometers by the incorporation of the States of Kelantan, Kedah, Trengganu and Perlis in Malai and the States of Kentung and Mongpan in the Shan Region. These new territorial additions made at the good will of Japan were formerly parts of Thai territory and are to be under military administration of Thailand for the duration of the war.

Climate: There are three seasons, the hot weather lasting three months during March, April, and May; the rainy weather for a period of five months from June to October; and the cold period from November to February. In the southern part of the country, the rainy season is from September to January and the hot season, from February to August.

Population: According to a census taken on May 23, 1937, the population was 14,464,489, as compared with 11,506,207 in 1929. The incorporation of the four former Malai States and the two Shan States added approximately 1,060,000 to the Thai population, making the present total population about 15,560,000.

Administration: On June 24, 1939, the name 'Siam' was formally changed to Thailand, and a few days later, the Thai Temporary Constitution Act was promulgated, which has now been superseded by a permanent constitution. The supreme power rests with the nation, and the King, as its head, exercises the legislative power by and with the consent of the People's Assembly, executive power through the State Council (the Ministers of the State), and judicial power through the courts duly established by law. The People's Assembly consists of 156 members, half of whom are elected and half nominated; provision is also made whereby, after a period of 20 years, all the members shall be elected by the people. The Kingdom is administratively divided into

74 Changvads, each of which being placed under a Governor.

Revenue & Expenditure: The budget estimates for 1941-42 were balanced at 194,000,000 bahts.

Religion: The national religion of Thailand is Buddhism and the King is the Defender of the Faith. In 1938, there were 17,651 Buddhist temples and 144,320 priests with 13,752,000 followers.

Education: Save for military, naval and legal training institutions, all schools are controlled by the Minister of Education. In 1938, there were 318 Governmental institutions with 66,777 pupils and 9,079 primary and higher schools under Municipal and private control with an aggregate number of 1,153,900 pupils. The Chulalardana University, founded in 1917 at Bangkok, is organized in seven faculties: Medicine; Arts and Science; Engineering; Architecture; Accountancy, Commerce and Journalism; Dentistry; Veterinary Surgery. A new University of Moral and Political Science was established in 1934.

Transportation & Communications: The State railways, totaling 3,100 kilometers, are linked with a line leading to Federated Malay States, thus connecting Bangkok with Penang and Shonan Island. Radio facilities for direct communication with Europe consist of a beam transmitting station in Bangkok with a receiving station in Laksi. Toward the close of 1939 an agreement was signed with the Japanese Government for the establishment of a commercial aviation service between Bangkok and Tokyo.

Particulars concerning travel are available by communicating with the Bureau of Tourist Promotion of the Thai Ministry of Communications, whose services are cheerfully rendered free of charge.

Currency: The unit of currency is the silver baht, weighing 15 grammes 0.900 fine; 100 satang=1 tical. The other coins are the satang 50, 25, (silver); 10, 5, (nickel); and 1 (copper).

Principal Production and Industry

AGRICULTURE: Rice occupies an overwhelmingly important position among the farm products of Thailand. The aggregate area of land on which principal agricultural products

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are cultivated and their respective output follow: (Units: Area, 1,000 Rai; Output, 1,000 piculs)

Article	Area	Output
Rice	20,363	5,330
Tobacco	55	116
Maize	38	74
Cotton	43	86
Bean	29	81
Sesame	5	11
Pepper	7	3

Rice: The area of rice fields in Thailand is equivalent to about 80 per cent that in Japan but the annual yield, nevertheless, is less than one-third of Japan's rice production. Apart from being the cardinal food, rice is also utilized in producing confectionery, sake and for fodder purposes. The total rice yield in Thailand during 1940 was 56,650,000 piculs, of which 31,503,000 piculs were exported.

Maize: This is grown in the table lands in the eastern section of the country and in the mountainous districts in the peninsula. It enjoys a wide popularity as regular diet of the Thai people.

Rubber: It is cultivated principally along the railways in the western part of the peninsula and in the southwestern coastal regions, the total area of plantation being about 90,000 rai. The aggregate output during 1939 was 47,390,000 piculs. With the incorporation of four former Malai States which are important rubber-producing areas, the total production is expected to increase considerably.

Raw Cotton: When the cotton industry was hit after the first World War, the Government took steps in boosting the production, and in 1931, the area under plantation as well as the total output saw a remarkable increase, the condition which the country maintained ever since.

The total area of cotton fields during 1937 was 43,000 rai, and the production, 86,000 piculs. A bright future is promised for the Thai cotton industry as the country has manifold factors which are favorable for its cultivation.

FORESTRY: With the exception of table lands in the central part of the country, Thailand is virtually covered with forest zones and is rich consequently in varieties of trees such as teak, red sandalwood, blackwood, Indian ironwood, boxtree, etc. Currently, teak occupies the most important position from the economic point of view. Realizing the vital importance of forestry, the Government has placed its administration in the hands of the

Forestry Bureau which is restricting deforestation and also, protecting lumber produced from various trees in accordance with the stipulations of the Forestry Protection Law.

Teak: This is a major industry of Thailand surpassed only by rice, and the country had been practically monopolizing the world market since its quality is the best among teak produced in the world. About 55 per cent of the total production of teak is exported and this quantity, during 1940, was 63,728 tons, or in value about 6,694,205 bahts.

MINING: Tin represents the chief mineral product of the country. Though it is said that the deposit of mineral ores in Thailand is unlimited, thorough investigations are yet to be conducted, and therefore, the definite quantity deposited is still uncertain.

During 1938, however, the total output of tin ore in Thailand was about 365,940 piculs, out of which 263,477 piculs of tin were produced. The export of tin for the same year was 368,185 piculs. The average output of tin ore in Thailand per year is about 20,000 tons, but it is presumed that the country is capable of producing a still larger quantity.

The addition of the former Malai State of Trengganu has given Thailand fairly rich deposits of iron ore.

Gold: Though this is next in importance to tin in the field of mineral products, the amount of production is but 1,000,000 bahts a year. The enterprise is virtually monopolized by a gold producing company of French interest, the only such establishment in Thailand. Kelantan, one of the former Malai States, has a number of important gold mines and adds to Thailand's output of the precious metal.

MARINE PRODUCTS: The marine industry should not be overlooked in considering the economic structure of Thailand as it is an important basic industry coming next to agriculture. Fish is the only source of supply of animal albumen, and accordingly, it is an absolute daily necessity along with rice and vegetable.

The fishing industry of Thailand is divided into two sections, the fresh water fishing and salt water fishing. The first mentioned consists of carp, crucian, shrimp, eel, turtle, catfish, etc., and the second mentioned, mackerel, pomfret, scad, sea-bream, shark, shrimp, codfish trepang, oyster, etc. The fish are exported both in fresh and salted forms, and the annual amount of export reaches a vast sum of 20,000,000 bahts. The export of canned fish averages about 700,000 to 1,000,000 bahts a year.

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FOREIGN TRADE: During 1938-39 period, the foreign trade of the country amounted in value to 334,000,000 bahts, consisting of 129,600,000 bahts in imports and 204,400,000 bahts in exports. Compared with the previous year when imports amounted to 111,800,000 bahts, the 1938-39 trade showed an increase of 17,800,000 bahts, and the exports also resulted in an increase of 35,900,000 bahts.

Following the outbreak of the War of

Greater East Asia, however, the foreign trade of Thailand naturally declined. Hence, an agreement was signed between the Bank of Japan and the Finance Ministry of Thailand on June 18, 1942, whereby Japan made a loan of ¥200,000,000 to Thailand for strengthening the latter's financial and economic structure.

The table below shows the values of principal foreign trade during the fiscal years 1937-38 and 1938-39:

Values of Principal Imports & Exports of Thailand, 1937-38 & 1938-39
(Unit 1,000 Bahts)

Imports	1937-38	1938-39	Exports	1937-38	1938-39
Cotton Goods	16,785	21,960	Rice	75,342	97,419
Foodstuffs	16,680	16,798	Tin and Tin Ores	37,528	30,814
Metal Manufactures	10,449	12,829	Rubber	22,669	25,123
Machinery	6,666	7,653	Teak	9,112	6,694
Rolling Stock	3,400	5,337	Fish, salted	1,831	2,273
Gunny Sacks	3,150	5,330	Hides and Skins	2,971	969
Yarns and Threads	3,508	4,632	Timber (excl. Teak)	1,165	832
Gasoline	3,648	3,782	Salt	817	789
Paper	3,302	3,505	Betel-nuts	781	625
Electrical Goods	3,014	3,053	Sticklac	419	599
Cotton Yarns	3,204	2,971	Poultry	611	442
Oil	2,618	2,695	Onions	278	365
Tobacco	3,236	2,483	Fruits	468	300
Medicines	2,294	2,188	Pepper	364	299
Chemical Products	1,374	1,723	Ducks' Eggs	515	270
Leaf Tobacco	2,294	1,715	Tobacco	301	257
Beverages	1,575	1,669	Cardamoms	257	154
Others	24,603	29,277	Others	14,071	36,476
Total	111,800	129,600	Total	169,500	204,400



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MALAI

Situation & Area: Malai, which extends from a point about 6° 5' North Latitude in the southern part of Malai Peninsula to the islands east of Borneo and those in the Indian Ocean, has an area of approximately 142,700 square kilometers. For the sake of administrative convenience, it is separated into the Straits Settlements, and the Federated and Non-Federated States of Malai.

By a treaty between Japan and Thailand, signed on August 20, 1943, the four Non-Federated Malai States of Kelantan, Trengganu, Kedah and Perlis, totalling some 29,000 square kilometers in area, were incorporated into Thailand.

Population: The population, consisting in greater majority of the Chinese, Malaians and Indians, is roughly 4,100,000, after deducting some 820,000 which has gone with the four States into Thai jurisdiction.

Climate: The climate of the Peninsula may be divided into moist and dry seasons caused respectively by the Northeasterlies and South-westerlies, but there is no definite distinction between the two, the rainfall being balanced throughout the year. Unlike other tropical countries, however, the temperature seldom climbs over 100° F. in the shade in the city. At night, it is usually under 80° F.

Administration: Since the occupation by the Japanese Forces early in 1942, military administration has been in force with Japanese Governors appointed to administer the affairs of various different States.

Education: Since the Japanese occupation the educational policy has proceeded along the line of improving the status of the native inhabitants which had previously been neglected, the opportunities being open largely to the better off British and other alien populations. The teaching of Japanese has been instituted from the very outset in all the schools and much progress has been seen.

Communications: Malai is provided with an excellent road system, the total length of metalled roads being 1,647 kilometers. Shonanto (former Singapore), Malacca and Province Wellesley have railway communications with the Federated Malai States, the Non-Federated Malai States with Bangkok. A gigantic plan is

now under way to inaugurate a direct railway service from Tokyo, across the Chinese continent, through Thailand and down Malai Peninsula as far as Shonanto.

Production, Industry and Trade

AGRICULTURE: The most important agricultural products, by far, are rubber; coco-palm, oil-palm, rice, pineapple, tapioca, tea, coffee, tobacco, banana, etc. in order of importance. As special products, there are plants from which oil, fibre and medicine are extracted.

Rubber: The total area of rubber plantation is about 12,824 square kilometers which is approximately 65 per cent of the aggregate area allocated for agricultural purposes. Malai is the greatest rubber producing district in the world, and during 1932, the production registered its highest peak when 57.2 per cent of the world rubber output was produced by Malai.

Coco-Palm: The coco-palm, from which copra is extracted, is cultivated in a comprehensive area totaling some 2,400 square kilometers, principally along the river banks and coastal regions. This product gained importance since around 1870 when its export was started, and until the outbreak of the War of Greater East Asia, its export amounted to an average of \$20 million annually.

Rice: It is a staple food for 99 per cent of the peninsular inhabitants, but has been produced nevertheless by a small-scale method of cultivation by the natives. Consequently, a fair quantity has been imported from Thailand, Burma and French Indo-China each year to meet the demand. In accordance with the policy of expanding self-sufficiency in food-stuffs, the production of this staple product has been extended by clearing rubber plantations and other reclamation projects with Japanese experts instructing the native population in more advanced methods of cultivation.

Oil-Palm: The oil-palm, planted chiefly in the Federated States of Malai and in Johore State, is becoming one of the vital agricultural products of the country. Centering around Johore State, pineapple is cultivated in Selangore, Shonanto and other places, and the total area allocated for its cultivation is about 240 square kilometers. Its production for

canning purposes is second in the world, surpassed only by the Hawaiian Islands.

MINING: Apart from tin, which also leads other countries in production, iron, gold, manganese, rock phosphate, wolframite, bauxite, Cornish stone, etc. are produced.

The exploitation of tin mines in Malai was originally undertaken by the Chinese and until 1929, they practically monopolized this industry, but the advance of the Europeans was particularly noticeable after the first World War, gradually ousting the Chinese influence from this field.

Next in importance is the iron ore found in Johore, the deposit of which is fairly rich. A greater portion of the iron ore was being exported in the original form, and the industry is operated chiefly by Japanese interests such as the Ishihara Sangyo, Izuka Iron Ore, etc.

The largest coal mine is located in the State of Selangore and the aggregate deposit is estimated at approximately 10,000,000 tons. The annual production is roughly 500,000 tons. Though there are many gold mines in Malai, the largest producing districts are Perak, Pahang, and Selangore.

FISHERY: The surrounding waters being rather shallow, there is no favourable fishing ground with the result that only a handful of Chinese and Malaians are operating in the coastal area. However, the Japanese fishermen are engaged in deep-sea fishing off Malai, East Indian waters and in the vicinity of French Indo-China from their base in Shonanto.

SHONAN was formerly known as Singapore, the capital of the Straits Settlements. The city was re-christened following that epochal February 15, 1942, when the British troops defending the island proposed an unconditional surrender to the besieging Japanese Forces. The city had a population of about 651,000, three-quarters of which being Chinese nationals, and an area of approximately 550 square kilometers. The climate is warm and moist with an equable temperature throughout the year.

The approach to the Shonan port is one of the most beautiful in the world. The three most fascinating sights on the whole island are the view across the Straits of Johore toward the Causeway; the Gap over the Pasir Panjang Hills and the East Coast Road at Bedoh where it skirts the beach and the headland, leading to a typical Malayan village through an avenue lined with palm trees and tropical verdure.

Shonan, with Malai as its hinterland, not only has come to the forefront as a transshipment center, but has also developed into

the exporting center of rubber and tin, and despite the fluctuations in value of these world-wide important resources, the city formed the hub around which commerce among East Asia, India and Europe revolved until the outbreak of the War of Greater East Asia.

In the wake of the turmoils of war, however, peace and order has been restored completely and the port city now lies calm and peaceful as if it had never known that fierce and mortal combat staged before it was placed under Japanese control. Since the appointment of Shigeo Odate as the Mayor of Shonan, efforts great efforts were exerted in converting the city into a spinal structure of Japan's southern orbit. In the not distant future, Shonan is expected to make a debut as the center for the interchange of materials among countries in the South and with Japan for the establishment of a common prosperity sphere in Greater East Asia. Mayor Odate was succeeded in July, 1943, by Kanichi Naito.

PENANG, situated at about 3 kilometers west of the coast of Malai Peninsula, is sometimes called the Prince of Wales Island. Its area is approximately 280 square kilometers and the principal city is Georgetown which is commonly known as Penang.

Britain annexed this island from the Kedah monarchy when the country undertook its sinister policy of invading East Asia in 1786, but it became an independent city in 1805 together with Madras and Bombay. Not so long after the outbreak of the current war, the island was captured by the Japanese Forces.

Commanding a fine view of the Penang Hill in the west, the city of Penang has an exquisite scenery, and the rows of trees forming boulevards throughout the city, when looked down from the hill, present a beautiful panorama. The island is the commercial center of northern Malai.

KUALA LUMPUR, situated at the central part of Malai Peninsula, is the second largest city in Malai surpassed only by Shonan. Its population is about 200,000 and the city is the capital of Selangore State.

It is known for its beautiful botanical garden, hot spring, bathing beach, golf link, race track and varieties of other recreational resorts. The Agricultural Laboratory, which had contributed greatly toward the development of the Peninsula, is also situated here. In the suburbs is located a large tin mine while Kran, former capital of Selangore, stands about 32 kilometers south of Kuala Lumpur. At the mouth of the Kran River is an important trade port.



Situation & Area: East Indies, situated along the Equator from about 6° North to 10° South Latitude, comprise the Islands of Djawa, Madura, Sumatra, the Riau-Lingga Archipelago, the Islands of Banka and Billiton, part of Borneo, Celebes, the Molucca Islands, New Guinea, Timor Island, and the Islands of Bali and Lombok. The total area is about 19,055,400 square kilometers.

Climate: Dotting the tropical zone on both sides of the Equator, East Indies enjoys a warm climate throughout the year, the temperature averaging between 23 and 27 degrees C.

Population: East Indies has a total population of 60,731,000, of which about 70 per cent inhabit the Island of Djawa and Madura. Of the entire population, more than 98 per cent are native, the tribesmen indigenous to the archipelago being divided into numerous different tribes.

Administration: Following the unconditional surrender of the combined Allied forces in the Netherlands East Indies on March 9, 1942, the administration was taken over by the Japanese Forces. On August 5, the Japanese Commander in Djawa effected a revision in the administrative system in order to centralize power as well as to simplify administration. In parallel with the new steps thus taken, Japanese Governors were subsequently appointed to take charge of various affairs in different districts.

According to the declaration of the Japanese Prime Minister before the Imperial Diet on June 30, 1943, the people of Djawa will progressively be given opportunities to participate in government.

Religion: The majority of the natives are Mohammedans, but there are also some millions of converted Christians and Animists, and a small number of Buddhists. Freedom of religion is granted to all denominations.

Education: Under the guidance of Japanese educators, great efforts are being made in advancing the educational standards of the native inhabitants. New opportunities have been opened in fields which had hitherto been denied to them, such as in the technical field, in order to equip them with the knowledge and skills so necessary to modern life. The teaching of

the Japanese language which was instituted immediately after the occupation was received with great enthusiasm and is an essential item in all school curricula. Unexpectedly gratifying results have been obtained in training native school teachers and inspectors in the language.

Communications: The total length of railways in the East Indies is 7,360 kilometers. There are over 64,000 kilometers of highways, 12 per cent of which are asphalted roads, 60 per cent hardened roads and the remaining 23 per cent unpaved roads.

Principal Production & Industry

AGRICULTURE: East Indies has an enormous natural productive wealth. Djawa and Madura alone produce a large quantity of coffee, tea, indigo, spices, cinchona, tobacco, copra, tin and petroleum.

Rice: Rice constitutes the staple food of the native population, but the production being far short of the amount required for home production great efforts have been made, following the Japanese occupation, to expand the yield in accordance with the aim of promoting self-sufficiency in foodstuffs. The yield in 1937 was 63,000,000 piculs, while imported rice in the same year coming largely from Thailand, French Indo-China and Rangoon amounted to 250,000 metric tons.

Rubber: East Indies is the second largest rubber producer in the world surpassed only by Malai. The leading producing centers in the Islands are Banjarmasin and Pontianak in Borneo; and Palembang and Jambi in Sumatra.

Tea: Preceded by Ceylon and India, East Indies ranks third among the tea producers of the world. Djawa alone produces nearly 85 per cent of the total output of the East Indies.

Tobacco: Tobacco was formerly grown in the whole of Djawa, but its cultivation is now principally confined to the eastern and southern parts of the Island.

Sugar: The development of the sugar industry has been remarkable in recent years, involving large investments and the use of modern machines, which, coupled with the efforts and activities of the sugar associations, has brought the industry to its present state of efficiency.

Tapioca: Tapioca, either in the form of

grain or flour, is now extensively cultivated in Djawa.

Kapok: East Indies provides the major portion of the commercial supply of this fiber. Due to its resiliency, kapok is extensively used in upholstering and as filling material for life preservers, cushions, pillows, and similar articles, a more recent development being the increasing utilization of kapok as an insulating material in refrigerating equipment.

FORESTRY: Since the country is situated near the Equator, trees grow rapidly throughout Djawa and other parts of East Indies. Approximately 1,897,000 acres are allocated for the cultivation of teak wood while some 4,100,000 acres are reserved for the growing of other trees.

MINERALS: The mining industry showed increased activity during 1940. Mineral products of the territory include tin, petroleum, coal, gold, silver, copper, sulphur, manganese, rock phosphate, iodine, etc. Among these products, tin has won for East Indies third place and petroleum sixth place in world production.

INDUSTRY: In realizing its industrial development, primary consideration was given to the development of the basic industries, notably steel, copper, aluminium, and chemical products, including the manufacture of fertilizers and explosives.

FOREIGN TRADE: The war in Europe had an adverse effect on the country's export of agricultural crops, but a tremendous increase nevertheless was witnessed in the shipment of war materials, particularly rubber which, in 1940, reached 40 per cent of the country's total export trade. This was due principally to an increase in purchase by the United States to accumulate its stock.

Total imports from all countries in 1940 did not reach the previous year's level in either volume or value. Quantitatively, import trade amounted to 1,762,000 metric tons, compared with 2,057,000 tons in 1939, while the value dropped 5 per cent from 469,340,000 guilders in 1939 to 444,300,000 in 1940. A close watch of import stocks was instituted by the Government, and measures were taken to prevent hoarding and price increase. At the close of 1940 the position of the country's import markets on the whole was satisfactory.

The total export trade of 1940, valued at 873,600,000 guilders, increased 18 per cent in value compared with 1939. While shipments of products essential to war industries, such as rubber, tin, petroleum, and quinine, made notable gains in both quantity and value, losses

occurred in exports of many agricultural products, especially copra, tobacco, and coffee.

DJAKARTA, situated on the north coast of Djawa near the western extremity, is the capital of East Indies. The population of the city, including Tandjong Priok and the adjacent town of Meester Cornelis, numbered 535,000.

The old port of Djakarta was situated at the mouth of the Jacatra or Tjiliwong River, but with the increased maritime activities, a new and well-equipped harbor, Tanjong Priok, was constructed at about three kilometers east of the former site. The harbor has three inner basins measuring about 1,000 meters long and 180 meters wide. Each of these has two quays on which are installed modern cargo handling devices, sheds, warehouses and offices.

Djakarta is divided into two sections, the Old Town and the New. The Old City was the original commercial town laid out on both sides of the Tjiliwong River, but today it is the center of the banking and wholesale business and the principal residential section of the natives and the Chinese.

Places of interest include Amsterdam Gate, the Sacred Cannon and the Portuguese Church—all full of the history of early settlers; the old City Hall; the Fish Market and Aquarium; the Chinese shopping and trading centers; etc.

The New Town, the Garden City, is made up of the old sections of Rijswijk, Nordwijk, Weltevreden with Koningsplein and Waterlooplein where Government offices, hotels and tourist bureaux and the residential quarters are located.

The Ethnological Museum with a world-renowned collection of art treasures; the Van Heutsz Monuments; the state of Jan Pieterszoon Coen near the Waterloo Square; the old fort Prins Hendrik and the beautiful Wilhelmina Park are located in this section of the city.

SEMARANG, the capital of the Province of Middle Djawa, is situated along the north coast of Djawa, about midway between Djakarta and Sourabaya. It is the third important port in East Indies with a population of approximately 220,000.

There are some drawbacks to make it an ideal harbor, but the disadvantages are well compensated by the excellent rail and road connections with the rest of the Island. It is served directly by three railways: to the south, to the northeast and to the west, thereby bringing it in direct communication with every port in Djawa. From a commercial standpoint, Semarang is the most conveniently situated city in East Indies.

Semarang may be divided into two sections, i.e., the Old City wherein may be found the commercial and amusement centers, and the upper city of Tjandi and New Tjandi, the beautiful villa towns built on the hills behind the Old City. Bodjong Road, which extends from east to west through the principal part of Semarang, is an avenue of tamarinds. At the beginning of Bodjong Road, a bridge leads over the Semarang River to the business section of the town. The Chinese business and residential quarters, wherein most of the transactions in the staple produce of Central Djawa are made, is situated in and around the district of Gang-Waroeng. Chinese temples, theaters, and restaurants are also found here. Other places of interest on the left of the road are the large town square containing the residence of the native Chief, the Mosque and Recreation Grounds in which festivals are held.

There are many fine mountain resorts within easy motoring distance of the city. Among these may be mentioned Salatiga; Mangeland, a military post and center of many agricultural enterprises; Kopeng, noted for its healthy climate and interesting mountain paths; and Bandungan above Ambarawa.

SOURABAYA, the principal commercial seaport of East Indies, is situated on the Straits of Madura and the mouth of the Kali Mas River. The city has a population of 350,000.

Tandjong Perak is the port of Sourabaya. The modernly equipped harbor well sheltered by the island of Madura can accommodate a great number of ocean-vessels, even with big draught. The port can be reached either from the west or from the east side through the Straits of Madura. Neither expense nor trouble has been spared to make Sourabaya one of the most modern ports of East Asia.

Sourabaya is in direct road and rail connection with every part of Djawa, and being one of the most important harbors in the East Indies Archipelago, offers sea connections in all for trips to Bali, Borneo, Celebes, the Moluccas, the Lesser Sunda Islands, etc.

The city forms a starting point for a trip through the mountainous sections of East Djawa, the Idjen highlands, the Ardjoeno Range, the Engger Range, Tosari and the famous Djawa Sand Sea with the volcano Bromo lying behind it.

There are three important divisions of the city, namely, Tandjong Perak, the harbor area; the old or lower city with the commercial quarter and China town; and the upper city, a widely scattered European residential section.

Entering the harbor of Tandjong Perak either through the West Channel or the East Channel of the Straits of Madura is a wonderful sight. On the one side is the coast of Djawa and the city with various mountain-groups in the background, and on the other side, the island of Madura. On the streets, a colorful crowd of mixed Orientals of all races will be found swarming from morning till night.

For the antiquary, Sourabaya offers the new Provincial and Municipal Historical Museum. The Modjopait Museum (ancient Javanese civilization) is also worth a visit; it is within an hour's drive of Sourabaya at Modjokerto. Sourabaya has the best Zoological Garden in East Indies where a collection of the rarest birds and beasts are exhibited to the visitors as far as possible in their natural surroundings.

MACASSAR, the capital of Celebes and a beautiful tropical port lying near the southwestern extremity of the island, is the principal commercial center of the whole Archipelago.

Since Macassar was opened to foreign trade in 1848, its development has been remarkable, due chiefly to its excellent position and natural good harbor, as well as to the rich products of the island. The quays, which are provided with large warehouses, afford excellent facilities for loading and discharging cargo. Coal and fuel oil are obtainable at this port. The anchorage is considered one of the best in the East Indies, especially during the southeast monsoon. The population of the city numbers approximately 87,000 composed of many nationalities, the natives of the Malai type largely predominating.

The city of Macassar is full of the atmosphere of commercial and industrial development. The harbor is connected with the railways, and additional improvements are continually being made. Many enjoyable hours can be spent strolling from one fascinating native shop to another, watching a colorful, never-ending stream of people flowing up and down the streets. The beautiful avenues lined with tamarind trees 70 to 80 feet high offer an exceptional pleasure in driving through the city.

Most interesting of all is a trip to the Toradia country, a mountainous formation into which the Toradjas, originally living in the plains, have been driven back centuries ago by the invading Macassars and Buginese. A very interesting thing about the Toradjas is the burial of their dead in graves hewn out in the steepest rocks.



BURMA

Situation & Area: Burma, situated between 10 degrees and 38 degrees N.L., lies adjacent to Thailand, French Indo-China, China and India, and has an area of about 680,000 square kilometers. The length from north to south is approximately 2,000 kilometers and the widest part of the country extends about 800 kilometers.

Climate: There are three seasonal changes. The cool season commences in November and lasts until March. It is followed by the hot season, which lasts until May when the rainy season begins and continues until October.

Population: The estimated population of Burma in 1939 was 16,119,000. There was a large alien population of 1,018,000 Indians and 194,000 Chinese, while the European and Anglo-Indian population numbered 30,000 and Indo-Burmese 182,000.

Administration: On August 1, 1943, Burma joined the ranks of sovereign and independent nations by a proclamation of independence. Formerly a British territory, it was occupied by the Japanese Forces following the outbreak of the War of Greater East Asia and, until her independence, was under a civil administration responsible to the Commander-in-Chief of the Japanese Forces. Dr. Ba Maw, chief of the civil administration, became the Head of State and the first Prime Minister of the Burmese nation and is assisted in his administrative duties by a Cabinet composed of a Deputy Prime Minister and Ministers of the Departments of Internal Affairs, Finance, Foreign Affairs, National Defense, Taxation, Justice, Education and Public Health, Agriculture, Commerce and Industry, Transportation and Irrigation, Forestry, Welfare and Publicity, Cooperation and Public Works Reconstruction. The Prime Minister is further assisted by a Privy Council which decides upon all matters of state importance.

Communications: The Irrawaddy and its chief tributaries, the Chindwin, the Shweli, and the Myitnge, afford great natural thoroughfares to the country. These rivers, especially the Irrawaddy, are alive with sailing and steam vessels in all seasons of the year. Roads and railways are well laid throughout Burma. The Burma Railways has a length of 3,300 kilometers of open line.

Revenue & Expenditure: For the fiscal year 1938-39, revenue and expenditure were estimated at Rs.15,89,00,000 and Rs.15,42,000 respectively.

Religion: About 85 per cent of the entire population are Buddhists, large monasteries and pagodas being found in every part of the country. There are also about 350,000 Christians.

Education: Primary education is conducted by Buddhist monks in Burma. Higher education is controlled by the University and Vernacular education by local bodies.

Principal Production & Industry

AGRICULTURE: Agriculture forms the foundation of Burmese economy and among the staple products are included rice, sesame, beans, peanut, cotton, maize, rubber, tea and tobacco. Plans are also under way for the development of jute and sugar-cane industry. The total area of arable land in Burma extends approximately 18,160,000 acres, of which 12,500,000 are allocated for rice-field.

During 1939, the rice yield in the country was 7,106,000 tons, the fourth largest rice producing country in the world surpassed only by China, India and Japan. Due, however, to a limited consumption, a large excess is created annually so that Burma exports the biggest quantity of rice in the world.

Of the total rice export of Burma, about half the quantity is directed to India and consequently, the country is tantamount to India's treasure house insofar as rice is concerned. There are five varieties of rice produced in Burma and they are harvested once a year, but the climate is such that the seeds can be sown at any time. Though some are produced in the Upper Burma, a greater portion is cultivated in the Lower Burma, particularly in a delta formed at the mouth of the Irrawaddy River and in its vicinity.

During 1938, the area of sesame field was about 1,350,000 acres and the production, approximately 531,000 quintals. The area allocated for maize, or the Indian corn, was roughly 506,700 acres. Many kinds of beans are cultivated in a field extending about 1,130,000 acres. The country exported some 138,000 tons during 1938. The area set aside for peanut

and tobacco fields was respectively 839,500 acres and 39,000 hectares and their production, 183,900 tons and 431,000 quintals.

Though the country was hitherto denied a free-hand in the rubber production, it is expected that Burma will assume an important role in the rubber industry of Greater East Asia in future. The chief producing districts are Tavoy and Mergui.

FORESTRY: Burmese forestry occupies a vitally important position among its natural resources, the country being especially known for the production of teak. With the exception of those in the Federated Shan State, the aggregate area of reserved forest extends approximately 31,600 square miles. There are also about 123,000 square miles of unclassified forest.

MINING: Burma is also rich in subterranean resources, and the mining, together with agriculture and forestry, forms the three most vital industries of the country.

However, the development of mining industry in Burma is still in its infancy and therefore, the number of mines operating on the modern basis is but limited.

The typical mining industry of Burma is oil and in 1939, its production reached 864,000 tons. Though some oil fields are found along the Chindwin River, the principal producing district is situated along the lower-streams of the Irrawaddy River and along the Arakan coast which produce about 90 per cent of the total oil output of Burma.

Of the other mineral products, lead, zinc, tin, wolframite, nickel, copper, iron, silver, etc. are important particularly the first mentioned two as their output respectively is the largest among the countries in East Asia.

FOREIGN TRADE: Almost half of Burma's trade, both import and export, has been done with India. The chief commodity of export is rice, which accounted for over Rs.21,00,000 of the export trade in 1938-39, with India as the chief market. India also was the outlet for most of Burma's mineral oils, shipments of which were valued at Rs. 10,35,00,000. India was the main outlet for teak and took most of the silver, but the other metals went largely to other British markets. Exports of metals, mainly lead, amounted to Rs.2,48,00,000, and timber shipments, largely teak, were valued at Rs.2,95,96,000. Total imports of cotton piece goods and yarns amounted to Rs.3,72,00,000. Imports of iron and steel products were valued at Rs.1,16,88,000, and provisions, chiefly eggs and butter, accounted for Rs.66,00,000. Demands of oil fields, metal mines, rice and vegetable oil mills,

and saw-mills were supplied by imports of machinery valued at Rs.1,09,75,000.

RANGOON, the capital and chief port of Burma, is on the Rangoon River, approximately 40 kilometers from the sea. It has a population of over 400,000.

In addition to its famous rice shipments, Rangoon is noted for the export of Burmese teak and other hardwoods, oil, hides and skins, bran, raw cotton, groundnuts, lead and silver, zinc and copper concentrates, rubber, shellac, grain and pulse, oil cakes, spices and precious stones. The principal imports include provisions, metals, machinery, coal, salt, chemicals, cotton manufactures, sugar and guannies. The total volume of exports and imports passing through Rangoon is usually in the neighborhood of 5,000,000 long tons, and the port is visited each year by more than 2,000 ocean-going vessels.

Although the view from the sea is rather disappointing, Rangoon itself is a beautiful city with many places of interest. The Shwe Dagon Pagoda, the Sacred Golden Pagoda, has a circumference of 415 meters and rises to a height of about 115 meters upon a mound, partly natural and partly artificial, towering over the city. Among many curious shrines and figures which adorn the platform is a representation of the "Sule Nat," the spirit after which the Pagoda is named and the legendary guardian of the hill upon which the Shwe Dagon is built.

Just beyond the town within easy reach of the Shwe Dagon, are the Royal Lakes, their banks gay with variegated cannas which bloom in gorgeous contrast of colors. On the south shore is the Rangoon Boat Club, and the Dal-housie Park with winding walks and arbors. Further into the country are the broad Victoria Lakes in Kokine. The Cantonment Gardens, situated at the foot of the Shwe Dagon, is very invitingly laid out and here within the shadow of the golden dome is the grave of the great Supyalat, the ex-queen of Burma.

Other towns worthy of mention include Mandalay, probably the most interesting place in the country with a population of about 148,000; Pagan, the site of an ancient city of historical and archaeological fame with innumerable pagoda, and the center of lacquer-ware trade; Pegu, the ancient capital of Burma having the largest complete image of the human figure in the world—the reclining image of Shwethalyaung (Buddha), and Kalaw, a beautiful hill station provided with a good hotel, excellent roads and facilities for pleasant excursions in the surrounding pine-clad mountains.



Situation & Area: India is a large country projecting in a triangular shape southward into the Indian Ocean from the continent of Asia. With a total area of 1,575,277 square miles, India, in 1931, consisted of 862,769 square miles of protected native states or agencies.

Climate: The climate varies from the extremely hot regions in the northeast to cooler elevations of the northwest mountains, the whole being tropical in general character.

Population: Census taken in 1931 gave a population of 352,837,778, but since then, it has increased considerably, and the present number of inhabitants is believed to be around 400 million.

Administration: India is divided into 15 sections for administrative purposes. At New Delhi, the capital of India, there is a British Governor-General and under the Government of India Act (1935), two native legislative Chambers, the Council of State and the House of Assembly. The Governor-General, after specific consent has been obtained from the King and Parliament, may enact measures essential for the safety, tranquility or interests of India, against the wish of the Council or Assembly.

Revenue & Expenditure: The budget estimates of the Central Government in 1938-39 amounted to Rs. 1,22,27,72,000 and Rs. 1,22,18,47,000 respectively and for all Provincial Governments they amounted to Rs. 85,97,43,000 and Rs. 86,52,65,000 for the same year.

Religion: The followers, by different sects, were: 239,195,140 Hindus; 77,677,545 Mohammedans; 12,786,806 Buddhists; 6,296,763 Christians; 4,335,771 Sikhs; 1,252,105 Jains; 109,752 Parsees; 24,141 Jews and 8,280,347 described as a Tribal, who believe in magic and strive to propitiate impersonal forces.

Education: Educational institutions in India are made up of two classes, namely, the "recognized" and "unrecognized" institutions. In 1936-37, there were 219,228 "recognized" institutions with 13,257,000 students and 36,924 "unrecognized" establishments with 701,000 students. There were 16 universities, 241 arts and science colleges for men and 26 for women.

Communications: Nearly all the railways in India are owned by the State and administered by a Railway Board, though many are leased to and worked by companies. The mileage open for traffic in March, 1937, was 43,128. The navigable waterways total 4,000 miles, and there are about 20,000 miles of highways.

PRINCIPAL PRODUCTION & INDUSTRY: The Indian Government, by checking the development in certain industries on the one hand and by boosting the production of goods having military importance on the other, succeeded in increasing the production of pig-iron from 450,000 to 1,570,000 tons; coal from 19,000,000 to 22,000,000 tons and cement, from 190,000 to 11,090,000 tons. The Munitions Supply Committee, which was already existent before the current war, was raised in status to Munitions Ministry on the outbreak of the war, solely controlling the order and delivery of war materials.

On the other hand, expansions in the munition plants were effected in rapid succession, and as a result of a plan outlined for the self-sufficiency of munitions under wartime condition, many plants engaged in the production of modern arms and explosives went into operation. In August, 1939, a cannon factory was opened in Jatuparipore, while a powder plant in Goshpur was expanded and an ammunition factory was established in Plena.

At the outset of the second World War, there was no automobile industry to speak of in India, but in 1940, an agreement was reached between the Chrysler Automobile Company and the capitalists in Bombay to establish an automobile assembling plant using parts supplied by the company mentioned. Britain also felt the needs of developing the shipbuilding industry in India, and subsequently, a steamship company to undertake shipbuilding and repairs was established in Calcutta.

An expansion was seen also in the chemical industry. At the beginning of the current war, the Indian Government started the construction of the chemical industry on a certain term, erecting benzol plants equipped with cokes furnace in Jamshedpur, expanding factories of the Tata Steel and Iron Works in Bombay

and founding a fertilizer company in Mysore and Baroda under the management of the same steel company.

At Bengalope, an aircraft manufacturing plant handling different types of airplane was set up, while in Alipur, a telephone apparatus company was established under State management, founding at the same time, a plant capable of manufacturing some 80,000 gas masks a year.

AGRICULTURE: Agriculture is by far the most important occupation of the people of India. During 1936-37, the aggregate area allocated for the cultivation of various farm products was 231,900,000 acres. The most important crop is tea, which engages the daily employment of nearly a million persons. Other principal agricultural products are rice, coffee, wheat, sugar-cane, cotton, jute, linseed, rape and mustard sesame, castor seed, ground-nuts and rubber.

Tea: Tea is of primary importance of all the plantation crops in India. The greatest producing center is Assam, which usually accounts for about 60 per cent of the total output; followed by Bengal, about 25 per cent; Madras, about 6 per cent. During 1936-37, the acreage under tea cultivation totaled 834,300, the production amounting to 395,180,000 lbs.

Live-stock: In 1935 live-stock census there were 113 million heads of bovine cattle in India. There were, also, 22,114,000 sheep, 26,089,000 goats, 1,409,000 horses and ponies, 65,000 mules, 1,443,000 donkeys and 526,000 camels.

Jute Production: India is the world's only commercial source of raw jute. On the outbreak of the current war, a jute factory which took up defense industry was placed with a huge order, and during the first six months of war, it furnished Britain, New Zealand, Iraq, the Union of South Africa, Aden, Burma and the Indian arsenals with approximately 1,000,000 bales of jute. The total amount of order accepted by the company during this period was roughly Rs. 115,000,000.

Cotton Yarn and Cloth: The cotton manufacturing industry is one of India's oldest and most important industrial enterprises. On August 31, 1937, cotton mills in all India numbered 370, with 9,731,000 spindles and 198,000 looms. During the first year of war, the order placed with the spinning company totaled 3,500,000 yards of khaki cloth and 3,000,000 yards of other cotton textiles aggregating in value to about Rs. 230,000. The amount of order for sail-cloth was Rs. 4,600,000. The

woollen concerns were likewise converted into munition plants, and the order placed being so large, the labor power of handicraft had to be mobilized.

FORESTS: Approximately 20 per cent of the area is forested. During 1935-36, the area of forest land was 266,000 square miles, consisting of 106,000 square miles of reserved forests, 6,800 of protected forests, and 153,000 of unclassified forests.

MINERALS: India produces an unusually wide range of minerals. The most important minerals today are coal, petroleum, gold, lead and lead ore, manganese ore, salt, silver, tin, mica, copper, tungsten, iron and zinc.

FOREIGN TRADE: On the outbreak of the European War, the Government immediately assumed extraordinary powers under which a measure of economic control was inaugurated. Export restrictions were imposed, exports brought under control, provisions made for regulation of prices, and an organization set up to deal with problems of industrial and military supply.

India's overseas trade for 1938-39 showed a decline in both imports and exports, the former showing a decrease of Rs. 20,00,55,000 and the latter, Rs. 21,44,55,000. During the fiscal year 1938-39, the main decreases in exports were raw cotton, pig iron, coffee, fertilizers, black tea etc. The principal increases in imports during 1938-39 were sugar, tobacco and machinery.

CALCUTTA, lying on the left bank of the western branch of the Ganges, is the chief city of Bengal with an estimated population of 1,500,000 and an area of some 8 square miles.

During 1936-37 the overseas trade of Bengal amounted to Rs. 35,76 lakhs of imports and Rs. 74,90 lakhs of exports, and Calcutta possesses all the facilities of a first-class port to care for this vast traffic. In an industrial and economic sense, Calcutta has grown to be more or less synonymous with jute. Ranking second to jute is the tea trade which has its headquarters in the city. This is a factor that contributes in no small measure to the economic prosperity of the city.

Calcutta is served by three great railway lines. The Indian Railway connects the city with Bombay, the United Provinces and the Punjab, and is the outlet for the rich traffic of the Ganges Valley. The Bengal-Nagpur Railway runs through Orissa to Madras and westward through the Central Provinces to Bombay, while the Eastern Bengal Railway connects Calcutta with north and east Bengal and Assam.

Chowringhee, the main street in Calcutta, is

especially well known as one of the greatest streets of the world. To the west stretches the Maidan where the statues and monuments of Calcutta are chiefly to be found. Around Dal-housie Square, the heart of the city, cluster many of the principal Government and business buildings. The Victoria Memorial takes its place as one of the great buildings of the modern world and has been frequently compared to the famous Taj Mahal at Agra.

The Hooghly River has a number of ferry services which provide attractive outings, the chief of these being to the Botanical Gardens, noted for the celebrated Banyan Tree, which is the largest in the world. Eden Gardens, Indian Museum, St. Paul's Cathedral, the Temple of Kali, Parsi Towers of Silence, Jain Temple, etc., are other principal sights worth visiting. Near the center of the city are the Zoological Garden and Belvedere, and St. John's Church or the "Old Cathedral" at Council House Street within a short distance from the residential district of the city.

BOMBAY, has an approximate population of 1,200,000, and is one of the largest and most important of the cities and ports of India. Its situation on the western seaboard has given Bombay an immense sea-borne trade.

The harbor accommodations are commodious and well equipped with modern handling devices. The docks and depots are served by the Port Trust Railway, which connects them with the main railways by means of a large interchange yard at Wadala.

The chief items of import are coal-tar dyes, machinery and mill-work, metals and ores,

mineral oil, sugar, raw cotton, silk and woollen manufactures, artificial silk and cotton piece goods, vehicles, etc., while principal exports consist of raw cotton, raw hides and skins, manganese ore, cotton twist and yarn, raw wool, seeds, cotton piece goods, etc.

The Apollo Bandar, on which stands the Gateway of India, is one of the finest super-attractions of Bombay. About 6 miles from Apollo Bandar on Elephanta Island in Bombay Harbor are the Caves of Elephanta which are of great archaeological interest. The most important is the Great Cave, wherein stands a colossal statue of Shiva, the three-headed bust of Trimurthi which is entirely hewn out of solid rock and measures 130 feet from the front entrance to the back.

Of historical interest is the old Fort of Bombay on the southeast extremity of the island. Other principal places of interest are the University Library and Clock Tower (Rajabai Tower), the Town Hall, the Prince of Wales Museum, Government House at Malabar Point, Municipal Buildings, the Parsi Towers of Silence, High Court, Prince's Dock, the Yacht Club, Mint, Victoria Gardens, etc.

Hotels: Among several hotels in the city, the Majestic is recognized as the most popular rendezvous of the elite, because of its central location and its standard of comfort and refinement.

Other principal towns are: Madras, (Pop. 647,000 in 1931); Hyderabad, (467,000); Delhi, (447,000); Lahore, (430,000); Ahmedabad, (314,000); Lucknow, (275,000); Mangalore, (306,500); Karachi, (264,000); etc.



Situation & Area: The Australian Commonwealth, which includes the island of Tasmania, is situated between the Indian and the Pacific Oceans 10° below the Equator. The aggregate area of the Commonwealth comprising two Territories and six States is approximately 76,749,700 square kilometers, of which five-thirteenth is situated north of the Tropic of Capricorn.

Climate: The range of summer and winter temperatures in Australia increases with the distance from the coast but even in the interior, where the heat is greatest, the nights are cool, and the extreme dryness of the air renders it easily bearable.

Population: The population of the Commonwealth of Australia in 1938 was estimated at 6,982,520, including full-blooded Australian aborigines numbering 55,000.

Administration: The legislative power is vested in a Federal Parliament consisting of the King, represented by the Governor-General, a Senate, and a House of Representatives. Senate has 36 members, six from each of the Original States by voting as one electorate, for a term of six years. The House of Representatives, similarly elected, but proportionate to the population, is composed of 75 members.

Revenue & Expenditure: The budget for 1940-41 was estimated at £A. 150,000,000 and £A. 276,000,000 respectively for revenue and expenditure, but the amount in 1942 has reached an astronomical figure to cover the war requirements.

Religion: There is no State-established religion nor are any religious distinctions operative in public affairs. Christianity, however, predominates.

Education: Primary education is free and compulsory. Besides the ordinary State schools there are high and technical schools, agricultural colleges as well as an University established in the capital of each State.

Communications: The total length of Government and private railways open for general traffic is 27,973 miles. Regular subsidized aerial services are in active operation among the

principal cities, and radio is in great vogue. Wireless stations are established in all the State capitals and in other places.

PRINCIPAL PRODUCTION AND INDUSTRY: Rich as she was in various natural resources, Australia placed keynote on the basic industries such as live-stock farming, agriculture, dairy products, plantation, mining, forestry, etc. developing the secondary industries from these enterprises. Of the basic industries, the biggest was the live-stock products centering around wool, followed by agricultural products centering around wheat; dairy products; mineral products and forestry. Of the total production of the country, the basic industries occupied 62.32 per cent while the remaining 37.68 per cent comprised technical products.

Live-stock Farm: Australia is the foremost wool producing country in the world, and at the same time, the biggest wool exporting country. Approximately one-sixth of the total number of sheep in the world is raised in Australia, and the wool production of the country is equivalent to about one-fourth of the wool produced in the world. The number of sheep raised during 1939 reached an enormous figure of 115,000,000 and the wool production, about 983,000,000 pounds which, in value, is estimated at roughly £A. 42,000,000.

Particular attention should be drawn to the fact that Britain, simultaneously with her declaration of war on Germany in 1939, enforced a system whereby it was made possible for her to requisition the wool production of Australia and New Zealand. The system, which is to remain in force until one year after the termination of hostilities, authorizes Britain to purchase the entire production of wool at a certain fixed value.

The total number of cattle in Australia is about 13,000,000 heads; horses, about 1,700,000 and pigs, about 1,200,000 heads. The annual meat production of the country, principally beef and mutton, is over £A. 27,000,000 but a greater part is consumed at home with the result that only 20 per cent of beef and 30 per cent of mutton are exported abroad, chiefly to Britain.

Hides and skins are exported in large quantities. About 60 per cent of the total cattle hide production is exported to the United States while 60 per cent of sheep skin is sent to France. About 80 per cent of the production of rabbit pelts is also supplied to the United States.

The principal item among the dairy products is butter, which comprises about 50 per cent of this industry. As an export commodity, its importance is next to wool and wheat, and the best customer is again Britain which imports about 90 per cent of the total butter export of Australia. Cheese, egg, milk, ham, bacon, etc. are among the dairy products of lesser importance.

Agriculture: The total area of farmland in Australia is roughly 20,000,000 acres, or only about one per cent of the total area of the country but nevertheless, wheat, oats, barley, maize, potato, sugar-cane, red-beet, grape and varieties of fruits are grown in large quantities.

Wheat is cultivated in a comprehensive area covering about 60 per cent of the entire arable land and occupies about 40 per cent of the total amount of agricultural products, its position in the economic structure of the country being as equally important as the wool industry.

The ratio of export as against the country's wheat production is between 60 and 70 per cent, forming a typical export industry of Australia. Apples, pears, and grapes are also grown and exported to foreign countries.

Mining: Gold occupies a primary position among the mineral products of Australia and it was the richness of its deposit that hastened the development of the country. Since 1857, when alluvial gold was first discovered in Victoria, a radical development was witnessed in Australia and even today, she is third among the gold producing nations of the world surpassed only by the Union of South Africa and the United States. The richest coal bed in Australia is located in New South Wales while other mineral products such as silver, lead, copper, tin and iron are also produced in the country.

Forestry: Of Australia's total forest area of 24,500,000 acres, 17,110,940 acres have been permanently reserved for timber. Trade circles predict if present drastic restrictions on imports of timber from North America continue for two or three years, Australian timber will become so well accepted that imports of timber from North America may never regain their former volume.

ECONOMIC TREND AND FOREIGN TRADE OF AUSTRALIA: The outbreak of the European war in September, 1939, saw widespread changes in the condition and structure of the Australian economy. Government regulations soon began to control the flow of trade, foreign exchange, investments, prices, production, and distribution—all activities being directed toward bolstering the military and economic defenses for maximum war effort. Production activity was diverted toward materials directly or indirectly linked to defense, particularly armament, aircraft, and shipbuilding.

For the purpose of preventing the outflow of war materials to countries other than Britain, the Australian Government introduced a permit system whereby the export and import of clothing, hemp cloth, jute, iron, canvass, mining utensils and petroleum were made subject to official sanction since May 1st, 1940, while the export of zinc, cobalt, copper, nickel, iron and steel wares, aluminium, medicine and chemicals and drugs was prohibited in the absence of a permit from the Ministry of Munitions.

SYDNEY, the capital of New South Wales with a population of 1,288,000, is the largest city in the Commonwealth of Australia. The climate is ideal, the mean temperature being 71° F. in summer and 45° in winter.

With a water frontage of 188 miles, Sydney harbor contains innumerable inlets and picturesque bays. The dock accommodation includes four large graving docks, five floating docks, and seven patent slips. The principal wharves are located close to the business-center. There are excellent facilities for handling cargo, storing and loading grain in bulk or bags and also for replenishing coal and oil bunkers.

The Sydney Harbour Bridge, connecting the city with the northern suburbs, is 550 meters long and 48 meters wide, and contains 52,300 tons of steelwork. The highest point of the arch is 133 meters above water-level, and provides a clearance for vessels of 51 meters. It is one of the largest single-span bridges in the world, having taken seven years to complete at a cost of nearly ten million pounds.

Wool is the principal export product shipped from Sydney. Approximately one-half of the country's wool crop is produced in New South Wales and, except for small quantities disposed of at Newcastle and Albury, this product is

delivered to Sydney, the premier wool market and wool exporting center of the world. Wheat and flour are also exported in large quantities, and other important export commodities handled at Sydney include butter, frozen beef, mutton, and eggs, tallow, leather, coal, timber, and hides and skins. Mineral exports are of some importance and include gold, pig lead, tin and copper ingots and matte.

In addition to its overseas trade, Sydney is the center of a very extensive coastwise trade, which distributes local and imported goods to the other ports of New South Wales and to the other Australian States.

Within twenty miles of Sydney are two great national parks, Kuring-gai Chase and National Park, each exceeding 142 square kilometers in area, the former bordering on the Hawkesbury River to the north, and the latter described as "The Garden of New South Wales," forming the gateway to the Illawarra district and the South Coast. Frequent services of trains and motor cars are provided for tourists visiting these two vast pleasure grounds.

At West Pennant Hills, near Sydney, a sanctuary and biological research station known as the Koala Park has been established to propagate and retain native bears in captive yet natural conditions. The growing scarcity in New South Wales of the native bear, notwithstanding that it is protected by law, has led to this special effort to increase its numbers and prevent the possibility of its ultimate extinction.

This attractive, harmless, and friendly little creature, known to zoologists as the Koala, but more popularly as the "teddy-bear," has become an object of world-wide interest. In addition to Koala, numerous kangaroos, wallaroos, wallabies, pademelons, emus, opossums and wild birds find sanctuary at the Park.

MELBOURNE, with a population of over 1,100,000, is situated on Hobson Bay, about 650 kilometers from the Heads, the channel leading into the ocean. It is the capital of Victoria and often called the "Queen City of the South." The average mean temperature throughout the year is 49.6° F., and average rainfall is 650 millimeters.

The well-equipped wharves, piers and steel sheltered sheds of the port of Melbourne provide ample and efficient berthing space for shipping from all parts of the world. The berthing space in the Port is 18,440 meters with a wharf-space area of 0.23 square kilometers. It is an important shipping and commercial metropolis, and also a great industrial center with over 9,100 factories representing a capital of £A. 70,592,000 which turn out £A. 116,894,000 worth of products annually.

Melbourne is a well-planned city. The famous St. Kilda Road, extending three miles, is a magnificent avenue that few cities can surpass, leading from Swanston Street across Prince's Bridge to St. Kilda passing at the foot of the colossal Shrine of Remembrance. Collins Street ranks first of all Melbourne's fine thoroughfares. Among the many gardens and parks, the Botanic Gardens of 103 acres are the loveliest in Australia. All of these gardens are maintained in such a condition that they are a constant source of delight to citizens as well as visitors.

In the Nearer Ranges, giant specimen of Australian trees are spread over endless miles. Fern bowers, streams, and waterfalls rival the attraction of the glorious panoramas which may be viewed from the hill-tops. The Dandenong Ranges can be reached by a rail journey, and the visitor has a choice of locations where comfortable accommodation is available Sasarfras, Sherbrooke, Olinda and Belgrave, and further on, many other popular resorts adjacent to the line which runs through this delightful country to Gembrook.

Upper Beaconsfield is located in the hills flanking the main Gippsland line, and from its high altitude, panoramic views of great beauty are obtained. Macedon and Woodend, on the slopes of Mt. Macedon, are popular resorts north of the Metropolis. The world-famed Melbourne Cup Race is run at Flemington, a suburb of the city. Moreover, the city includes many places for amusement and sports, such as tennis courts, golf-links, recreation grounds, theaters, etc., not to mention its splendid bathing beaches and parks.



NEW ZEALAND

Situation & Area: New Zealand, consisting of two islands that run from northeast to southwest, is located at about 1,200 miles east of Australia and extends from a point about 35 degrees S.L. to 47 degrees S.L. Its area is approximately 103,720 square miles.

Climate: New Zealand has a moist-temperate marine climate, but with abundant sunshine. A very important feature is the small annual range of temperature, which permits rapid growth of vegetation, including pastures. The mean temperature ranges from 59° F. in the north to about 51° F. in the south.

Population: In April, 1939, the population of New Zealand, (including 81,774 Maoris), numbered 1,624,714.

Administration: New Zealand enjoys Dominion status and is governed by a Governor-General and a General Assembly consisting of a Legislative Council and a House of Representatives. The Legislative Council consists at present of 37 members who hold their seats for seven years. The House of Representatives consists of 80 members, including 4 Maoris, elected by the people for a term of three years.

Revenue & Expenditure: The budget estimate for the fiscal year 1939-40 was £NZ. 36,582,046 and £NZ. 35,772,678.

Religion: The Dominion has no State Church, and consequently, no State aid is given to any religious body. The Church of England divides the country into 7 dioceses, with a separate bishopric (Aotearoa) for the Maoris. The Roman Catholic Church is under an Archbishop residing in Wellington.

Education: New Zealand's State primary system of education is free, secular and compulsory and conforms as nearly as possible to the democratic principle of equal opportunity. The highest educational institutions are composed of Auckland University College, the University of Otago, Victoria University College, and Canterbury University College.

Communications: New Zealand has excellent transportation facilities, with railway, motor, steamship and aviation services. There are

3,323 miles of Government railways and 198 miles of private lines. There are 12,063 miles of telegraph line.

PRINCIPAL PRODUCTION & INDUSTRY: Two-thirds of the country's area is suitable for agriculture and live-stock farming, the latter particularly enjoying an international reputation along with the live-stock industry of Australia. The four largest live-stock products are butter, cheese, meat and wool while the three foremost agricultural products consist of wheat, barley and oat.

Live-stock: During 1937, the aggregate area of land allocated for live-stock farming was estimated at about 43,000,000 acres which surpass the area used for farming by nearly two fold. Approximately 70 per cent of this vast stretch of land is used for raising sheep, the total number of which reaching some 30,000,000 heads. The export of wool during 1937-38 totaled an enormous figure of 300,000,000 pounds. Majority of the Australian sheep are cross-breeds, but there are some which belong to the Romney, Corriedale and Merino breeds.

The number of cattle raised in the country is roughly 4,400,000 heads, of which a greater portion consists of milch cows. The annual production of butter and cheese is estimated at roughly 150,000 tons and 90,000 tons respectively, and is exported to Britain and the United States. Meat valued at about £NZ. 17,000,000 is refrigerated each year and shipped abroad while condensed milk, casein, hides, fat and sausage are also produced as by-products of the live-stock industry.

Agriculture: The farm products of the country comprise wheat, barley, rye and other cereals, pasturage seeds, peas, potatoes, hops and tobacco. According to a statistics compiled in 1938, the area of wheat field was about 186,000 acres and the total yield for that year, 6,043,000 bushels, while those for barley and oat were respectively 25,500 acres and 57,900 acres and their annual yield, 1,084,000 and 2,641,000 bushels. In the North Island where the climate is moderate, varieties of fruits such as citrus and grapes are grown.

Mining: Of the mineral products, coal is well known, its output annually ranging around 2,000,000 tons. The development of New Zealand is ascribable to the gold deposit found in the country, and consequently, its importance among various industries is of great nature. The annual output is estimated at approximately 170,000 ounces. Other mineral products include silver, iron, tungsten, copper, manganese, tin, sulphur and platinum.

In order to develop the country's oil industry, the Government is encouraging tapping operations by granting subsidies with the result that the enterprise, utilizing modern equipments, is being actively undertaken in Taranaki, Hawkes Bay, Canterbury, Southland and Westland.

Forestry: There are 12,600,000 acres of indigenous forest in New Zealand. Among the forest products are the Kauri pine, which is much valued for shipbuilding purposes as well as for its resin.

Foreign Trade: Total imports of New Zealand during 1940 were valued at £NZ. 48,998,000 and exports, a record figure of £NZ. 73,741,000. Notwithstanding this favorable balance in trade, however, it was announced that a further curtailment will be necessary in the import of non-essentials to provide funds for the purchase of war materials in particular.

WELLINGTON, situated on the Cook Strait at the southern point of the North Island, is the capital of New Zealand having a population of about 155,000. It is an important distributing port of the Dominion and the transportation of commodities to the interior and coastal points is effected by rail, trucks and coastal steamers.

Since Wellington is conveniently situated on a route from Australia to Panama, it has become a port of call for overseas vessels passing through the Panama Canal to or from the United Kingdom, Europe, the United States, and Canada. The Harbor has an area of about 20,000 acres with good anchorage throughout, and being landlocked, it provides safe shelter. The entrance is wide and deep enough to accommodate the largest ships. The total lineal berthing space is 22,000 feet, with depths of water alongside varying from 166 feet for coastal vessels, up to 46 feet for overseas vessels.

The principal exports from Wellington are wool, cheese, butter, casein, frozen and chilled meats, flax, sausage casings, hides and skins,

fresh fruit, hardwood timbers, and tallow. Wellington handles a large share of New Zealand's total exports. The imports consist of manufactured goods of all classes, the most important items being motor vehicles, cotton, woollen, silk, and rayon piece goods, electrical machinery and equipment, gasoline, sugar, tea, paper, and hardware. The United Kingdom is the most important supplier, followed by Australia, the United States, and Canada.

Being the seat of government, Parliament House and a number of fine official buildings are located in the city. One of the most attractive places is the Botanical Gardens, the charm of which lies in their natural character. They are rather reserves of virgin bush than gardens, but have been richly planted as an arboretum, and contain charming walks through valleys shaded by tree-ferns and a variety of native trees and shrubs. The view from the Kelnurn Tea Kiosk, or Brooklyn, in the evening is as attractive as by day for the scintillating lights of the city and harbor present a fascinating spectacle. A portion of Newton Park was set aside some years ago for a Zoological Garden, representing a picture of well-kept undulating park land in natural surroundings.

AUCKLAND, lying near the northern extremity of the North Island, is the largest commercial and industrial metropolis of New Zealand with a population of about 221,000. It was the capital of the Dominion from 1843, two years after Britain dispatched the first Vice-Governor there, until 1865.

The climate is extremely favourable with no snowfalls during winter and relatively cool in the summer months, the temperature seldom rising over 28° Centigrade. The city, consequently, is an ideal health resort throughout the year. It is equipped with all modern services and recreational facilities such as tram lines, fine roads, comfortable ferries and public gardens. There are also cultural institutions such as art gallery, library, museum, etc., the first mentioned being particularly noteworthy for its excellent ensemble of Maori studies.

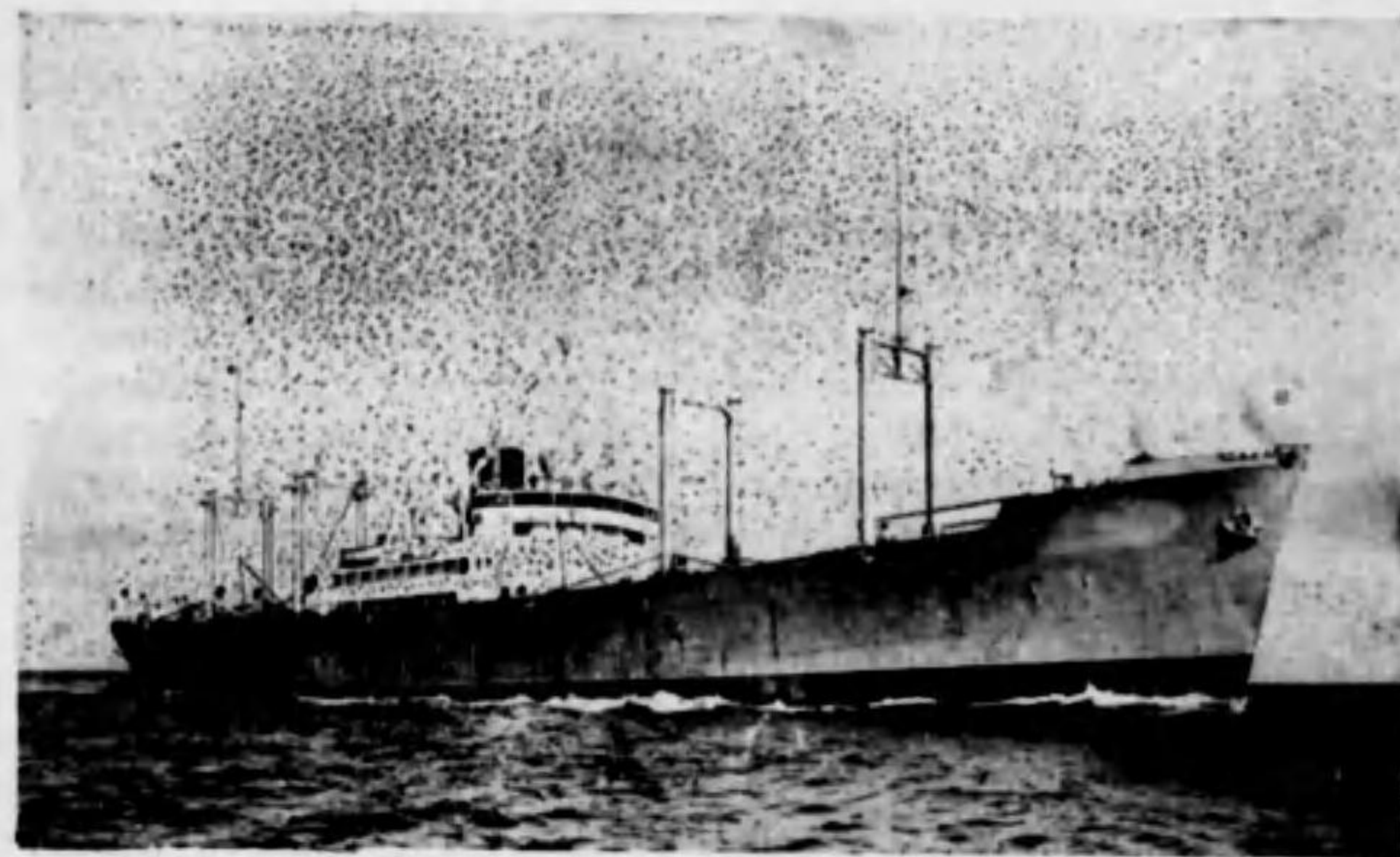
A few miles from the city rises Mt. Eden, an extinct volcanic cone in perfect preservation, to a height of about 644 feet above sea-level. The summit commands a wonderful view of the Waitakerei Ranges on the one hand and the Coromandels on the other. On a clear day, the bold outline of the Great Barrier Island, lying 60 miles away, can be observed distinctly.

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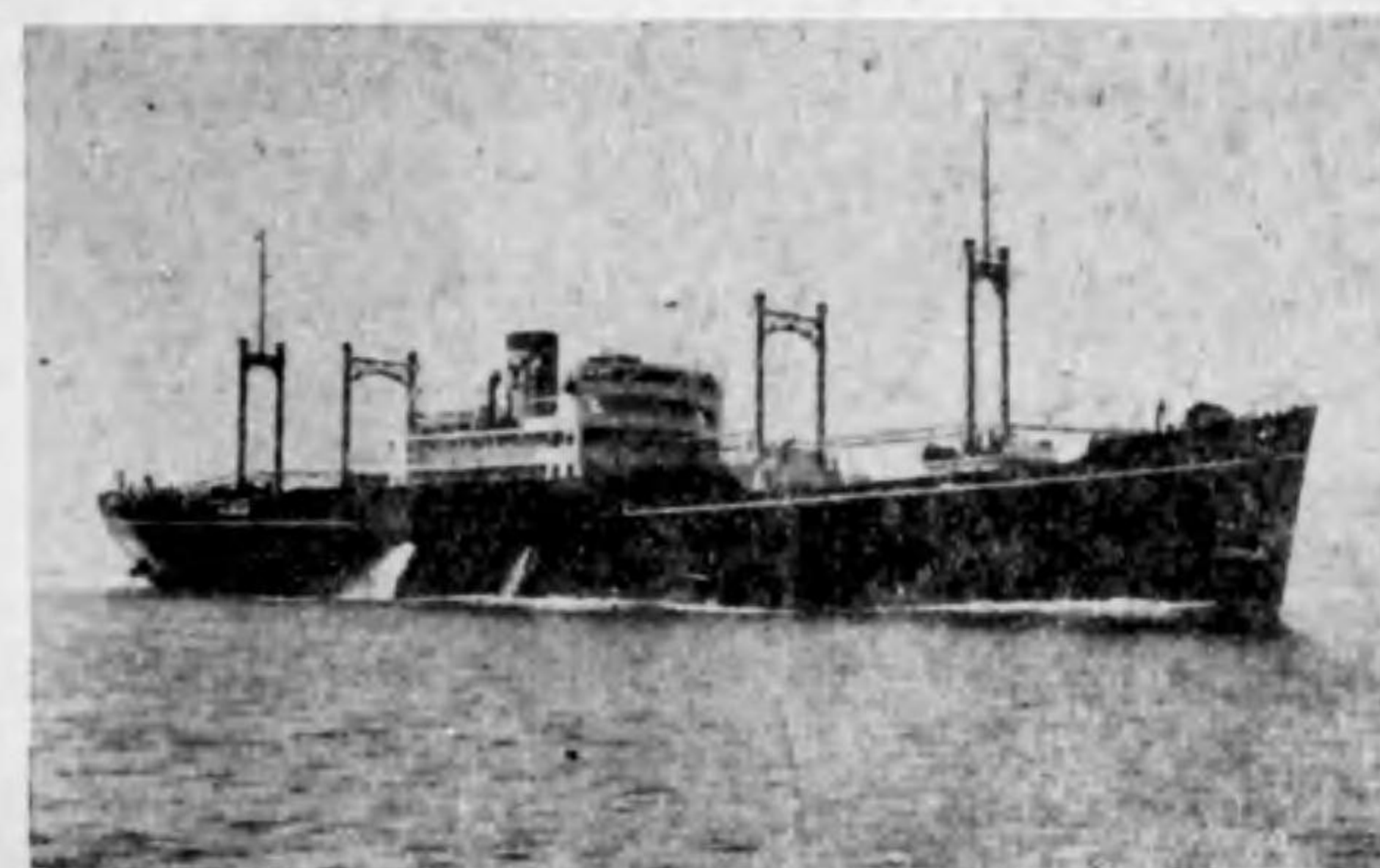


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