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ing the same as last year and it is reported that the quota of rice to be sent to Japan can be easily fulfilled. 1-12-44 Tok. Jap.

Hanoi: Under the Japan-French Indo-China economic agreement, rice exports to Japan and the sending of corn are to be ensured. Recently the French Indo-China Government General reorganized the Grain Committee which was created at the end of 1942, and resolutely carried out the strengthening of its structure and authority, and exclusive administration authority over the buying, transportation, sale, export, etc., of grains in Cochin China and Cambodia was vested in the new Grain Committee. Together with this, the former Hai-phong Grain Association, which was the organ for the supply of rice and the supervision of local markets in Tonkin Province was abolished. A Grain Association has been created in Hanoi, and placed under the direct supervision of the Director General. The Governor General appropriated the 2,000,000 piastres in the (preparatory) (wd) of the budget, and allocating this for the business of this Association, the control of food in the Tonkin area will be strengthened.

This Association will exclusively handle importation of grain from all parts of the French Indo-China federation to Tonkin, as well as transportation and equitable distribution. On the one hand, as to the Tonkin yield, under the food distribution plan prescribed by the director of (wd), terms for the various districts will be considered, appropriate rice prices will be drawn up, and also terms of delivery will be decided upon. On the other hand, for the purpose of carrying out the food distribution plan, prescribed rice in storage will be mobilized and distributed, and unflinching food measures, such as for the guaranteeing of grain for emergency use, will be carried out. 1-7-44 Tok. Jap.

Saigon: The amount of Indo-China rice turned over to the Japanese at the end of November totalled...hundred thousand tons, 70% of the anticipated quota. Of the amount turned over...tens of thousand tons or 15% has been shipped back to Japan. The reason for such a small quantity being shipped to Japan is the selfsufficiency of the Japan-Manchukuo-China team which is rapidly being set up with the assurances of a normal crop in Japan and a bumper crop in Manchukuo. Another reason is that supplying the southern regions is better facilitated by sending Indo-China rice instead of Japanese rice. Especially to be noted is the considerable amount of rice sent to such areas where the supply of food is not in abundance as the Malays, Philippines and Central China. Indo-China rice is thus playing a great part in the food situation in these areas. 12-11-44 Tok. Jap.

#### Export to Other Places

Lengthy discussion of foreign trade of French Indo-China. Statistics and administration: Foreign exportation of rice in French Indo-China occupies one-fourth of whole amount of the world's rice trade. Three great rice exportation countries are: French Indo-China, Burma and Thailand. There are varieties of rice produced in Indo-China, but Chinese buy rice regardless of variety, transport it to factories for polishing, and then to market. But there is no definite regulation of measurement of sacks and bags for market dealing. The same difficulty exists in Thailand and Burma. The statistics of rice exportation in French Indo-China during 1935 and 1939 is as follows:

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Year	Amount (1000 metric ton unit)	Price (1,000,000 franc unit)
1935	1,765.6	665.7
1936	1,781.0	781.7
1937	1,574.2	1,093.8
1938	1,064.6	1,019.8
1939	1,692.1	1,385.8

During 1930 to 1933, the amount of exportation dropped to 400,000,000 francs because of the world economic depression, but it was restored to almost 1,100,000,000 francs in 1937. IDC 1743 1943

#### Rice and Sugar Imports from Java

Ambassador Yoshizawa who recently made a tour of the southern regions said that sugar and rice will be imported from Java by French Indo-China and that trade exchange between French Indo-China and the southern region will become closer. 9-3-42 Tok. Jap.

School for Rice Growers. See under Education - Agriculture

#### Prices

Saigon: It is learned that the fixed retail prices which were put into effect earlier in the Saigon and Cholon districts, will be applied throughout Cochin China, the largest rice trading district in French Indo-China. Fixed retail prices are set according to the districts, the prices in districts where over production is found are made lower than in consuming districts. This system is expected to facilitate smooth trading in rice and simultaneously to prevent hoarding. 9-29-43 Tok.

The price of (paddy) in the interior regions of Cochin China and Cambodia with the exception of the Saigon Cholon region, had been fixed by a special decree of the Governor General. The prices have been fixed for standard quality for delivery date. One picul of 66 kilos of paddy (wds) 100% (wd) Dec., Jan., and April at 4.50 piastres, June 4.70 piastres, Sept. 5 piastres, and Nov. 4.75 piastres. 1-10-44 Saigon Fr.

Saigon: In view of the fact that any advance in the price of rice would greatly affect the people's livelihood, the Rice Commission and the government authorities have taken steps to keep prices at a low level. But because of the low price of rice, there has been a tendency in recent years for the farmers to restrict their cultivation of rice. The authorities have decided to take proper measures to encourage rice production by raising rice prices to higher levels. As a first step, the price for one picul of unhulled rice in Cochin China and Cambodia has been increased to seven piastres. The new price is 40% more than the highest price of five piastres paid during August and September, this year. It is expected that this boost will dispel all fears regarding rice production. 12-18-44 Tok. Jap.

#### Labor

Saigon: The planting of rice in Cochin China, the vast agricultural treasure house of French Indo-China, has gotten into full swing. This year's cultivated acreage of from 2,200,000 to 2,300,000 hectares varies only slightly from last year. The only difficulty which gives cause for concern is the labor shortage. This is due to the low wages

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paid to farm laborers. These workers are leaving farms to work in other industries. Another noteworthy development is the failure of farmers to produce more than their own needs. There has been a tendency for the growers to cultivate beans and other staple products which bring in a higher income. This is only natural and to be expected in view of current high commodity prices. The disparity of prices of farm products and government purchase prices for rice and corn offers ground for study.

7-10-44 Tok. Jap.

#### Store Houses

Saigon: With growing importance attached to the storage of paddy to be exported to Japan, the Mitsui Bussan Kaisha has constructed 9 large warehouses along the Saigon River to ensure the warehousing of paddy to be purchased at its best season. The new warehouses with a capacity of 50,000 tons are expected to be an important addition to storage facilities in Saigon. Four large barges also have been constructed for the transportation of paddy from the various parts of Indo-China.

3-16-44 Tok. Eng.

#### Bread from Rice

Indo-China has been using bread made with rice since the outbreak of the GEA war. Japan now presents her with 200 sacks of wheat.

8-19-42 Tok. Jap.

#### Indian Corn

Indian corn grown in French Indo-China--70% of it in Cambodia--will contribute greatly to the GEA needs.

7-13-42 Tok.

Saigon: It is revealed that complete accord has been reached between the authorities of Japan and French Indo-China on the price of Indian corn which, according to well informed circles augurs well for the successful conclusion of another agreement pertaining to the quantity of corn to be exported to Japan this year. It is believed the amount of corn to be shipped to Japan will be equivalent to 80% of last year. It is understood that the higher prices to be paid for the corn will encourage French Indo-China farmers to exert greater efforts in production in the future. It will be recalled that agreements on the export of French Indo-China rice to Japan was reached by French Indo-China on January 5. Meanwhile it is learned that negotiations for the shipments of other products to Japan are progressing favorably with agreements expected to be reached at the end of this month or early in February.

1-13-44 Tok. Eng.

#### Potatoes

A glance at recent market quotations at hand lets us see that the official price of potatoes in the Tonkinese capital is one piastre, eighty per kilogram for small potatoes and two piastres for the large ones. Everyone agrees that the price is too high.

7-16-44 Fr. Saigon Fr.

There is one solution. The agricultural bureaus have studied it for a long time. This is to cultivate and store potatoes in the higher region of Tonkin...What must be done is to furnish the peasants of the delta 200 tons of seed per season. This means potato planting over an area of 200 (marcs) - that is to say, 62 hectares containing 50% of loss during the harvest. At first glance this figure seems quite small. Furthermore, it means that the labor of some 1,000,000 Meo farmers must be organized; but considering their habits, their

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dispersion, their imperviousness to strangers, it would in reality be a crushing job. Happily, the problem in practice does not take such an abrupt form. The government first of all can count on the effective cooperation of the Foreign Missions, to whom the protectorate has chosen to entrust the former (ta finh) agricultural plots, which were abandoned in 1931. Furthermore, an organization has been set up for the development of potato cultivation normally engaged in by the upper Tonkin aborigines. The government is also campaigning among new Annamese settlements to incite them to try their hand at potato growing in the (Cha Pa) District. Furthermore, it is a question of price, of organization of markets, and transportation. Cultivated fields have already been effected in the Meo regions, and in the (Cha Pa) and Pokha areas, where encouraging results have been obtained, thanks above all to the ease of using the railroad to transport potatoes to the delta. The plateau regions above Tule and the mountains overlooking (Bau Lap) will not be neglected either, although transporting their product necessitates long trips by... Finally, we should mention a very interesting innovation. The producing villages of the delta, mainly those of Ha Dong Province, have been invited to dispatch farmers to the (Cha Pa) region to grow summer crops of potatoes which they will need in winter. 7-16-44 Fr. Saigon Fr.

#### Soy Beans

Efforts are presently being made in Indo-China to increase the cultivation of soya beans... In Cochinchina and Cambodia the yield is still inferior to that in Japan and other countries. The agricultural bureau is carefully and methodically studying the varieties that are grown in the various Indo-Chinese soils, and has just announced a great success, obtaining a yield of 1,600 kilograms per hectare. In the far east, the soya is a supplementary crop. The results obtained by growing soya with corn are satisfactory, but we must wait until corn has become popular with the farmer before beginning to push a soya-corn plan. Growing soya with cotton is also very interesting for soya acts as a cover crop for cotton. The two crops may be sown at the same time. When the soya is sown around mid September - is (wds). The cotton is harvested at the same time as the soya.

12-1-43 Saigon Fr.

#### Coffee

Brief discussion of coffee growing in French Indo-China: Almost all coffee plantations are in Tonkin and Annam. Coffee is best suited for planting in ground less than 100 metres above sea level where consumption markets and export facilities are convenient. Soil of a mixed type can be used. Coffee planting is entirely in the hands of the French.

Coffee planting was not prosperous at first, due to the fertilizer problem. With present improvements and changes in the vicinity of Kontum and Djiring on the high plains, there are coffee plantations of 3,000 bouw. Most of the plantations are on a small scale, cultivated by the French and with old methods. Besides the above places, along the coast of Annam, coffee is planted in Thanhhoa, Hatinh, etc. and along the upper Don Nai River. The red soil in the south is best suited for coffee planting.

The total area for coffee planting in French Indo-China is 10,000 bouw, and the annual production is 3,500 metric tons. In 1931, coffee was mainly consumed by Europeans and the middle and upper class families in Annam.

IDC 6812 1943

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The fertile land bordering Laos and its...boasts of the wanted altitude as well as of red soil which is not the case in Tonkin or at least in the part of Tonkin where coffee was first tried. But especially in Laos and in the soil of Annam, the yield is...equal to about 500 pounds per acre. From the Boloven table land in Southern Laos, the Agricultural Department has set up an experimental (station) where the would-be growers could see what they were entitled to expect and where they could receive competent advice from the technicians. Several (private) plantations were started in the area as well as a farm which was cultivated by Tonkinese coolies who will eventually become the owners of the ground.

The (Bian Lang) tableland in southern Annam seems likely to become the most remarkable coffee growing region in Indo-China. The three varieties of coffee grow well in this soil and the (Java) and Arabia is according to the most competent experts fit to compare with only Arabica grown in Brazil. The output of (Robusa) reaches as much as 1,000 pounds per acre. From all this, it should be kept in mind that French Indo-China should after the war be amongst the world's foremost producers of coffee. 6-21-44 Fr. Saigon Eng.

### Tea

Description of tea growing in French Indo-China: The principal tea planting area is in Annam, and "concession planting" is best developed in Quinhon with Quangtri and Binh Dinh coming next. Tonkin, Phu tho and Yenbay are the main tea planting places. Not much is done in Cochin China. Wild trees are found in forests on the Tranninh Plateau which has an altitude of from 1,500 to 1,800 metres. The French cultivate it on the upper Don Nai River in Annam. The denseness of the trees is 9,000 to 10,000 to every bow. In central Annam, tea is harvested twice a year. On good soil, the production is 25 quintals per bow. The average production is from 10 to 15 quintals per bow. The life of a plantation is from 10 to 20 years.

For a while, tea business was hit sorely by imported tea, but customs protection, propaganda and the new markets in North Africa and France saved the situation. Many small factories were established by the French in central Annam. In 1938 the tea production was estimated at 15,000 metric tons which was mostly produced by the natives. Tea consumption inside the country is high. In 1939, the total tea export was under 2,400 metric tons. IDC 6811 1943

Compared to the world's total production, French Indo-China is a great producer of both varieties, black tea being mostly grown by European planters on the (Dunlak) and Kontoum cattle land and also on the (Hardanile) region which boasts of the broken tree plantation, "plantation de l'arbre froye," the products of which have in the course of the last few years met with world wide renown. In these areas, many planters have, under the auspices of the Institute for Agricultural Researches, an organization connected with the Agricultural Department of French Indo-China, undertaken experiments with the shan variety which originates from the (Lashun-Intuknee) highland. These experiments have been carried out particularly in the (Flou) and ...regions, the products of which are of a very high class and said to compare with any tea so far offered for sale on the world markets. But it is but one and not...the most important..., for as I said before, there is a minor outlet for black tea. The...product, with practically unlimited sale of...market is green tea and that is mostly grown in Indo-China. It is grown by the Indo-Chinese population on small plantations. It is a family job, something to be

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compared with (craftsmanship) work in other branches of...activity. The green tea lands are widely different from those where black tea is successfully grown. It is cultivated in the middle Tonkinese region in Central Annam. These plantations supply the Indo-Chinese population, but it should be taken into consideration that in the French empire, there is another great customer for green tea and that is the Arab population of North Africa and Australia. But the North Africans have grown accustomed to a variety of tea, the taste of which is not quite akin to that of most varieties grown in the Far East, and in the prewar days, they often experienced some difficulty in procuring the product...French Indo-China has made up for this lack by cultivating some of the varieties spontaneously growing in the country, where it should be known that any amount of varieties of...and particularly tea are products of Indo-Chinese (farmers). In pre-war days, the output of Indo-Chinese tea plantations did not exceed 2,000 tons, but much work and very good work, too, has been done in the country during the war and tea growing has now become most (important) among the Indo-Chinese agricultural activities.

6-20-44 Fr. Saigon Eng.

#### Pepper

The government decided to maintain the present level of production of pepper as part of the 1945 program. The yearly production of pepper of some thousands of tons valued at 20,000,000 piastres.

5-30-44 Tok. Eng.

#### Tobacco

Japan will make it possible for French Indo-China to import tobacco leaves in place of those formerly brought from America, Manila, and Java, which are now unobtainable. There are...factories in French Indo-China which formerly manufactured 6,000,000,000 cigarettes annually. Tobacco leaves are available to the amount of 4,000 tons, 6,000 tons were formerly imported. Only Japanese tobacco became available, but Japan is thinking of ways of bringing the leaves from the Philippines and Java, and since French Indo-China does not manufacture the wrapping papers, these will be imported from Japan.

9-21-42 Tok. Jap.

The "tobacco committee" was established in Indo-China to improve on the cultivation of the tobacco plant, which by reason of the blockade is no longer imported into our country. The strong tobaccos grow very well in the delta lands, and the foothills of Annam make an ideal terrain for the cultivation of the mild varieties. However, until recently the varieties grown here in Indo-China were too often degenerate stock...Experimental stations have been established in southern Annam. An effort is under way to select local varieties. Young tobacco plants have been distributed in a great number of villages. Plants are distributed free to the farmers. Chemical fertilizers are used to obtaining healthy and vigorous plants. The "tobacco committee" is working in collaboration with the (Association of Tobacco Growers of Indo-China". Model drying plants have been built in centers of production. In fact, good drying of the tobacco is of prime importance for conserving the aroma of the tobacco. ...The six cigarette factories located in Cochin China have organized into an association called the "Six Cigarette (Cos)". The purpose of this association is to defend the professional interests it represents and to establish a central purchasing bureau which effects rational organization of the economic activities of the cigarette industry. For example, this association assures a supply of tobacco and cigarette paper for all its member companies. 12-4-43 Saigon Fr.

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....With a view of further increasing and hastening the production, the Tobacco Board has been created to start...of selecting the best adapted varieties, of improving the growing and drying methods, as well as the (production). ...depending on this organization, have an (immense staff)...of 15,000,000 selected plants which will be distributed throughout...amongst the farmers... Cooperative organizations already in working order (allow a)...of 2,000 tons of tobacco. The task of the Tobacco Board is (necessarily).... It concerns the welfare of the...as well as the production itself.... The economic nucleus of these activities is...and careful conditions in the tobacco... Cigarette manufacturing is an important factor in Indo-Chinese intercommerce. It is (called upon) to become in the course of time a likewise important factor of overseas transactions.  
5-16-44 Saigon Eng.

Formerly consumed exclusively by the Cambodians, Cambodian tobacco has become an appreciable factor in the tobacco manufacturing industry of Saigon, which has been deprived of its imports...Throughout Cambodia Province, the natives cultivate tobacco, generally in the immediate vicinity of their homes, sometimes on the edge of the rice fields. The land areas thus employed are very numerous, but the total area is not (great), since the Cambodian farmers strive merely to get enough for their own family consumption plus a small additional amount with which to barter for other merchandise. There are, however, some real tobacco plantations along the particularly fertile river banks of the provinces of (Kompong-Thom) and Kandal. It is thus that the cultivated land area in the province reached, during the campaign of 1943-1944, more than 5,000,000 hectares. The increased Cambodian production has resulted in a substantial export trade with Cochin China, especially the great tobacco manufacturing enterprises of Saigon-Cholon. The quantity registered for 1943-44 campaign totalled 3,000,583 kilograms. The bureaus concerned have calculated that an average of 60 grams are produced per...along the Mekong, while less than 50 grams are produced in the other areas. The total yield per hectare is almost impossible to determine, and statements by the farmers are insufficient. The average yield varies according to the nature of the land. In the two heaviest producing provinces of (Kompong-Thom) and Kandal, however, it has been determined that one hectare yields 547 kilograms in the first, and 475 in the latter. The two provinces furnished 9/10 of the total Cambodian production of fine quality tobacco. The government proposes to (wd) tobacco growing zones and exercise control of... The plantation association favors technical and marketing improvements. To produce a product rivaling the imported product, it is proposed to furnish processing materials to local industry and to study the possibilities of establishing producers' cooperatives, etc. Native Cambodian tobacco had until recently been the only kind grown in the country. The manufacturers in Saigon, however, needed certain types for the consumption of their clientele. In view of the present lack of imports, during the period 1943-44, many plants of Virginia tobacco were cultivated in (Kompong-Thom) Province. 5,000,000 sackloads were planted in the lands bordering Mekong, and a production of 384,-420 kilograms of green leaves were obtained, yielding some 47 tons of dry leaves. The harvest campaign which will terminate in one month promises substantial profits to the Cambodian farmer.

2-16-45 Fr. Saigon Fr.

### Castor Beans

"...The country with the greatest expanse of (dry?) land, Tonkin, has become the big producer of castor beans. ....one would have to see (it) to (appreciate) it. But this special brand of agriculture has scored considerable progress this year, and specially in the

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province of Phuk Yen. Some figures will make you enthuse. The provincial administration, which is in charge of supervising this new production, succeeded in 1944 in putting 17,800 (mao) of castor plants under cultivation, exceeding by 860 mao the area seeded in 1943 and by 160 mao the figures set by the government. Thanks to a methodical organization and the vigilance of the authorities, 980 tons of castor beans were harvested instead of 850 tons estimated. This year the weather has been even more favorable, and thus we can hope for twice the production of 1943. Harvesting began.... Careful and very (strict) instructions were given to the farm and communal authorities in order to accelerate operations. Furthermore, so as to lessen congestion in certain rural markets which were overcrowded last year and to facilitate surveillance of the operations, the number of centers for collecting the harvest has been increased to 17, compared to 13 last year....." 7-8-44 Fr. Saigon Fr.

#### Fibers in General

Hanoi: Production of jute, cotton and rice in northern French Indo-China is making satisfactory progress and holds great promise in future for further expansion. Having achieved remarkable results from last year's jute crop, jute growers decided to increase the acreage this year from 12,000 to 15,000 hectares. In the Tonkin District, 10,000 hectares of jute will be grown of which 40% has been planted and already making highly satisfactory growth. Although the contract with the French Indo-China Government stipulates jute to replace other crops after April 1, Japanese jute growers at present are raising jute as a catch crop, along with corn, which is not being neglected. Appreciating the consideration of Japanese growers not to hinder food production, French Indo-China farmers are extending whole hearted cooperation in the cultivation of jute. The French Indo-China jute growers association is offering individual and group prizes to persons and villages producing the largest quantity of jute. Additional prizes will be given those who make use of manure and other kinds of fertilizer efficiently and satisfactorily. Meanwhile, experimental planting of flax started at the end of last November on 300 hectares of land. Although there has been a half month's delay in planting and a difference in temperature, ranging two degrees higher than normal, as well as some damage from insects, as a whole there will be no difference between the actual results and those originally planned. As a matter of fact there is now very good indication there will be an increase in acreage next year from 300 to 3,000 hectares. 450 hectares of cotton is growing now under experiment in northern Annam and Tonkin. Great hopes are placed in cotton cultivation since cotton can be grown in northern French Indo-China during the fallow period following the rice harvest in October and there is no danger of the cotton being attacked by insects due to the cold weather prevailing during the winter.

About 1,000 hectares of cotton will be planted. On the other hand, experimental planting of Horai rice in the Tonkin District yielded excellent results. By growing Horai rice it is possible not only to increase rice production by 70% but also to shorten the growing period by 30 to 40 days as compared with the time required to raise the present variety of rice. Moreover, it has been discovered that flax will grow during the fallow period following the rice harvest. Thus, these measures for increasing French Indo-China agricultural production give a bright future to Annamese farmers. 4-24-44 Tok. Eng.

Saigon: The Indo-China Government General, late in January, announced in the Official Gazette that the government would distribute without charge jute and roselle seed to farmers in line with its fiber culti-



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vation program. In order to assure the success of this year's jute and roselle fiber program, the government has increased the amount of seed for distribution from 80,000 to 270,000 (pidors). The responsibility of distributing these seeds will be placed in the government offices at Tonkin, Annam and Cochin China. These offices will seek more cooperation between the government and people so that production can be increased. 6-6-44 Tok. Jap.

#### Cotton

##### General

French Indo-China used to try to fill her cotton needs by raising her own cotton. Her maximum production was reached in 1913, when, in addition to filling her own needs, she was able to export 5,500 metric tons of cotton. However, there was a steady decrease in the amount of land cultivated, because of the frequent failure of the cotton crops. For example, there were 30,000 hectares of cotton planted in 1920; 15,000 hectares in 1930; 7,000 hectares just before the war. This decrease, coupled with the steady increase in population, made it necessary for Indo-China to rely on imports.

Before hostilities, Indo-China was importing annually 8,000 to 14,000 metric tons of raw cotton, in addition to 7,000 to 9,000 metric tons of cotton fabric. When the war began, imports dropped sharply. In 1942, a total of only 6,000 metric tons was imported. To fill her minimum needs, Indo-China would have to plant 150,000 hectares of cotton. (100 kg. of cotton covers one hectare). While it seemed to be impossible to raise the full required amount, Indo-China tried to increase her production to the utmost.

Studies were made to ascertain and eliminate the previous causes for the decline in cotton production. Some of the reasons for the decrease have been that: (1) From an economic standpoint, it was found that cotton could be imported more cheaply than it could be raised; (2) From a technical standpoint, it was hard to raise. Except for a few zones, Indo-China is not suited for raising cotton. The delicate plants suffered from the climate that was at times too dry and at others too damp, from the acid soil, and from the numerous attacks of insects.

Action was taken to remedy the situation. The price was raised, from 20 piastres, in 1941, to 110 piastres, in July 1943. Increased amounts of cotton seed were distributed (350 metric tons, in 1941, and 600 metric tons, in 1942). Hardier varieties of cotton seed were used. Prizes were awarded to farmers to stimulate excellent cotton production.

In spite of the fact that there was a considerable greater amount of cotton planted in 1943 than in 1942, the crop was about the same in both years, approximately 5,500 metric tons of uncombed cotton (1,700 to 1,800 metric tons of fiber). This was the result of unfavorable weather conditions--dry spells in Cambodia and North Annam and excessive rains in Cochin China. Future action has been planned. A careful study is being made to determine exactly which zones can be successfully cultivated and the methods to be adopted. It has been found that the Terres Rouges of Cochin China, which previously had been considered as being suitable for cotton growing, are completely unsatisfactory. The Terres Rouges in the province of Cambodia, however, are suitable. Research on the varieties of the best types of cotton seed is under way. The main objective is to obtain

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a hardy and productive seed. At present, the intrinsic quality of the fiber is of secondary importance. The best dates for cultivation are being determined. The problem of irrigation is receiving considerable attention. Methods of combatting insects are being employed.

9-30-43 R 3200 IDC

#### Increased Production

The French Indo-China government is at present exerting earnest efforts in the increase of cotton production measures with the objective of establishing self-sufficiency in cotton. The planting of cotton to be done this year is expected to cover from 35,000 to 40,000 hectares from which a yield of 3,000 to 4,000 tons of gin cotton is expected. Plans are being made so that the yield will be about 7,000 to 8,000 tons in the future.

5-22-43 Tok. Jap.

Hanoi, Sept. 12: Large scale cotton growing has been started in French Indo-China by Japanese interests...in accordance with the movement to increase production of textile fiber in Indo-China. Although jute flax is being grown in north Indo-China and kapok in the south, cotton plantations in north Indo-China had hitherto been on a comparatively small scale and could not meet the demands of home consumption of the population of French Indo-China. As a result of experimental planting of Egyptian Express and other types of seeds since this spring, authorities are confident of the success of large scale cultivation of cotton in Tonkin province during the next year.

9-12-43 Tok. O.

It has been ascertained that 50,000 tons of cotton are used for the clothing of the Indo-Chinese rural and working classes. In pre-war days, (importations) passed from 8,000 to 14,000 tons of raw cotton while nowadays these imports would not exceed 6,000 tons. The considerable intensification of the local production has therefore become necessary... The very first (wds), the first move to (expand) (wds) is the immediate cultivation of the largest possible areas suitable for their production...As a matter of fact the earliest planting of cotton had been extended in the proportion of one to (3) between 1941 and 1943. Unfortunately the production, owing to unfavorable weather conditions during the last (campaign) has hardly increased at all since 1942.

11-17-43 Saigon Eng.

The expanded production plans for cotton and miscellaneous fibers are assuming larger proportions and the government hopes to turn areas throughout Cambodia and Cochin China as well as rubber plantations to the production of cotton. The cultivated area for 1944 will approximate 40,000 hectares. This year's cotton crop goal has been set at 10,000 tons, compared to 6,000 tons obtained last year. Better selection of seeds and lands also are being made. Stimulated by the yellow flax production output by Japan last year, authorities here are planning to boost the output of this product by affording easy access to loans and capital and providing free distribution of seed. The production of kapok also is being encouraged.

2-23-44 Tok. Jap.

Saigon: It is learned Japanese commercial representatives in cooperation with the French Indo-China authorities in order to attain self-sufficiency in fabric materials, are actively pushing plans for large scale cotton cultivation this year on the basis of satisfactory results achieved by preliminary experimental planting last year. In last year's trial planting in the Cambodia area, they harvested over 100 kilograms of ginned cotton per hectare. It is understood the

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French Indo-China authorities have realized last year's estimated cotton output of "1,700 tons" and are at present effecting measures aimed at increasing production by 50% or more. 3-1-44 Tok. Eng.

Article from journal, "Les Champs d'Annam": "The lack in cotton production considerably contributes to the critical situation in which is Indo-China today, as a result of the continuous decrease in cotton imports. ...If one considers and examines the cotton problem from all angles and in its true role in the economy of the country, one will see that all cloth made for the purpose of clothing the native population is made of cotton. ...One can now easily realize why the government...is so busy in enforcing plans for intensification of cotton production in Indo-China. The government's main concern is increase and (economy) of cotton growing. The government is advocating the culture of uniform quality cotton, of standard and uniform purpose, which may serve best under present conditions.... The quality of cotton should be favorably comparable with quality of cotton previously brought from abroad...and cotton growing should be encouraged with all practical measures. A considerable effort had been already achieved, large areas of cultivable land not occupied for any other culture, have been planted with cotton seeds. The total area of cotton planting grew from 10,000 hectares in 1941-1942 to over 20,000 hectares in 1942-43. However, in spite of all important effort achieved, the total native cotton production is well below the daily needs of consumers, hence it is of vital necessity to intensify the local cotton production. Among various official measures and formulas...suggested and applied, it appears that direct (subsidy) of cotton growers, will bring best results. Under favorable weather conditions...the cotton planters stand reasonable chance of working on self-paying basis. The owners of cotton plantations should educate and guide the laborers in tending to cotton plants...to be able to grow cotton of uniform quality...and other problems relative to labor. It is important that the matter of labor (education) and relation should be brought up in open and accordingly treated and regulated by Government authorities. ...generally speaking, satisfactory results have been achieved so far, considering the present conditions, certain cotton plantations in Indo-China, in Annam, along Mekong river areas, in south Cambodia...under favorable conditions should reach a total area of (one hundred) fifty hectares. Such areas may produce the needed quantity of cotton, but with the present total planted area amounting actually to less than 30,000 hectares, we are far from the goal."

4-1-44 Fr.Saigon Fr.

Saigon: It is revealed that with the object of making French Indo-China thoroughly self-sufficient in fibrous materials, the Government of French Indo-China will carry out a positive campaign for the increase of raw cotton production throughout French Indo-China. It is understood the Governor General will despatch selected government officials as well as agricultural experts to the leading cotton centers to give proper technical guidance. 4-14-44 Tok. Eng.

Saigon: It has been disclosed that the Government General has reached a decision to launch shortly a country-wide campaign to increase the production of cotton. Special squads comprising government officials, agricultural experts and others directly concerned, will be dispatched to various cotton producing centers such as Annam, Cochin China and Cambodia in order to assist cotton cultivators not only to realize more output, but also to grasp the scientific method of cultivation. 4-21-44 Singapore

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### AGRICULTURE

A dispatch from Saigon reveals that the authorities of the Government General of French Indo-China are carrying out large scale activities with the object of spreading the growing of cotton through that French colony. Agronomic assistance to farmers, selection of land, free distribution of perfected seed, and other official measures are being energetically taken. Other products such as rice, wine, etc., are included among the cultivated areas being extended, and strikingly increased production in these items is promised.

6-4-44 Tok. Port.

Saigon: In order to establish self-sufficiency in fibers, the French Indo-China government has been studying measures to increase the production of cotton and the utilization of short staple fibers. Concentrating on increased cotton production, recently the plans for the coming year were decided upon. According to this program, the main aim will be not the expansion of acreage but the increase in effort to bring to maturity all crops which have been planted. Every household will also be required to plant cotton. This last measure has been adopted in view of the fact that many farmers have been unable to take care of all their plantings because of the manpower shortage and for that reason the householders will be required to supply their own cotton for their clothing needs. This cotton raised by the various homes will be gathered and sent to the (Shoron) Spinning Company. After the cotton has been processed and woven in accordance with the grower's wishes it will be redistributed to him. It has been reported that the home production of castor beans has been successful and great hopes are placed on the success of the cotton project.

12-12-44 Tok. Jap.

Cotton production in Indo-China during the year 1944-45. Cotton is of prime importance in stabilizing the living conditions of the people of Indo-China, who require the production of the raw materials necessary to the manufacture of textile goods. During the 1944-45 period, the cotton harvest in Indo-China gave the following results: 300 tons of cotton in Cambodia, 100 tons in Baria, 300 tons in southern Annam, and 400 tons in Tonkin. This result means that the total cotton production of Indo-China during the year 1944-45 amounted to only 1,000 and several hundred tons. This is a considerable decrease from the production for the year 1943-44. The principal cause of this (sic) encourage cotton growing, and increase production, every family of a cotton planter was authorized, at the beginning of this year, to consume 15 kilograms of cotton, or three times the quantity previously authorized, while the current market price for cotton is 350 piastres per 100 kilograms in Cochin China and Annam. In Cambodia, the principal cotton producing country of Indo-China, the market price for cotton was only 240 piastres per 100 kilograms. This price was set by the former French government to place obstacles in the path of the Japanese efforts to increase cotton production on the fertile Cambodian plains. Since last April 3, however, the market price has climbed to 350 piastres per 100 kilograms, which is the same as in Cochin China and in Annam. Furthermore, the Cambodian authorities have increased the quantity of cotton assigned to the personal consumption of the cotton planters, giving them 10% of the harvest to encourage their efforts. We can therefore say that Cambodia, under more favorable cotton growing conditions, will in the future produce enough cotton to satisfy the needs of the entire population of Indo-China for cotton goods.

4-17-45 Saigon Fr.

### Improvements in Agricultural Techniques

With regard to cotton, French Indo-China authorities have already adopted measures to improve the planting technique of cotton, the

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selection of proper fields and the distribution of excellent cotton seeds with the aim of increasing the yield of cotton per acre. Authorities also urged all farmers to grow cotton in order to attain self-sufficiency in cotton. 5-30-44 Tok. Eng.

#### Cotton and Kapok

A talk on the economic development of Cambodia: No imports...Development and production. Cotton will be grown around (wd) and on the banks of the Mekong during the low water period. Kapok, which was not used before the war, is now being grown and taking first place. It is woven in Cambodia and used successfully in furnishing material. Socks and stockings are also made of kapok.

1-5-44 Saigon Fr.

#### Flax

Hanoi: Due to the successful results achieved in experimental planting of flax in the Tonkin delta areas large scale cultivation of flax will be undertaken for the first time in French Indo-China beginning next year. 8-23-43 Tok. Eng.

Promotion of agriculture in northern French Indo-China is progressing. Under the five year plan, the first year's results in flax cultivation is more than expected. 1-12-44 Tok. Jap.

Since the planting season, 70 directors have been sent to farming communities which have been progressing favorably and are now in the blossoming season. On the 8th, Consul Kamakura visited the (unnamed) flax plantations. As a result of this visit and first hand inspection, the Consul and various heads of the branch offices reported that because the cultivation in northern French Indo-China was the first experimental cultivation to test the suitability of the soil and hence, from this standpoint there has been some waste of funds, the future possibilities of the soil were proved and the purpose of the experimental cultivation was fully accomplished.

2-11-44 Tok. Jap.

In the field of agriculture, excellent cultivation results have been achieved in the growing of bamboo as a result of extensive experiments. Flax production of a type which Japan has been encouraging is being boosted, and the output of this kind of flax is said to double the production of all kinds of flax in Indo-China. This progress in flax cultivation is being watched because of the influence it will have on the future production of rice in Indo-China. Furthermore, experimental planting has shown that twice as much "Express" variety of North American cotton can be grown than any other kind. Thus, it is encouraging to see these experimental triumphs being recorded one after another. 6-22-44 Tok. Jap.

#### Jute

It is reported that Tokyo is turning the town of Tonkin in French Indo-China into the jute producing center. 6-30-42 Chungking

Saigon: The agricultural year 1944-45 in French Indo-China will witness the output of 15,000 tons of jute through plans which the Japanese as well as French Indo-China firms are at present mapping out. The Japanese intend to increase the acreage for cultivation of the jute crop to 15,000 hectares for an estimated production of 10,000 tons. On the other hand, French Indo-China firms have set the goal for the 1944-45 year at 5,000 tons of jute. The above quan-

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tity is expected to be sufficient to meet the demands for production of gunny bags needed for exporting French Indo-China rice to Japan.  
2-7-44 Tok. Eng.

Hanoi: In order to encourage further the cultivation of jute and ramie, French Indo-China's Government has promulgated a decree providing for the free distribution of jute and ramie seedlings this year. As a result of this encouragement measure the production of jute and ramie is expected to register great increase to a point where French Indo-China, which before the outbreak of the current war had depended upon India for the supply, will be able to be self-sufficient in these fibers.  
2-8-44 Tok. Eng.

Saigon: The French Indo-China Jute Growers' Association is offering individual and group prizes to persons and villages producing the largest quantity of jute. Additional prizes will be given to those who make effective use of manure and other fertilizers.  
4-25-44 Batavia Eng.

### Hemp

In connection with the hemp in the Tonkin region which was cultivated under the first joint production between Japan and French Indo-China, the high result was obtained of harvesting over 6,000 tons from the contract cultivation of 5,640 acre this year, exceeding the quota of 5,000 tons. For the purpose of economizing on shipping and for the industry of French Indo-China, this hemp will all be manufactured within the country, and for the strengthening of the self-sufficiency of French Indo-China, it has been decided that half of the manufactured product will be for consumption within the country. Also, next year the cultivated area will be 50% greater than this year.  
10-19-43 Tok. Jap.

### Coconut

Decoux continued his tour of Cochin-China, paying special attention to coconut tree production with the object of improving fiber for weaving materials.  
9-28-43 Saigon Cant.

### Rubber

#### General

Financial report on Caoutchouche de l'Indochine (Indo-China Rubber) for 1942 shows a net profit of 50,080,171 francs against 46,349,173 francs for 1941. Production of rubber in 1942 amounted to 5,077 tons, against 4,081 tons in 1941. In addition to the above, article states that the profit includes holdings of 9,616,176 French francs in 1942 against only 517,710 French francs was consequently lost, due to hostilities. Now, from the net profit, it has been decided to put 8,236,876 French francs into a reserve fund for further contingencies.

The net profit, after deduction of 7,748,704 French francs, in 1942, for amortization purposes, against 5,437,981 French francs in 1941, and taxes of 5,997,836 French francs on industrial, commercial, and agricultural profits, amounts to 26,885,854 French francs, against 32,616,714 French francs in 1941. At the 22 of December 1942 meeting of the Assembly, the Council will propose that a dividend of 60 French francs be paid on shares.  
10-24-43 IDC

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The caoutchouc production in French Indo-China amounted to 74,500 tons in 1943 as compared with 71,500 tons in 1942. The decrease is due to the labor shortage experienced especially by smaller plantations. About 100,000 tons are stored to be delivered to France after the war. An additional 40,000 tons will be stored for the same purpose. In addition to the above, article states that at the present time Japan is the only purchaser of Indo-Chinese caoutchouc; but Japan's demands are not commensurate with stocks on hand. Recently it is rumored that part of the caoutchouc stocks will be exported also to those countries which can put foreign exchange at the disposal of the caoutchouc firms. The share index of the Indo-Chinese caoutchouc firms at the Paris stock exchange is 174 as compared with a general stock index of 245. That is caused partly by doubts concerning the future of Indo-China and partly by the fact that only 4 out of the 11 important caoutchouc firms have increased their capital stocks

8-3-44 IDC 6805

#### Control

Saigon: The French Indo-China Rubber Office which was established by international agreement in 1934 and which suspended all function since the beginning of the war of GEA, has just been (legalized) in Indo-China by order of the metropolitan government, and will become an organ for the control of rubber under government supervision, it was announced by the federal government of French Indo-China. The New Rubber Bureau will exercise control over all aspects of production and export of rubber throughout Indo-China, and will moreover conduct research in rubber. This bureau will be authorized to issue permits for the exportation of rubber from Indo-China. 1-20-44 Tok. Fr.

Saigon: In order to maintain the present volume of rubber production in...which will control production, shipment, and sales of rubber has been created. Composed of representatives of leading raw rubber companies of French Indo-China, this rubber commission not only will supervise activities existing in the Rubber Bureau, Rubber Control Association, and Rubber Association, but also in various rubber agencies in production districts.

4-18-45 Tok. Eng.

A rubber committee has just been formed by the on-the-spot authorities in Indo-China with the object of furthering the production of rubber through the strengthening of...in the fields of production, transportation, and sale of rubber. The personnel of this committee will include a thorough representation from the outstanding rubber plantations companies of Indo-China.

4-20-45 Tok. Jap.

Saigon: In order to maintain the rubber production, the local authorities decided to strengthen the control over the production, transportation, and sale of rubber, and recently established the Rubber Commission (gemuiyinkai). This commission, on one hand, will activate to the utmost the functions of the existing Rubber Bureau (gomu kumiai), and on the other hand, will exert particular effort to see that full utilization is made of the local facilities existing in the various rubber producing districts. Every important rubber company is represented....it the commission, and Mu. (Yansen) of the (jikateeru) Rouge Company has taken office as chairman of the commission.

4-24-45 Tok. Jap.

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#### Plantations

Saigon: The plantation De Terres Rouges, largest rubber growing firm in French Indo-China, announced a decision to increase its capital by 10,000,000 francs, thus raising its total capitalization to 120,000,000 francs. In this connection it is of interest that the noted rubber plantation in Indo-China is increasing its capital successively (sic) following the French Indo-Chinese Government's recent announcement of plans to increase the present areas under cultivation by 4% in order to maintain rubber production at 80,000 tons.

3-13-44 Tok. Eng.

Indo-China: The (rupture) of relations with France have in no way slowed down the activities of the rubber plantations which cover large areas in the southern regions of Indo-China. Recently, .... in Cambodia visited an important rubber estate near where can be found one of the largest rubber factories in the world. The Chief ....also visited an estate....are active in the production of tar and asphalt. The rubber plantations have in fact since the war considerably extended their scope of activity. This is (true) particularly to the....in Indo-China with a view to.... Also such livestock as cows and pigs on a large scale are used for feeding their .... It is well known that the rubber plantations of French Indo-China are models of....where the living conditions of the (plants) are (perfect). The state of health of the staff is maintained particularly owing to the....against malaria.

7-5-43 Saigon Eng.

#### Labor

A commentary by Mr. (Vuilletin), Inspector of Labor in Cochin China .... Let us consider first the contract labor. Rubber planters have had to resort to other than local sources and import coolies from the Annamese countries, Annam and Tonkin. These comprise the laborers on the large plantations. The coolie recruited on the spot makes his own contract with the employer for his conduct and the conditions of his term. The coolie brought in from the outside has a contract which assures him of particular advantages. The Inspector of Labor arbitrates in any conflicts which may arise between employer and employee. How many plantations employ contract labor in Cochin China? Twenty. They are all inspected at least once a year by the Labor Inspector and the Director of the Health Service... What is the average number of laborers in any one contract period? - Approximately 30,000.... Nearly all of the coolies are housed in permanent buildings on the plantations.... The salaries are applied on a scale set up by the government and in agreement with the professional groups of the agriculture and forestry service of the colonies. The scale takes into consideration the present difficulties, the cost of living.... In fact recently the base pay has been increased. The worker's wage is 35 cents for men and 28 cents for women, but in addition....on all plantations there is an increase according to seniority which is also scaled.... There is the base pay, plus increase for dependents, bonus for seniority. Rice is given free up to 800 grammes per...., with proportionate increase for the number of children, and from 10 to 15 years receive 500 to 700 grammes, an allowance made even on (holidays).... There is a deduction withheld for savings supplemented by a contribution by the employer, scaled on the base pay of the worker.... There is no serious agitation, no serious strikes have disturbed the tranquility of the plantations in 1942, 1943.... The health problem is an important consideration of the Labor Bureau.... The big plantations have their own medical service directed by a French or an Indo-Chinese doctor who lives on the plantation. There are registered nurses



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and midwives, and orderlies...well organized hospitals.... The labor inspectors are really judges in small disputes. They judge cases of absences, .... of labor, small disturbances, scandals.... Coolies are recruited through labor inspectors in Cochin China who are in liaison with the general labor bureau in Hanoi and the branches in Tonkin and Annam... It must be recognized that the big plantations which employ... do it with solicitous benevolence and attend to all the details. The laborer is well fed, well housed, well cared for, and well paid, and in general the morale is very good... The villages of the plantations have their pagodas, their churches, their schools, their sports fields. Life on the plantation is certainly better organized than in their native villages of Tonkin and Annam thanks to France in Indo-China. 9-16-43 Saigon Fr.

....Labor requirements are considerable on a big rubber plantation and the population of the south Indo-Chinese provinces is nowhere very dense, outside of a few towns, that is, it can easily be understood that labor (contingents) have to be brought down from some other part of the country. So they are mostly recruited in the overcrowded districts of north Annam and (name). They are hired for three years, the terms of their engagement being fixed by government decree, and the carrying out of the contract being placed under labor board control. There are now, roughly, 48,000 north Indo-Chinese workers on south country plantations, and I have been told that about 50% of them have already (wd) several successive engagements. Most of them, although farm hands in the villages, had no idea of rubber work when they first came down south, but these (muscular) fellows are very handy and after a few months training they became first class tappers. The question...did not only consist of supplying the planters with labor, but also...of providing the coolies with convenient and healthy installations. Villages are built for them on the outskirts of the plantations in the healthiest available parts. Plantation hands now live in brick houses, a luxury they had never dreamt of. They all have their own plot of garden land where they grow vegetables or flowers, according to taste, and where many of them raise fowls and pigs. Shower baths and wash houses are provided for, drinking water being always supplied. There is a pagoda in every village and a Catholic Temple in (Talaban). Stadiums have, of late, been built at a good many places, and there's not a single village (that can't) boast of a market and huge (army) shop where superfluties as well as necessities can be found. Pay day comes every fortnight. Besides their salaries, the coolies receive plentiful rice rations entirely free of charge. They are entitled to free medical attention for themselves and their families. At the birth of every child they are granted a special (indemnity) while their (wd) money is saved for them. They are supplied with all necessities at half price. Weekly rest and yearly leave of absence regulations are strictly complied with. All plantation villages..... cheerful looking. It seems hard to believe that they were built on (sites) which 30 years ago were covered with impenetrable, unhealthy jungle. 1-4-45 Fr. Saigon

#### Miscellaneous

Brief description of coconut, pepper, cotton, mulberry, lacquer, and hemp growing in French Indo-China: Coconut is scarce in Tonkin and Northern French Indo-China. Its principal area of plantation is in Mytho, Bentre, and Binron in the Mekong River delta. The total area is about 30,000 bouw (one bouw - 0.715563 chobu; one chobu - 2.45 acres). Copra is cultivated for export. Its annual production is 30,000 metric tons. Pepper is planted along the Gulf of Siam, in Kampot, Cambodgia along the border of Cochin Chine and Hatinh. Planting is done mainly by Chinese from Hainan Island.

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Cotton planting is done by natives, in small units or by families. Europeans tried to do large-scale planting in northern Cambodia, but failed because of the difficulties of irrigation and because of a shortage of labor. The areas best suited for cotton planting are Tonkin, Annam (Thanhhoa) and Cochin Chine (Baria). The temperature and soil conditions in Cambodia are the best and the cotton produced there is of first quality. Three-fourths of Cambodia along the Mekong River is cotton field. In 1938 the total planting area was 15,000 bouw; the estimated amount is 1,200 metric tons. But this was not enough to fill even the needs of the country itself. There is an acute shortage of cotton in East Asia. In view of the possibilities of French Indo-China as a cotton growing country, research into its natural conditions and the technique and management of cotton growing should be emphasized.

A small amount of yellow hemp is planted in the delta of the Red River and on the alluvial plains of northern Annam. In hot and damp places, hemp is suitable for rotation planting with rice and corn. In northern Annam, the French cultivated it according to the tenant farm system. Yellow hemp cloth and yellow hemp sacks for packing are being used throughout the world. In the South, where other products are scarce, the production of yellow hemp has good possibilities. For a while the planting of mulberry trees in Annam and Cambodia was greatly encouraged. But local silk was not as important as imported raw silk and rayon. The planting of mulberry trees should not be neglected however. Lacquer is produced in large amounts in Tonkin, and is mainly purchased by Japan. 1943 IDC 6810

The Institute of Agronomic Research has dispersed 600,000 fruit trees and is continually experimenting with varieties suitable to the climate. Oranges and pineapples are particularly fine. The peanut production was 2,000 tons in 1937 and reached more than 11,000 tons in the next four years. Castor-oil and other oleaginous products are being encouraged. The local service of Cambodia is able to furnish enough select seeds for all of Indo-China. It is hoped that Indo-China will soon raise sufficient cane to satisfy her sugar needs. The Agricultural school at Ben-cat offers a limited number of places to farm children who study modern agricultural methods for two years and return to their homes to propagate the new ideas. The value of this course has been so recognized that the administration has found it necessary to allow young Frenchmen to enroll. 1-21-43 IDC 2465

### FORESTRY

#### General

Administration and regulations governing forestry and lumbering in French Indo-China: The development of forestry in French Indo-China cannot be said to be too good. Forests of precious woods of every kind grow luxuriously because the land gets abundant rainfall. However, a positive method of development is needed. France has already completed a classification of the nature and variety of woods and forestry, and a detailed map of Indo-China forestry has been completed by the "Service Forestier." At the same time railroads, communication roads and rivers for transportation of lumber and woods have been improved.

I. Forestry administration: In 1903 French Indo-China established a bureau, the "Service Forestier," to supervise the works of forestry.

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The "Service Forestier local" was established in 1933; the Governor was to take charge of the office in Cochin Chine and the Resident Supérieur in other states. The "Conservateur des eaux et Forests" was established in Hanoi as the central office to control all local services of forestry. A "conservateur" was appointed in each province. Again, each province was divided into "division forestiere" as the local office, with an "inspecteur" to supervise affairs. "Cantonement forestier" was set up as a branch office of forestry in each district.

II. Regulations of forestry: (1) Variety of forestry. Under the regulation order of the Government General on 21 March 1930, the forestry order and conservation rule was set up for the classification of forestry. Privately owned forestry was classified as special forestry by transfer. Other regulations were on production restriction, conservation restriction, re-planting zones, colonial and local official ownership of forestry and public ownership.

(2) Regulations on the new development of forestry. Except for the forests which are within the zone of transferred forestry, general and special forestries may be bought and sold by public sales or by bidding. The conservation forestry is controlled by the local administrative official and it cannot be developed except through a special permission given by the official.

(3) A lumberman in transferred forestry, an undertaker of forestry development or a licentiate of lumbering must be a registered French citizen or a protectorate of France or a company which was organized under the recognition of the 1929 regulations of the President. A foreign lumberman who is a resident of Indo-China, pays income tax, city tax and land tax, may be licensed by the local authority to cut down trees.

(4) Money that was made by selling the transferred or conservation forestry may become controlled capital, and one percent of sales value will be collected by the national treasury.

1943 IDC 1960

Acreage, kinds, production of different forestry in French Indo-China: The forest acreage in Indo-China since 1937 has been 42,400,000 bouw (a bouw equals 0.715563 chobu and a chobu equals 2.45 acres) or 57% of all the land, 74,400,000 bouw. The percentage of forest acreage in each state is as follows: 88% in Laos, 60% in Tonkin, 44% in Annam, 43% in Cambodge and 13% in Cochin Chine. The Forest Service has classified the forest, as first, second, third, fourth, and fifth class. The forest land in different states in 1937 was as follows:

	Annam	Cambodge	Cochin Chine	Laos	Tonkin	Total
		(1,000 bouw unit)				
Entire area	14,760	18,000	\$470	23,140	11,570	74,400
Forest area	6,500	7,800	800	20,400	6,900	42,400
Percentage of forest area	44	43	13	88	60	57

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Acreege of Classified Forests

	Annam	Cambodge	Cochin Chine	Laos	Tonkin		
	(1,000 bouw unit)						
1st. Class	1,440	2,933	134	442	1,000		
2nd. Class	3,507	3,587	267	13,397	6,400		
4th. Class	1,553	1,304	416	6,507	2,503		
Total	6,500	7,824	817	20,346	6,943		
Percentage of forestry area	44	43	13	88	60		
No. of forest reserves	129	118	181	-	116	544	528
Acreege of forestry reserves	811	1,020	729	-	395	2,955	2,844
Acreege of timber land	88	76	309	-	58	531	499
	(1,000 bouw unit)						
Income to National Treasury	471	824	785	-	450	2,546	2,188
	(1,000 piastres unit)						

II. Variety of lumber.

(A) Precious woods in color, grain and luster which make them very useful for furniture and textiles. They are, for instance, Cam-lai, Trac, Lim and Dang-houng.

(B) First class lumber used in the framework of ships and for cabinet work. Teak from Annam and Cambodge in this category. (C) Second class lumbers are Bang-Lang from Annam, Sralao from Cambodge, Zoan from Tonkin and Hughh from Annam, Cochinchine and Cambodge. (D) Third class and fourth class lumbers are of white wood and are used in making boxes, native houses and furniture. They are also used for charcoal or firewood. (E) Fifth class wood is soft wood that is used for manufacturing matches. The varieties are Vang-tan from Annam and Bo-De from Tonkin.

In addition to the above, there are many other important varieties, such as bamboo, ratten and mangrove. Bamboo is not only useful to the natives, but is used widely as the basis material for pulp.

The lumber exports in recent years are as follows: (Metric ton unit)

Classification	1935	1936	1937	1937
General lumber	970	1,333	13,585	9,345
Precious lumbers:				
Teak	12,754	11,548	11,222	11,251
Others	1,766	939	1,629	1,225
Fragrant wood and colored lumber	76	60	43	42

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The amount of timber and firewood produced in 1937 is as follows:

	Annam	Cambodge	Cochin Chine	Laos	Tonkin	Total
Timber (1,000 cubic metre unit):	112	250	158	3	189	702
Firewood (1,000 cubic metre unit):	27	340	969	103	146	1,685

III. The production condition in different states of Indo-China.

(A) Cambodge. Lumbering is done mostly by natives in December marketing. The lumber is marketed in ten meters. Large logs are carried by buffalo or elephants to the river and made into rafts to float down the river when the water is high. Chinese and Annamite merchants purchase the lumber. 70% of the production is exported to Cochin Chine and 30% is used in Cambodge. Lumbering is done in the dry season and the wood is floated down the river during the rainy months of July and August. Most of the timber is handled by Malaysians, Chinese and some Cambodgiens, but firewood is handled by Chinese and Annamites exclusively.

(B) Laos. The lumber exported from Laos is chiefly teak by way of the Mekong River. It is chiefly exported to Thailand. (C) Cochin Chine. The level country in Cochin Chine facilitates the transportation of lumber. However, the forests in the state have been devastated gradually so that the lumber supply is supplemented by ... from Cambodge and Annam. (D) Annam. Transportation is difficult in the central and northern sections of Annam so that the precious lumber is cut five to seven meters long and the rest is wasted. There is hope of making fine merchandise if the method of lumbering is improved. (E) Tonkin. Lumbering is conducted with the permission of the officials and native laborers do the work. The lumber business is conducted in the main by natives who sell large quantities of wood to cement factories. Tonkin has felt the need for restoration of forestry and replanting was encouraged by Le Service Forestier. Millions of teak and pine trees were planted in 1932. 1943 IDC 1959

The I.R.A.F.I. (Institute of Agricultural and Forestry Research in Indo-China) experiments in developing selected trees and plants for commercial culture in Indo-China. Among these are; quinine, tea, coffee, sugar, fruit trees, castor oil, grapefruit, avocados, jute, roselle and "polompom". The "palutevier" is grown for the annin from its bark. (wd) products, synthetic camphor and lubricating oil are produced. In Haut-Donnai pine trees have been cultivated since 1912. There are at least 50 important woods grown in Indo-China with various tensile resistances and used. Diseases of tea, tobacco and rice have been studied. Root inoculation and see inoculation are practiced. An insecticide has been made of an indigenous plant, derris elliptica, whose roots are mashed in alcohol. 1-21-43 IDC 2465

Planting - Reforestation

At the rate of planting 1,000 saplings per (hectare) each year, a total of 1,500,000 saplings will be planted in Annam each year, thus the planting of saplings in the....forests reached already the number of 1,000,000,000 pieces. The total of pine trees planted in the half perimeter of....while the perimeter of reforestation in (name) covers 3,300 hectares which represents....300 hectares annually....(figures on sapling and tree planting follows).

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Another large perimeter in....(regional names given) due to be planted with trees and large (heavy) grass will amount to 18,000 hectares. Taking into consideration all the districts and regions subject to reforestation in accordance with newly drawn up plans, a total area of 100,000 hectares will be completed....in Annam annually. The reforestation project comprises also extensive measures for building fire trails and many other fire protection measures in order to conserve the rich forest of Annam. 12-26-43 Saigon Fr.

The Governor General has just made a three day trip into Cambodia during which he inspected the reforestation work undertaken in the provinces of Kratie and Kompong Cham on the banks of the Mekong by the Service of Waters and Forests of Cambodia. He had the opportunity to note the remarkable results obtained thanks to the plantings made by the population itself. 3-10-44 Fr. Saigon Fr.

Along with the natural forest, the teak forests and those of pine and (wd) have been created and the waste areas replanted with trees. Since the armistice, in accordance with tradition, Admiral Decoux has given a new impetus to the Forest Service, undertaking particularly the measures designed to prevent fires and (wd). The rehabilitation of the forest of Indo-China has necessitated the construction of an important system of roads, tracks, paths, fire-trenches and canals, and the care of nurseries. Thus 12,250 kilometers of forest track and automobile roads and 2,450 kilometers of forest canals have been constructed. The forests of Indo-China, thus cared for, continually develop their capacity to produce. The regions unexplored up to now have been opened up and, except for cabinet woods, an increase in the production of wood is represented on the local market. The manufacture of charcoal, which did not exist four years ago, is now nearly 3,000 tons a month. The charcoal furnaces of the south also manufacture (wd) bricks used for coagulating latex. The cultivation of pines has also been increased to achieve an annual production of 2,000 tons of turpentine used in Indo-Chinese industry. Studies for the manufacture of....are being actively undertaken. 10-23-44 Fr. Saigon Fr.

### Lumbering

Saigon: A ceremony marking the actual beginning of the lumbering operations in the forest area about 100 kilometers north of Saigon was held April 19 in presence of officials. Operation based on agreement for shipping lumber from South Indo-China to Japan signed March 1. 4-22-43 Hsin. Eng.

### Export of Lumber

The Governor General of French Indo-China promulgated a decree to (facilitate) the export of lumber to Japan in accordance with the provisions of the Japan-French Indo-China lumber agreement concluded in March this year. This decree may be said to embody the firm determination of Governor General Jean Decoux to cooperate with Japan. 5-20-43 Hsinking Eng.

### Resin

"Pine tree tapping (for resin) in Indo-China." Photographs and methods for tapping trees. Statistics on production. Discussion on processes of obtaining resin, on resin products, and on distillation of resin. Up to 1941 the production of resin from the forests of Tonkin (Pho Lang-thuong, Yen-Lap) and North Annam (Hoang-mai) did not exceed 1,000 tons annually. Since 1942 35,000 hectares of forest land in Haut-Donnai (Sud-Annam) representing 3,000,000 tapped trees and a total of 3,120 tons of resin from March 1943 through

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December 1943 have been opened up in addition to some forests in Laos on the Nakay plateau and in Cambodia. The total production from Haut-Donnai for the first 3 months of 1944 was 1,189 tons. By immediately converting the sap into spirits of turpentine and resin transportation difficulties are overcome, as the turpentine represents only 20% of the total and the resin may be transported in barrels or sacks at convenience.

The sap producing tree for turpentine in Indo-China is the 2 leaf Pinus Merkusii growing at about, 1,000 feet. The 3 leaf pine, Pinus Khasya, growing near Dalot, does not yield enough gum to exploit commercially. The sap is found only in the new wood immediately below the bark. The tapping procedure is similar to that practiced in the southern United States. The cut is made about 10 cm. wide and 1 mm. (wd) 5 deep towards the base of the tree, and fresh cuts are made from the top every 6 or 7 days in the rainy season, every 4 or 5 days in the dry season and every 7 to 9 days in the fourth year. A cut usually produces for 4 years. There are two systems of cutting used. "tapping for life" is used on trees which are expected to remain standing for some time, and "tapping to the death" is used on trees to be tapped and then allowed to die.

The average annual production per tree cut is four kilos, or two and one half kilos more per tree than the maritime pine of the Landes forests. However, one must consider that the French forest is only tapped between May and October and the Indo-Chinese forests are worked all year.

7-6-44 IDC 1943

Saigon: The production of tannin, considered just as important as pine resin, another by-product of the forestry industry in French Indo-China, has suffered from a shortage of material since imports have been stopped completely. The Government and the civilian sources have been concentrating their effort on the development of tannin resources and experiments in the extraction methods. As it was found that the percentage of tannin found in the mangrove forests at Ca Mau Point and Cape St. Jacques in Southern French Indo-China are just as high as those in Europe or East Africa, the cultivation of these mangroves is being encouraged. It has been decided at this time to step from the experimental stage of tannin and enter into actual production. The mangroves now cover a virgin forest of 460,000 hectares, of which 70%, or 330,000 hectares, is in Cochin China. Most of this is in the Ca Mau Point and Cape St. Jacques areas. The production of resin, used to manufacture tannin, amounts to tens of thousands of tons yearly. When the extraction factories are completed, it should solve the shortage of tannin in French Indo-China.

10-5-44 Tok. Jap.

### Quinine

"Quinine", an Indo-Chinese program. When the hostilities started in the Pacific, there were in Indo-China some 250 acres of Peruvian bark plantations, but only 90 acres had then reached the productive stage. One hundred and fifty-five acres were planted in 1941 and again some 75 or 80 acres in 1942. A plan was drawn up in 1943 with a view to turning to the best possible account the output of the old plantations. According to this plan, the (Tourane Federation) Plant will receive in 1944, 1945 and 1946 a quantity of bark sufficient to supply about (forty) four tons of quinine per year. All existing trees will gradually be (wd), fresh saplings being replanted in their stead. The cultivated areas will be increased so as to provide in the future not only for the Indo-

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Chinese requirements but for those of the whole French Empire. Nurseries now in working order will allow of planting 450 acres in 1944 and 350 acres in 1945. Tree (wd) presently existing will moreover provide for the planting of an extra 625 acres in 1945. Indo-China within a couple of years will (register) 1,250 acres of (fresh) plantations established according to the most up-to-date practices. Researches are also being carried out regarding the preparation of quinine with laboratories endeavoring to find out the most (scientific) method of production. The (wd) has now been (wd) from all points of view. They are aiming at providing for military (3 wds) as well as for an eventual increase of the local output.

4-5-44 Fr. Saigon Fr.

### General

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The veterinary services of Cochin China, Cambodia and Laos have taken steps to eradicate various animal epidemics. In 1900, 150,000 head of beef and buffalo succumbed to epidemic pests; only 5,000 died in 1940. 235,000 carcasses were examined at the abattoir in 1900 and 1,300,000 were examined in 1940. 1,000 hectoliters of milk were produced in 1900 and 25,000 hectoliters in 1901. Pork production has doubled annually since the introduction of Berkshire and Yorkshire boars. Leghorn, Rhode Island and Orpington chickens have been introduced. Ongole, Sind, Cambodian and Hindu cows are used for milch cows. The horses are three-quarters Annamite and one quarter Arab and may be used as work horses, for cavalry or racing.

1-21-43 IDC 2465

Saigon: French Indo-China is contributing its share for successful prosecution of the war of GEA not only in producing rice and other foodstuffs but also in a large quantity of beef sufficient for the meat needs of East Asia. Shipments of beef are being carried out by the Franco-Japanese Refrigerating Company which is under joint management of Japanese and French interests. Although at present the Company is limiting its activity to supplying troops on the front lines the Company in the near future will increase its stock refrigerated meat so as to supply needs of Saigon citizens. In addition the Company is at present manufacturing ice which is more than sufficient to meet immediate demands.

10-11-43 Tok. Eng.

High cost of living: Breeders of pigs are encouraged, in order that the price of pork shall not go beyond 65 piastres per 100 kilos. It is not longer necessary to queue up to obtain coupons; they can be obtained by post.

11-15-43 Saigon Fr.

The consumption of meat has been restricted. The restaurant will only be permitted to serve one meat dish per meal.

### Livestock

11-29-43 Saigon Fr.

In addition the local government is concerned with the development of cattle raising, various administrative measures have been promulgated to encourage and (compensate) the cattle breeders, an industry which once ranked high in Laos.

12-8-43 Saigon Fr.

Hanoi: It is learned that the Government of French Indo-China, which recently banned the participation of mares, 7 years or over, in horse-racing, has decided to purchase all excellent condition mares for breeding purposes. In line with this policy the Government General further announced that horse breeding in Annam, Tonkin and Cambodia will be placed under unified regulations. It is recalled that hereto-



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fore horse breeding has been under separate regulations in Annam, Tonkin, Cambodia and Cochin-China. 4-4-44 Tok. Eng.

About a year and a half ago, the livestock...evaluated as follows:  
2,000,000 heads of bovine cattle, 1,600,000 buffaloes, 3,000,000 pigs, 75,000 horses, 35,000 goats, (eight) million sheep, 1,500 elephants, and 15,000,000 poultry. 5-27-44 Fr. Saigon Fr.

In the morning of August 15, the Governor General inaugurated the Agricultural and Stock Breeding Exposition, under the auspices of the Inspectorate General for Agriculture and Stock Breeding. The stock breeding, a very vital factor in the development of Dalat area, has an important place in the exposition, which features the main and important farm and animal products, as well as various types of animal stock. The Admiral spent considerable time at various expositions stands, featuring main species of live stock from large ranches of the region. 8-17-44 Fr. Saigon Fr.

### Silage

The progressive invasion of river banks and bays by Para grass, imported into Cochin China and Cambodia by veterinaries, has brought to cattlemen an inestimable source of silage. However, Para grass is about to transform ~~riverain~~ Cochin China into a pasture country where the cattle of Cambodia and the water buffalo of the Plaine des Eaux are beef cattle of quality. It was important to make the best of these natural resources for the livestock in regions far from the rivers. The Veterinary Service regulated this question in 1941 and 1942. Thanks to the support of the local administration, great areas of wild Para grass were let out on contract. The contractors received the instruments necessary, scythes, presses, et cetera, and they formed with the aid of the inspectors of the veterinary service groups of reapers, threshers and balers. The campaign begins at the beginning of the rainy season, that is, from the 15th of November and is completed in June. The short dry season permits the preparation of Para hay. Contracts are awarded to jobbers each year permitting the delivery by sampan of bales of pressed hay weighing 22 kilos, in all the regions accessible to the riverways. The use of baled Para grass prevents the use of green fodder grown near cities and towns in overpopulated and unclean zones, and permits the cattlemen to be independent of their suppliers and to have on holidays a reserve of fodder easy to stock and to distribute. The conservation of bales safe from mold may extend for two years as we have noticed in the...of Cochin China. The use of dry fodder is to be considered with a view to promoting the reproduction of... For these reasons we are convinced that the problem of feeding breed cattle imported into Cochin China for the improvement of the strain by crossing with the local breeds, is thus practically solved. 9-5-44 Fr. Saigon Fr.

### Dairy Products

A Talk: "Since the outbreak of the war in the Far East the problem of nourishing children has become difficult. Condensed milk can no longer be imported from France and Holland. There is no local production of condensed milk in Indo-China. The government took over stocks of tinned milk for distribution to children and sick persons, but after a few months the stocks were exhausted. Then a laboratory was opened to conduct research into the question of milk supplies, and many dairy farms were opened in Cambodia and near Dalat. But the milk produced was insufficient to meet the needs of the country. To help Indo-China, Japan permitted the importation

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of a type of milk produced in Japan, made of beans, which is used in villages and other places far from cities where the inhabitants cannot get milk. It has all the nutritive qualities of real milk, but costs less. To prepare it, 200 grams of beans and 50 grams of sugar result in one liter of milk. This costs about 10 to 15 cents; therefore it is 5 to 8 times cheaper than real milk. The government advises the public to use this bean milk instead of buying condensed milk, so as to save money and help the economic resources of the country." 1-14-55 Saigon Ann.

#### General

#### MARINE INDUSTRY

Although the method and skill of fishing are very poor and primitive, yet the amount of fish caught is considerably great in Indo-China. There are two kinds of fishing: la peche maritime (salt water fishing) and la peche en eau douce (sweet water fishing). The sweet water fishing is done in the rivers of Cambodge, in Tonle Sap Lake, and in other great lakes of the land. There are 170 varieties of fishes caught in sweet water. The outstanding kinds are carp, the crustaceans, catfish, perch, eel, etc. Thirty out of 170 varieties of commercial worth....

The salt water fishing is mostly done in along sea coasts, on a small scale and by primitive method. Far sea and deep sea fishing is some very little because of lack of modern equipment and capital. The deep sea fishing is monopolized by Chinese. The variety of salt water fish caught is 250 or 300 different kinds, according to the report of Research Laboratory of the Oceanographic Research Institute (Laboratoire d'Ichtylogie de L' I. O. de l'I. As to the variety of salt fish, there are bream, bonite, mackerel, horse mackerel, etc. Fish is salted, dried, preserved, smoked, or canned for exportation.

I. Important fishing areas and the amount of catches: According to the calculation of L'Institut Oceanographique de Indo-China (Oceanographic Research Institute), the amount of fish caught from the sea coasts of Indo-China, Tonle Sap Lake, and rivers is 410,000 metric tons annually: 1,000,000 metric tons from Bassac and Mekong Rivers, 20,000 from Bien-son and Caps Khiao shallow shoals, and 30,000 from Thai Gulf. The amount of catches from important fishing areas is as follows: 60,000 metric tons from Tonkin Gulf and north Annam sea coast, 50,000 from south Annam sea coast, 50,000 from Thai Gulf including Cochin Chine and Cambodge sea coasts and 100,000 from Tonle Sap Lake and other rivers of Cambodge.

II. Fishing regulations: Fishing regulations differ in various localities. In Tonkin Gulf, the native fishing boat is taxed according to its tonnage, namely, from 0.20 to 10 piastres for 20 or less metric ton boats, but 0.50 piastres for each one metric ton of boats of 20 to 160 metric tons. Tax is doubled for foreigners.

Under the regulations of Arrete Reglemantant la Peche Maritime dans le Golfe du Tonkin (Fishing Regulations of Tonkin Gulf Seas) as of 9 November 1920, catching the nurslings and using explosives or drugs are prohibited. There have been many cases of violation of this regulation. In Cochin Chine, the state office grants leases of fishing areas to villages for a period of 3, 6 and 9 years. Each village then allots the areas to individuals by auctions. The fishing areas

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in Tonle Sap Lake and Kandal Lake of Cambodia are lent out on leases by auction or competitive biddings, but the Government regulates the maximum amount of biddings. It is prohibited to fish within three knots of Poule Condors Islands.

III. La peche maritime (Ocean fishing): Salt water fishing is mostly done along the sea coasts, and fishermen are Annamites and Chinese.

(1) Tonkin coast: Fishing industry is monopolized by Chinese on Tonkin coast. The important fishing areas are as follows: (a) Mui-Ngoc and Moncay, (b) Gow-Tow and Cap Pac-Loung, (c) Kebao, (d) Lai-Chan-Came and Sion-Lai-Tiao, (e) Cat-Ba and Norway, (f) Cat-Ba and Thai-Binh and Don-Son. There are 400 Chinese fishing boats in Tonkin Gulf. The average amount of catch in one season by one boat is about 15 metric tons. Chinese fishermen use 40 to 60 metre drag nets, casting under sea and pulling them up twice or thrice daily. There are many other kinds of fishing equipment besides the drag nets. (2) Annam Coast: Thanh-Hoa, Nghe-An, Ha-Tinh of northern Annam, and Khanh-Hoa and Binh-Thuan of southern Annam are areas of the most fishermen and catches in Annam. There are 60,000 who are engaged in the fishing industry there. Chinese are prohibited from fishing along the southern sea coasts. The fishing season is from October to May. There are 3,000 fishing boats equipped with bamboo rafts. Others fishing equipment is the same as that in Tonking.

(3) Cochin Chine coast: The eastern sea coast from Ca Mau Cap to the boundary line of Cambodia is the center of fishing activities in Cochin Chine. There are 4,000 Chinese and Annamite fishermen in this area, but their method of fishing is primitive. There are about 50 boat owners, who distribute the boats, nets and other apparatus, and salt to the fishermen, and in turn they collect the fish. In addition, there are 15,000 fishermen in Cochin Chine who fish in sweet water. Fishing is an important industry in Cochin China. (4) Thai Gulf: Phu-Quoc neighborhood is the center of fishing in Thai Gulf. Here they move from one island to another according to monsoon seasons. There are 350 fishermen who use poorly made small boats, and seldom do they go out beyond 10 metres from the shore. The poorest are the fishermen in this area.

(5) Cambodia coast: In this area, Chinese are the main fishermen who have connection with great stores in Bangkok to which they export the production. Almost no Cambodgiens work in this industry, but there are a few Annamites. There are about 3,000 fishermen with 800 boats in this area.

IV. Sweet water fishing: Indo-China is richly bestowed with rivers, lakes and ponds in which an abundant quantity of fish is to be found.

(1) Tonkin: There are the villages of boats on the surface of rivers in Tonkin; families live in the boats grouping together as a village on the river all year round. Their boats average 6 to 8 metres in length. There is a family altar on the boat; dining room and kitchen are arranged. A few raise little pigs in the boats. These fishermen of the sweet water surface villages are dependent entirely upon fishing for their livelihood. (2) Annam and Cochin Chine: The velocity of river water in Annam is high and precarious. Therefore, the condition of sweet water fishing is very poor. But fishing by the residents of Cochin Chine on the lower rivers, lakes and ponds flourishes considerably from December to June. (3) Laos: The branch streams of Mekong River, lakes, and ponds have an abundant quantity of sweet water fish in the areas of Laos. Mostly, Laotians live in the neighborhood of lower rivers where they earn their living by fishing. Vientiane and Luang-Prabang of the Mekong

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River are the two centers of fishing industry in Laos. (4) Cambodia: Of course, Tonle Sap is the center of sweet water fishing in Cambodia since it is a great lake with the most abundant variety of fish in the country. Fishing season is from November to May. They build temporary huts on the shores of the lake that would be called excellent villages. They are Annamites and Cambodgians as well as Chinese. The Annamites are employers while Chinese are contractors and Cambodgians are hard laborers in the industry.

V. By-industry of fishing: What is meant by by-industry here is that of drying, preserving, salting and canning of fish. This aspect of the fishing industry is also very primitive. The main kinds of exportation are dried, salted, and smoked fish to Hong Kong, Singapore, and Thailand. The amount of exportation in 1938 was 52,200 metric tons. 4,817 metric tons went to Hong Kong, 22,243 to Singapore, and 4,922 to Thailand. 1943 IDC 1963

#### Inspection

The Governor General of Indo-China recently visited South Annam,.... in the general inspection of fishing. This is a recent creation by Admiral Decoux and a new instance of his desire to organize and develop ....in all domains the country's domestic production, under the direction of a Commander of the National Navy, ....technical and economic aid, general regulations, supervision and organization of the fishing periods. Thus, along a coastline of 2,500 kilometers, it was a matter of encouraging and harmonizing the spontaneous efforts of the coastal population for whom fishing is a traditional occupation and who often lack the technical means, the funds and the (team work) necessary for its development... The general inspection of fishing has already (produced) noticeable results; creation of 6 cooperatives, improvement of a fishing port at Cape Saint Jacques, (sev. wds) improvement of a fishing port in North Annam, several industrial installations in Cambodia for the preparation of (dried) fish.... 8-1-43 Saigon Fr.

An administrative board for general inspection for fisheries was initiated in this country in February, 1943. Its task consists of increasing the outcome of fishing activities by all available means. In normal times, this might easily be done by launching... of lines, nets and trawlers, but owing to present circumstances it seems more efficient simply to build more and larger sailing junks of the traditional wooden type. Besides the question of (fish), other problems had also to be solved, particularly connected with material assistance to fishermen and national organization for their requirements. To reach the settlement, fishing ports had to be either built or improved, fishermen had to be trained to using up-to-date implements and taught all about fish and their habits. Professional charter had moreover to be drafted and professional fishermen had to be formed among the younger generation. A separate credit organization was opened with its...concerned ranging from 8,000 to 20,000 Indo-Chinese. Cooperative concerns were likewise created with a view to allowing of the purchase of all possible craft, of all useful implements and to....sales commission. The general inspection has prepared to assume the task of providing the fishermen some raw materials, such as jute and hemp, indispensable in the making of fishing nets, but unfortunately very scarce in French Indo-China. In the course of the last 15 months, the fishing boards have done extremely well. Several cooperative organizations have been opened and a number of fishing ports including those of Apawan and Kwalo in Annam, of....in Tonkin and Binh Dinh in Cochin China have been improved. With regard to the latter, the most up-to-date....

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will probably be completed including....service junks, allowing of taking fish down the coast to the Saigon market, drying vats for the making of....and grinders for the reducing of useless fish into fish meal. 5-24-44 Fr. Saigon Eng.

Mr. Russel, Governor of Cochin China went on October 29 to Cape St. Jacques where he visited the work on the new fishing harbor now under construction. 10-30-43 Saigon Fr.

The Governor of Cochin China spent the morning of August 14, in Cape St. Jacques, where he attended a reception at the Community House at Don Dhin, and carried out an inspection of the construction work on the fishing port, which is near its completion. The Governor later paid a visit to the new living quarters and school, destined for fishermen's families and their children, and journeyed to the marshes of Thiuan, where important draining works are in progress to assure the drying of this area. 8-14-44 Fr. Saigon Fr.

### Control

Saigon: A single control association is being organized in French Indo-China to regulate enterprises engaged in fishing in water of the South China Sea to the shores of Thailand. 5-17-44 Tok. Jap.

### Inspector General of Fisheries

Admiral Decoux gave to Comdr. (Guy Menes) the direction of the Oceanographic Institute and the Inspectorate General of Fisheries,.... The Inspectorate General of Fisheries was established only recently and its main scope of work covers the development of fishing in Indo-China and intensification of the fish production. The development of fishing in Indo-China, quite a new matter, is favored by the great length of the Indo-China's coast lines, especially in the Gulf of Thailand, in the Gulf of Tonkin and finally near Saigon in the area off Cape St. Jacques. The Inspectorate General of Fisheries has also among its duties the fishing in the Great Lake(s) of Cambodia and along the main rivers of Indo-China....Indo-China was divided into 4 Maritime sectors and one fluvial sector. The border lines of these sectors do not correspond at all to the political subdivision of the federation. The lines of division were mostly dictated by the considerations of technical importance relative to the development of fishing. The various sectors are drawn as follows: The first, from the China border to Vinh, the 2nd from Vinh to Nha-Trang, the 3rd from Nah-Trang to the left banks of Bessac and the 4th up to the border of Thailand, and finally the last district includes the Great Lakes, Mekhong and Bessac...Comdr..... The organization of the Inspectorate General of Fisheries resulted in the inspection of fishing and of (fish hauling). In every town, where our field office is located, our staff consists of French and Indo-Chinese employees including inspectors, checkers, fish specialists, who insure smooth running of our operations....The men under my orders do not take direct part in the actual catch of the fish, but they give full help and assistance to the fishermen and thanks to their activities we were able to create the Maritime Mutual Credit Corporation which purpose is to increase fish production. In the same way, the staff of our organization is very helpful and instrumental in securing necessary basic material for the fishing industry, materials which are getting more and more unavailable and have to be replaced by local products. Finally the social service (afforded) to the most of the native workers in the fishing industry, constitutes a task of great importance requiring full devotion and attention of my collaborators... One year after I have assumed the direction

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of our organization, I promulgated the motor fishing boat service to assure the regular supply of fresh fish to the Saigon-Sholon region ... This service enables the Saigon-Sholon population to get every week about 5,000 to 6,000 of fresh fish (about 11,000 lbs.)... In the Bay of Tonkin considerable fishing activities are carried out by the Chinese junks... The Maritime Mutual Credit Corporation which enables me in the same way as the Agricultural Credits, to furnish the necessary credits facilities to the fishermen for the purpose of acquiring the necessary tools and equipment for their industry. The creation of this fishing industry (wd) will enable me to establish (wd) fish cooperatives through which the isolated and hard-to-reach fishermen will be contacted and their activities will be coordinated and guided by our organization, thus assuring better distribution of sea food. Already seven maritime fish cooperatives have been established, two are in the process of organization and a private company had been set up. The latter covers the areas of the Tonkin and is mostly engaged in preserving and salting fish for the fish markets of Tonkin. Frankly speaking up to now Indo-China had no modern port facilities, and the fishermen had to be satisfied with natural port facilities, more or less protected, to be found along the coast. The fishing port of (name) had just been completed, this port situated 12 kms. from (Vinh) will enable increased fishing industry benefitting the population of the northern part of Annam, a well populated are. The small fishing port of (name) will be improved and most of all in order to improve the fishing situation in Tonkin a fishing port is now underway near the estuary of the Red River. Also in Tonkin the port of (Apwovane) on the (Kebao) island just had been outfitted with modern facilities for (packing) of fish and (wd). Soon the Indo-China proper will have a modern fishing port too. (Thootohr) several kms. from Capt St. Jacques, near the village of (name) is being built into a fishing port... Once the port is in full operation, there will be many uses for the fish catch off Cape St. Jacques for instance one of the most important uses, which will add considerably to the native industries, is the use of fish as fertilizer... We have two meteorological stations in Tonkin, supplying all the information necessary for the fishing industry. Very vast and complex system of meteorological signals had been installed all along the coast giving weather information to the fishermen in the area...The program mentioned above will be completed in 1944, in addition we are going to open two schools of fishing, one in the north and another in the south. I also think of improving the local packing and processing facilities...I am also much concerned with the social reforms among the native fishermen, by introducing social indemnities insurance and such other social measures which will protect and better the profession of native fishermen.

12-20-43 Saigon Fr.

#### Development

Saigon: The construction of the large fishing port at (Ben Bing) in the neighborhood of (Tink Jacqui) in the outer harbor of Saigon has now entered its second stage. Following the completion of the foundation work, the port, which is expected to be completed by the beginning of next year, will become the center for supplying fresh fish as well as fish and oil manufacturing. 7-26-43 Hsinking Eng.

Hanoi: In order further to develop the fishing industry of French Indo-China, the Government General has decided to divide the fishing grounds along the French Indo-China coast into 5 districts, namely north, central, southern, eastern and western districts. In each fishing district superintendents will be stationed to supervise the fishing industry. It is recalled the French Indo-China authorities

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### MARINE INDUSTRY

established industrial fishing superintendence bureaus in order to bring about increased marine products and since then favorable (fes) have been attained. The location of the 5 fishing ground districts follows: northern district between Vinh and Nhatrang; southern district between Nhatrang and Bassac; eastern district between eastern Cambodia as well as Cochin China and the Mekong River region extending as far as Khong; western district between the western bank of the Bassac and the Thai border regions. 10-27-43 Tok. Eng.

The local branch of the Mitsui Bussan Kaisha is now establishing a huge salt fish plant at Phathiet in order to start this industry on a large scale. The plant, it is understood, will be completed by the end of this month at the latest, so production can begin in March. The efficiency of the plant is sufficient to supply fish...China abundantly...exports to various southern regions. Moreover...the gulf of Siam and...will have a steady supply of salted fish eventually. 2-17-44 Singapore

Saigon: With a view to further bolstering foodstuff self-sufficiency in French Indo-China a large fish salting plant was recently completed at Phanti in Southern Annam. The new plant, which is located in the leading fishing center of French Indo-China, is expected to play an important role in preserving fish which are abundantly..... 3-13-44 Tok. Eng.

Saigon: It is learned the Cambodia Fishing Company has decided to increase its 2,000,000 franc capitalization by 1,000,000 francs (Ed-- 1,000 francs per share) to bring up its capital to the 3,000,000 mark. It is understood the forthcoming increase in capitalization comes as a result of the company's decision to expand facilities for greater operations along the Cambodia coast. 11-24-43 Tok. Eng.

#### Supply

Pnompenh: The fresh waters of the Great Lake in Cambodia produce 100,000 tons of fish yearly, a part of which is made into fish oil and part is dried as salt fish which is shipped to the various areas of the Southern Regions. This year's fishing season which closes on June 15, has seen the coming of the Japanese and their superior fishery technique which has been a cause for much satisfaction. In the spring of 1943 the Japanese who built a fish production of dried salt fish, outstripping French and Chinese competition. From the time of the opening of the fishing season last December up until this May, the Japanese produced many tons of salt fish, extracted a great quantity of fish oils and also succeeded in the production of smoked fish. The several tons of the dried salt fish make up an appreciable percentage of the raw fish from the Great Lake. These fish are doubly superior to those produced by others in that they keep over a long period of time and have an improved flavor. If these advantages are maintained, it will be possible to export them next year, not only to the various areas of the Southern Region, but also to the far-off regions in China. Earnest and vigorous production will be carried out in full swing. 6-11-44 Singapore Jap.

Another item from French Indo-China during the past week is about fish. The (wd) of the years fishing season has reached its peak and the supply keeps rolling in ocean fish, river fish...record catch. Especially in the Grand Lock region the regular yearly catch of 7,000 kilograms has been far surpassed. Yes, sir, no matter what happens in Europe, this European Asiatic land in the east, French Indo-China, marches on.... 10-8-44 Tok. Eng.

E C O N O M I C

MARINE INDUSTRY

Methods of Fishing in Annam

Fishing methods practiced in Annam include shore fishing, shallow and deep fishing, night fishing, with torches and river fishing. Catches include shellfish, very small frying fish, sardines, sole, ray and tuna fish. In addition to the foregoing, article states that shore fishing is accomplished with square fishing nets which are attached to bamboo poles and to tourniquet devices, rows of nets which hang from long bars, drag nets, cast nets and torches and bamboo sticks (the former to attract the fish and the latter to stun them). Crabs are also caught by hand. For deep sea fishing, the fishermen go out in Chinese junks and make their catches with funnel-shaped nets. 9-2-43 IDC 1941

Fishing Junks

.....Last June the Inspector General of Fisheries put on sale or rent for the benefit of fishermen in ( Thanh-Hoa) and Vinh the 6 of 9 junks which had been ordered for them. The last three have just been received and placed at the disposition of the fishermen in that region. 8-11-44 Fr. Saigon Fr.



# E C O N O M I C

## INDUSTRY

### General

Indo-China is making a valiant and successful attempt to self sufficiency. Her industries include, chemicals, leather tanning, textiles, foodstuffs such as crackers, jams, candies etc., glass, pyrex, railroad parts, soaps, grease and oil, carburents, mineral water, five cigarette factories, not to mention sugar, cotton, tea and coffee.

At the last cesus the following facts about workers were listed:

123,000 artisans	in Tonkin
37,000 "	" Annam
65,000 "	" Cochinchina
22,000 "	" Cambodia

representing:

27,850,000 piastres	in production for Tonkin
8,300,000 "	" " " Annam
8,000,000 "	" " " Cochinchina
1,900,000 "	" " " Cambodia

The artisan of Indo-China nearly died out, but an interest was aroused in native arts in the beginning of this country and now the natives, particularly the Laotians, turn out beautiful weaving, pottery, silversmithing, etc.

IDC 2465 1/21/43

At 9:35 a.m. review of various industries of IC; the industries are now decentralized. Rubber is nearly sufficient for requirements. Decomposition (?) fats only local production (says cable). Textiles from local industries of jute and ramie are used to produce clothing materials. The paper industry is unsatisfactory, owing to the lack of caustic, and that produced is of 2nd quality. One fourth of normal needs are met. Tanning only (thru) local resources. Tobacco mixtures for local and foreign cigars, the quality is good. (A recent industry)

Saigon Fr. 9/28/43

### Legislation and Control

Saigon, Apr. 18: It is learned that the provisional (?) government of Cochin-China has banned the removal of various industrial machinery from one factory to another without the permission of competent government authorities. Only certain specified machinery necessary to transportation will be exempted from the application of the present ban. It is understood the present step will contribute greatly towards furth promoting the production of daily necessities in Cochin-China as well as surrounding areas.

Tok. 4/22/44

Speaker: Commissioner Martin, Director of Indo-China Economic Service: "... as to the distribution of all those products, the same was carried out through the intermediary of specially established organs, and from 1942 by professional associations (or guilds) acting for the account of the administration and in accordance with the administration's directives. The main Boards had charge of distribution and actual control over various chemical and metalurgical products, paper, various raw materials necessary for weaving industry, tires, automotive spare-parts, and over many other items of daily life, from various window-glass to kitchen utensils. Add to this: items of large general consumption, such as sugar and flour. To the task of distribution

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#### Legislation and Control

is added also the control of prices, instituted at the beginning for imported articles and then extended to the industrial and agricultural items of large consumption and to transportation. The price control pursues mainly the aim of keeping down prices on imported articles, for in most cases the purchaser has hardly any chance to discuss the bargain, but just the same by limiting the profit-margin of importer and retailer, a certain equilibrium is arrived at, which otherwise may not be obtained, due to the rift (or disparity) between the supply and demand. One may say that, in spite of price-control, the black market is still there, but the black market is supported by the consumer himself as much as by the business habits of the Asiatic mass; however, the administration is capable to (prosecute and check the) price infractions."

Fr. Saigon Fr. 7/27/44

... Up to the present, the control of leather and tannin has been carried out by the Control Association, but recently a Federal Leather and Tannin Industrial Association was set up in southern French Indo-China to aid the Control Association.

Tok. JO. 8/3/44

Saigon: The system of the (occupational experts league), patterned on the system which was instituted in France in December 1940, was adopted in French Indo-China in December 1941, and was instituted in May 1942. To date, this body has accomplished a great deal, serving as the central body for the promotion of controlled economy. There has, however, been a growing criticism in economic and financial circles that this body was becoming too much like a government agency and was too monopolistic. The Department of Finance has therefore been studying counter measures, but it is expected that, after all, there will be no alternative but to reorganize this system. We cannot pass any definite judgement on the set up after the reorganization, but since the purpose of the reorganization is to eliminate as much as possible the semblance of a government agency from this body, it is probable that the number of representatives from government officials will be greatly decreased and the representation from among the ... marked increased.

Tok. JO 12/12/44

#### Development and Increase

Yokohama who was named advisor to Saigon arrived Oct. 22 by plane and will work for exploitation of Indo-China's resources.

Tok. Fr. 10/22/42

Indo-China has already developed oil refineries, sugar refineries and fishing receiving plants and fireworks factories. Commercial land traffic has doubled since 1916 and has increased tenfold since 1899.

Saigon Fr. 5/23/43

The recent upswing in industrial production and development of local industry and crafts forced the native laborer to adapt himself to the industrial tasks. The native laborer is assisted considerably in this task by various governmental agencies engaged in promoting and encouraging local industrial production.

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### INDUSTRY

#### Development and Increase

At the head of these various agencies is the Inspectorate General of Mines and Industry. Among other things the agencies are encouraging the organization of various supply cooperatives among the population centers of natives. Also various educational institutions are opened up or enlarged in order to afford the local laborer various training and education in crafts and industry.

Saigon Fr. 7/7/43

In (Pnom-Penh), the capital of Cambodia, a number of brand new enterprises, set up according to the most-up-to-date methods, are thriving. Among these, I should like to particularly mention the (Pang-Kam-Hin) spinning mill already employing the personnel of over 70 specialized women, and the (Li-Tang) mill engaged in the weaving of (mixed) sisal fibre and Kapok dress and furniture fabrics. On the other hand, the (Kao-Ang-Kor) workshop have just made a fine start in the manufacturing of cardboard, with (Lukbin), a local plant, rice straw and fragments of waste paper. A French paper manufacturer has moreover recently taken up the distribution of paper(wd) to local craftsmen. In (Kin-Sai) Province, the industrial realizations include the opening of kapok and fibre weaving mills as well as that of paper mills.

Fr. Saigon E. 4/21/44

Speaker: Commissioner Martin, Director of Indo-China Economic Service: "...The artisanal production was developed on an extraordinary scale in all fields; from semi-industrial products, such as hardware, to chemicals products, such as paper. The industrial production had in view mostly raw materials, particularly chemical products, such as black-powder for (explosives) and potassium for matches and so forth. Indo-China produces from 250 to 350 tons of pig-iron monthly, a quantity to be considered in relation to the production at the beginning. To know how successful we were in manufacturing the substitutes, let us take for instance vegetable oils, which constitute a very variable scale of application, from motor oil up to steam engine oil; or limestone and (sand) which take place of cement." (Note: The lack of cement is most significant, for prior to war Indo-China was known for its famous Cement-de-Hanoi, fast hardening cement, all over Far East.) And the tires and the quinine in which we have, very unfortunately only one-third of country's need. (sic)"

Fr. Saigon Fr. 7/27/44

Owing to a shortage of importer's products, we have had to create every day many new specialties, while on the other hand the imported raw products were gradually disappearing from the market or had to be (wd) by (other) Indo-Chinese products. Fortunately this country is rich in resources of all sorts, and few specialties have had to be debarred from our local factories. We had, for instance, to equip a small coal center in order to turn out a special coal entering into the composition of a certain drug. We also made glassware, says the director of a certain concern. This contraption he showed us was made for soldering (wd) for instance, it is far from being the equivalent of similar metropolitan organizations', but still it is not bad. Thanks to the help tendered by the Mining Department and also thanks to the collaboration of Material and Technical Advisor for Chemical Work, we have been able to turn out a certain number of basic products which rendered immense

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### INDUSTRY

#### Development and Increase

service to chemists. For many products which are originally received ready from France have now to be made on the spot in some local laboratory. Chloroform, for instance, is being made (to form by Spanish pine), for they have been told that short of this necessity, one could no longer perform (wd) the surgical operation. Chloride acid is being made here, too. It enters in to the composition of so many products, you know. (wds) and if they enquired about the reasons for this I would answer that it was there that the acid was being made and that the (draft) was necessary for us not to inhale the toxic gas. But as we go on I see a row of glass vessels flanked on each side by two bigger ones, one in green and the other one in red. I then inquired of the contents and am suprised to learn that there is camomile made. After various manipulations, the green and red produce make up the famous (white) drug. Up another flight of stairs, is a series of (wd) (chipped) glass contraption. There is made the treatment of opium. On one side is a blackish (press) which after treatment will be turned into the various alkalines designed from the brown opium, such as morphia, cocain and so on, which will ease the most acute pain. ...

Saigon E. 1/29/45

#### Jap Industrial Institute

It has been decided to set up a Japanese Industrial Institute at Saigon, economic center of French Indo-China. The new institute will be instrumental in developing the Annamese industry in cooperation with the French authorities. For instance, improved methods in using lacquer, which is produced so abundantly in Annam will be introduced to Annamese craftsmen by Japanese experts who will be sent to French Indo-China for the purpose. It is incumbent upon the Japanese nation, not only in uplift but also to make the Annamese people regain all Asiatic consciousness and confidence, as both the Japanese and Annamese are kith and kin.

Tok. E. 12/13/44

#### Honors to Workmen

A recent decree orders that annual awards of 20, 15 and 10 piastres will henceforth be made to all persons receiving the Labor Medal of Honor, whether in gold or in silver. To date this distinction has been purely honorific. This new measure, in accord with the principles of the national revolution is just one more proof of Admiral Decoux' solicitude for the Indo-Chinese workers.

Saigon Fr. 11/21/43

Decoux authorized a new medal for which workers will be eligible. Men serving a long term in a factory may get it and they will receive a gift of from 10 to 20 piastres before Annamite New Year's Day.

Saigon Ann. 12/2/43

Hanoi: Special awards were granted to 212 native inhabitants by Governor-General Decoux of FIC in recognition of their valuable contributions in the industrial field. These native inhabitants were highly praised by the Governor-General for the great efforts they made in est-ing self-sufficiency in the manufacturing

## E C O N O M I C

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#### Honors to Workmen

industries of FIC and were encouraged to continue their good efforts to realize a rapid increase in production.  
Tok. E. 1/26/44

Endeavoring to demonstrate once more his interest in the development of craftsmanship, Admiral Decoux went yesterday afternoon to the Indo-Chinese University to present diplomas to the winners of the 3rd craftsman's competition. In the large amphitheatre, the audience stood to listen to the national hymns of France, Annam, Cambodia and Laos. The Governor-General then spoke; after having stated that in spite of the circumstances of the war, the program of craft development had been followed, the Admiral reviewed the plans laid out by his directors and congratulated them on their administration of the task....

Fr. Saigon Fr. 4/28/44

#### Crafts

The craftsmanship contest for 1943 has as its object the stimulation of the inventive spirit of the craftsmen and small industrialists of Indo-China, who have been invited to search for local materials suitable for use in the manufacture of substitute products to perfect their use, and to perfect new manufacturing processes. Prizes and other compensations will be given for the most interesting inventions.

Saigon Fr. 11/9/43

The Craftsmanship in Indo-China is on the march... Already definite results have been obtained in some lines of production in the small plants and shops. The very fact of the necessity for the Federation to become self-sufficient has brought very interesting results in production life of Indo-China. The various administrative and educational agencies have supplied a great effort in popularising the importance and value of craftsmanship among the masses of population. Our native workers and craftsman are deeply grateful to the leaders of the Federation for their efforts in creating cadres of craftsman. One of such manifestation was the creation in Hanoi of the permanent Handicraft Exhibit. Much credit in the effort of creating the handicrafts in Indo-China is due to Admiral Jean Decoux... The present 3rd handicraft competition... will contribute to improve the technical abilities and better the quality of work of native craftsmen. The most significant part is that the craftsmen is directed toward exclusive use of local materials in new way... It is proposed to organize a series of exhibits within the coming week to show the various branches of craftsmanship activities in the colony, such as paper crafts, ceramics, wood crafts, perfumes, wines, furniture articles, rubber, metal works and so forth... One of the exhibitors ... us that the efforts of the craftsman in the weaving of textiles may be called satisfactory, but unfortunately the public response to the textiles produced locally by our craftsmen is not as large as expected. But it is the duty of local authorities to arouse the interest of country's craftsmen and the public to the locally weaved textiles. Still it is imperative that our craftsmen by their results should convince the public of the merits of kapok fiber as the basis for local textiles. ...

Saigon Fr. 1/12/44

## E C O N O M I C

### INDUSTRY

#### Crafts

Craftsmanship up to recent, stopped dead, for the buying capacity of the people was rather limited. Of all of the 5 countries of Indo-Chinese Federation, Tonkin was no doubt the elected one for craftsmanship... This indeed is ... only natural as the people live on the ... of craftsman. As Annam, which includes a small area of cultivable land, has to rely on craftsmanship for her ... resources, whereas weaving of clothing, and nets for fishing which is a very important activity on the Annamese shore. As for Cochin-China, she has somewhat neglected craftsmanship. However, it is being now stimulated by the influence of the northern countries; she has given craftsmanship a new impulse. The same can be said of Cambodia and Laos. Since the war, ... Indo-China is procuring the materials on the spot, as the country has been severed from overseas sources of import. However, private activity cannot meet all the necessities of supply ... the government of the Indo-Chinese Federation is complying with them in the national resolution program, that favors local craftsmanship so much. Various organizations have been created and endowed with powerful means, now ready... existence. Furthermore, ... the direction for the governmental (Technological) services through subsidies to direct and coordinate the various organizations serving the cause of craftsmen. Also the Mines and Industrial general instructions which constitute inquiry into craftsmanship and bring them all possible technical aid ... Inside schools the numerous workshops, the local and provincial craftsmanship committees have been clearly (discerned) in all countries of the federation. Their ... discussions has given the (community) in order to plan and advise for the (provincial) services... the popular credit bank is (helping) the financial end, partly for the purchases of raw materials, at a very favorable rate of interest. Loans amounting to 7,5000 Indo-Chinese piastres in 1941 went up to 253, 700 piastres in 1942. Let us finally mention that in 1943 there have been 28 craftsmanship cooperative organizations in French Indo-China.

Fr. Saigon Fr. 6/1/44

The season of handicrafts, small industries and applied art, had brought to Hanoi the exposition of various products; such as ceramics, wood, building materials, glass, leather articles, ... However the lack of several raw materials and various difficulties encountered in (their efforts) have created serious obstacles for handicraft workers. Nevertheless, it is not too exaggerate to affirm, that thanks to handicrafts, we are able at present to maintain our standard of living at a level higher than it would have been possible without it. The great interest attached to the handicraft industries, is borne out by drawing a comparison between the days when importation of goods and manufactured products ... was very active and the present period when all imports have stopped as result of the break down (French: toute importation est arretée depuis la rupture des relations maritime) of maritime connections (shipping) with abroad. Under these new conditions the handicraft industry proved its value. Indo-China left to its own resources, was forced to seek by all means, proper-means, to lessen and if possible to avert the crisis. It became necessary to invent means of fortune, right on the spot, in order to pull through and this most of the time, with very precarious possibilities. In this critical period, our craftsmen showed a remarkable flexible adaptability to the circumstances. To a handful of French

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### INDUSTRY

#### Crafts

technicians and to various economic and educational services, set up in time by the (authorities), the artisans were able to go forward along a straight line, without (doubts). Their efforts thanks to an enlightening support, were not wasted, as it is fully proved by series of recent expositions of local products. The local production, expressed in many necessary items, enables us to have better living. True the quality of locally manufactured products may not compare favorably with similar articles of importation in former days, but nevertheless they are there and are often of great service. Whether it's kitchen ware or hardware, shoes or fabrics, hats, soap and so forth. No doubt all these useful substitutes, will meet strong competition from imported goods of similar nature when the hostilities are over, but just the same the handicraft industry is on its way. Its general improvement is assured in post-war period, in several categories of goods which will subside on the market. This is particularly so, considering that at present the raw materials used are of relative quality... Admiral De Coux said in Saigon, " I wish to repeat a truth, which I am never tired of repeating; namely that the handicrafts if developed rationally and progressively will lead straight to the creation of small industries. And as to the small industry, its relation to big industry (remains separate) The handicraft industries must find this country most favorable foundation.

Fr. Saigon Fr. 6/27/44

In 1943, a technical service for development of handicrafts pursuing better methods and research facilities has been established, in order to improve the handicraft industry in Indo-China. As result of this step, in various villages, special instructors assisted considerably the local craftsmen in utilization of native raw materials. Field representatives of the agricultural services consulted and their advice sought on various matters and problems arising from the development of handicrafts, particularly in the field of transportation of agricultural products to fit the need for raw materials. For instance in (Phon-Penh) the method of cotton and silk manufacturing was greatly improved. Since 1927, the method used brought unfavorable results in manufacturing of these items, and only few small enterprises of little value were able to carry on a low-paying basis. Since the beginning of the war, mostly due to the complete stoppage of imports, local cotton manufacturing progressed rapidly, due to previous experiences and cooperation of agricultural services. The same can be said in connection with the rami fiber manufacturing and various products made of (tree plant) fibers, kapok and (bamboo) fibers. In southern Annam good results have been achieved in manufacturing of various daily items by improved utilization of (grass) leaves. Particularly wide use is made of bamboo, of which many items of house hold and daily need are manufactured. In short, the agricultural services have greatly contributed to the cause of the development of handicrafts in Indo-China.

Fr. Saigon Fr. 9/25/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Control

Saigon Domei: The FIC government office recently decided to establish an Indo-China textile control association in accordance with an ordinance of the government-general and to carry out a unified control of (the production) of various kind of textiles such as (wd) cotton, (flax), and ramie within the country.

Tok. JH 11/29/43

On Aug. 30th last, the federated consultative committee for textile affairs was formed in the FIC government, for the purpose of unifying control of production, processing and distribution of raw materials for textiles. Now, it has been decided that a state corporation should be established anew, which would unify control of assembling and processing raw materials for textiles. This consultative committee becomes a pure planning organ with the creation of the state corporation dealing entirely with drafting of plans concerning production, processing and distribution, and the control of agencies for buying and selling, which was one of its functions will be transferred to the state corporation.

Tok. JO 11/29/43

Hanoi: The FIC Government-General yesterday decreed that control will be exercised over production, transportation, distribution and sale of textile fabrics of almost every description, regardless of whether they are imported fabrics or home products. It was disclosed that in deciding the method of control over the distribution and sale of textile fabrics, the provincial governors of Tangking, Annam, Cochin-China and Cambodia will take into consideration their respective local conditions.

Tok. E. 1/14/44

The FIC government office recently decided to regulate the production, transportation, distribution and selling of textiles whether imported or produced in the country. At this time this was prescribed by a governor general decree. The method of control in regard to distribution and selling of textiles will be decided by the governors of the various areas of Tonking, Annam, Laos, Cochin-China, and Cambodia respectively taking into consideration the local conditions. As the first step the textile manufacturers are to report to the authorities the amount of goods they have on stock. The textile goods to be controlled are: cotton cloth fabrics, mercerized cotton (artificial cotton-Trans), good grade cotton hemp, silk fabrics, kapok blankets, rayon fabrics (artificial silk-trans.) good grade cotton rami, good grade yellow hemp, cotton blankets, embroidery and machine thread.

Tok. JO 1/14/44

##### Production

Indo-China at the present can count only on local production for almost all of her needs. The production and distribution of textiles is one of the main problems posed by the isolation of our colony. The need for cotton textiles was satisfied in normal times by the importation either of raw cotton or of other textiles... The textile needs of FIC are around 120 and



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### INDUSTRY

#### Textiles

##### Production

2,000 tons. The efforts made during the campaign of 1942 and 1943 brought local production to 2,000 tons. Our local resources of natural silk, our supplying Japan with silk, the utilization of local fibres, such as jute, hemp and ... represent an addition but do not compensate for the insufficiency of our available cotton supply. Thus the administration has come to regulate the distribution of the production of the raw materials which are used for producing textiles. The Inter-professional Distribution Committee takes an inventory of stocks for all of Indo-China and arranges for the creation of distribution organizations. The committee sets up a general plan of distribution and, subject to the approval of the Governor-General, transmits to the distribution organizations. The Distribution Committee proposed the creation of two organizations for the distribution of cotton threads as well as for the distribution and rayon and ... threads. The Governor General sanctioned this proposal through the (decree) of April 25, 1943. The two organizations, one for Tonkin and the other for Cochin-China, are alone qualified to direct the distribution of textiles. ... The hand spinning industry in FIC at the present is directing its efforts toward the utilization of local fabrics to alleviate the cotton shortage... other experiment with coconut fibres and natural silk...

Saigon Fr. 9/8/43

Various efforts have been made in Cochin-China for the general advancement of the country and its population. One of such efforts is the organization of production of weaving workshops. (French: Ateliers de tissage) which are scheduled as much as it is possible, to remedy the shoppage of imports, which caused to Indo-China a grave problem in the matter of clothes.

Fr. Saigon Fr. 10/5/44

##### Prices

Hanoi: In order to maintain fixed prices for various kinds of locally produced textiles, various kinds of textiles for exportation, yarn, and raw materials, the FIC authorities have decided to establish a textile compensation fund. This will provide compensation for risks and losses incurred by organizations concerned in the operation of the FIC distribution organs which were previously established. A special account will be set up in the government general's budget for the establishment of this textile compensation fund. The fund will aim at the maintenance of fixed prices and the security of the operation of the distribution organizations and accordingly it is expected that the activities of the control organs concerned will be restored to normal.

Tok. J. 7/17/43

The local price administration committee informs that during the period between March 18 and 31 no new requests for the purchase of textiles will be received. Stock inventories are being taken during this time... By April 1 all the stamps for purchase of textiles issued previously as late as March 18, will be automatically cancelled without the privilege of exchange. Housewives, consumers, follow and obey by the instructions issued.

Fr. Saigon Fr. 3/20/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Clothing

French Indo-China will carry out supervision of clothing. The government has also fixed price ceiling on various commodities. This will greatly enhance export to Japan.

Tok. J. 8/26/42

An immense effort has been accomplished by I-C to adapt her economy to the present circumstances. In all fields of production, the French administration has developed self-sufficiency which has succeeded in meeting essential demands. One of the largest successes in this regard is the manufacture, in Cambodia, of a \*\* of clothing made exclusively from Kapok. Since it is quite good-looking and resistant in tests, this material, of which the production is already considerable, is being greeted with great satisfaction by the public.

Saigon Fr. 6/8/43

The natives of Laos, once excellent craftsmen in weaving... are coming back to their trade... The example of native weavers is being emulated all over the province, one can notice that people dress in native cloth again. The textile production is increasing since the cotton and silk can be shipped to Annam and Cochin-China only in small quantities.

Saigon Fr. 12/8/43

Our Saigon FIC (ambassadorial) office has decided upon the enforcement of the limited distribution of clothing material to agricultural villages and has been enforcing the circulatory distribution of this clothing material since Feb. 10 throughout the various districts of Cochin-China. It will also institute the joint-distribution system which will unify all Jap managed retail stores in Saigon from the first part of Mar. and persons affiliated with the joint-distribution system will (wds), (wd) will be divided into districts and the clothing material will be distributed to the various agricultural villages of Southern Annam, Cochin-China, and Cambodia. The present distribution will consist of 300,000 meters of cotton cloth, a great amount of cloth, and is making the people of FIC very happy.

Tok. JH 2/29/44

Saigon: It is learned that the authorities in FIC have established a cotton goods distribution organization by which farmers in southern FIC will be distributed clothing materials on a priority basis. The total amount of cotton goods which will be distributed to farmers aggregates 300,000 square meters of which 5 meters will be distributed to each farmer, laying full emphasis on increased production of cotton. The authorities have suspended the preferential policy of enlarging lands for the cultivation of cotton, for the policy of increasing the yield per acre. The authorities concerned are contemplating measures to distribute cotton seeds free, as well as to render technical guidance to farmers. Another measure to induce a further increase in the production of cotton is the exemption of taxes for land use for cotton cultivation.

Tok. 4/7/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Clothing

Saigon: The point system on the rationing of clothes will be extended soon to Cochin-China in southern French Indo-China. Clothes rationing already is in force in the state of Tongking in northern French Indo-China and applies to the French and other corresponding residents. Rationing in Cochin-China was scheduled to start on July 1. One hundred points will be issued for the first half year. (fifty points will be allotted to children 13 years old or under) The points given are about the same as that allotted to Japan.

Tok. JO 7/6/44

Saigon, July 6: The local office of the Japanese Embassy in French Indo-China, which distributed clothing materials to the farmers late last year and early this year as an experiment, has decided to distribute clothing materials in greater quantities. The experiment created widespread favorable reaction. To help distribute the clothing, the Government-General of French Indo-China will provide alcohol for automobiles and will extend other facilities. The goods to be distributed are materials which originally were destined for shipment to Madagascar, but which were stopped in 1940 and which have been lying in storage in Saigon. The cotton cloth stored amounts to 190,000 tan (one tan equals 40 square yards) and will be distributed equally among various ... About 86,000 tan will be released to Japanese merchants throughout Indo-China. The distribution of the material in Southern Indo-China will be effected in the following manner: 50% to Cochin-China, 30% to Cambodia, and 20% to Southern Annam. The distribution of these materials will be restricted to farmers only, and the amount to be allotted to each person has been set at not more than five square meters. The distribution of these materials was started on July 1 and will continue for about one month throughout Southern Indo-China. Despite the fact that Japan is engaged in a war, this step by Japanese authorities is a manifestation of Japan's interest in the livelihood of the people of Indo-China. The officials of Indo-China and its people are showing deep appreciation toward Japan.

Tok. JO 7/7/44

##### Shortages

... Several months ago some high official authorized employees in his office to come to office in open shirts and shorts. Good measure for several reasons. It takes five meters of fabric to be dressed in shirt and shorts while regular suit with shirt and collar will require double quantity, and besides with half of fabric on your back, one feels much cooler, perspires less and will use much less soap to wash up, and as know soap is rather scarce. Then there is a very important detail, it costs much less and one must remember that since the war clothing went up in price more than any other item.

Fr. Saigon Fr. 5/27/44

With regard to clothing, well, it is a wee bit more difficult but we are still a long way from the point which had been reached many months ago in some of the countries where a man is allowed two suits, four shirts, and six pairs of socks and has to turn in old ones for new ones.

Fr. Saigon Fr. 6/22/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Shortages

Several households in Saigon suffered thefts of clothes committed by native servants, male and female. It seems advisable that local residents should keep their clothes well protected, (locked up), so as not to tempt unnecessarily servants, whose will to resist may not be too strong in these days when clothing had assumed such high value.

Fr. Saigon Fr. 7/3/44

Saigon Newsreel; by Louis Grande:... One may wonder what are the latest fashions in Saigon, but there is none. And how one can expect latest fashions in Saigon, with lack of materials and trimmings such as ribbon, buttons, lace and so forth. But just the same thanks to the ingenuity and smartness of Saigon women, one still sees an elegant crowd shopping one Rue Catinat...I read in this week papers, that as result of recent arrests of two local merchants for illicit high prices on silk, the Price Control Board had decided to undertake an inventory of all silk fabric stocks in the city. The time given to merchants to complete their stock inventory had expired and one expects to be able to buy dress materials at reasonable prices in the near future. Good news, for not many people can wear clothes of crepe-rubber. These crepe-rubber clothes are on sale, according to an announcement in the Wednesday copy of "lImpartial," The same announcement tells us that due to the fact that laborers working on rubber and rice plantations completely lack clothing, a plantation-owner, worked out clothes made of crepe-rubber, such as shorts and shirts, which take the place of pre-war clothes and cotton clothes.... We learned that during the distribution of prizes in local schools, the two first students were awarded, besides the usual book prize, a piece of cloth, a prize which was really appreciated. One will not be surprised if among the list of prizes offered at the next "commercial lottery", will be such items as a suit, or 1000 meters of cloth. As a matter of fact buying "commercial lottery" tickets is a smart and good thing to do. One may win good prize and at the same time one supports a very praiseworthy organization. The "commercial lottery" is operated by the Mutual Association of Commerce and Industry Employees of Cochin-China, which was established in 1903, and has its headquarters in Saigon. This is one of the largest and most important Mutual Associations of employees in Indo-China, comprising at present about 1,300 members. Only employees of commerce, industry, agriculture of European origin and their families are eligible to join the association. The members of the association enjoy liberal medical protection, such as medical and dental care, X-ray examinations, laboratory tests, and also special discounts in price of medicines. The association also provides maternity clause in its medical protection policies, for instance a sum of 150 piastres is contributed towards the expenses of birth of the first child as well as awarding monetary premium which goes as high as 200 piastres after the fifth child. The association also provides protection, educational and other expenses, in case of death of the head of the family. This years lottery drawing will take place on Sept. 17, 1944. Among the prizes : a horse drawn buggy, two cycle-rickshaws, 5 bicycles; times have surely changed in olden days it would of been an automobile...now its a horse-drawn buggy.

Fr. Saigon Fr. 7/31/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Blankets, etc.

One of the latest realizations is the manufacture of \* of a craft and furniture company is blanket-making which is exclusively woven in this (factory). With a fine appearance and practically imperishable, this blanket which is about to be turned out in large quantities has been greatly appreciated by the \*.

Saigon E. 6/8/43

The director of L'Ecole Francaise d'Extreme Orient held a conference with some officials of Tonking. He introduced a new kind of cloth, locally produced. The new cloth will greatly help the poor people of the country,

Saigon Ann. 11/25/43

##### Pineapple fiber and other substitutes

Hanoi: Highly satisfactory results are being obtained in the local manufacture of gunny sacks for packing rice and other grains and of mat rush for packing sugar. This industry started in the Tonking district under the sponsorship of the Haipong Branch of a leading Jap trading concern with the dual objective of fostering local (wd) in fiber goods and providing side work for the native inhabitants. Using jute planted and collected by Jap firms as raw material, gunny sacks are manufactured by a factory located in the southern part of Tonking. The factory is employing about 1,000 workers and equipped with 600 looms, produces 70,000 sacks per month. A plan is now underway to increase the output to one million sacks per month. Meanwhile spinning of twisted yarns out of jute is done by some 5,000 members of farming families of neighboring districts inc. children as well the aged. Mat rush, which is indispensable for packing sugar for boat sails as well as for native household use is woven as side work by some 3,000 native farmers of Namdinh and Thaibinh provinces of southern Tonking. The output of this product last year reached 2,000,000 mats. With a view to meeting the demand of not only FIC alone, but also the souther regions, mat rush production is being fostered this year with the dispatch of numerous Jap instructors in weaving into even remote villages. As the inhabitants of this region have shown skill in the manufacture of fancy mats for export to western countries under Anglo-American management before the war, future prospects are bright for the mat rush industry carried on by the natives.

Tok. E. 3/16/44

Saigon, May 19: It is learned that mass production of fiber from pineapple leaves will be commenced shortly by the Chinese textile industry in (Quamtori), Central Annam. The collection of pineapple leaves at present is going on in the above region. Fiber made from pineapple leaves is suitable for weaving (curtur) and cloth for other purposes. For the attainment of self-sufficiency in clothing materials the manufacturing of substitutes kapok blankets has already commenced in the Cambodia district.

Tok. E. 5/19/44

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Pineapple and other fiber substitutes

Saigon: A strong fiber has been recently discovered in the stem of the (san) which the natives of the Backen region in Tonking use for food. Experiments have proved that these fibers make very good textiles. This plant is also found in abundance in Cochin-China in the south. Henceforth one of these plants will serve for food and clothing purposes.

Singapore J. 6/11/44

... The Reed Handicraft plays its own role in the general economy of the country and enables many thousands of inhabitants, living in several provinces of Cochin-China, to make their living. ...this home industry has always existed in Cochin-China, but was of limited value and importance, and now, under the present conditions which force Indo-China to live on its own resources, this handicraft progressed on a very considerable scale. On the other hand, it has the advantage of not requiring any special tooling, equipment, raw materials or trained labor. The work is extremely simple and the reed is inexhaustible. One finds reeds in the small province of Hatien, in the area of a small village of (Thration-phonetic). The area is of about 30,000 hectares, forming mostly (marshy) plain. The whole area is in the shape of a basin, which is inundated during the period of high waters, and boggy during the dry season. The reed plant grows there in profusion, while the whole area (nearby) is covered with forest extending far beyond and which supplies thousands of (cords) of firewood to the people of neighboring provinces. The Cambodians and Annamites, who originated from the province of Hatien, come into this area to cut reeds, which they use to make bags, mats, and other current use items, among the poor families the reed plant once cut grows fast and in 5 to 6 months' time reaches its original size. Reeds are cut the whole year, and one sees, daily, hundreds of people engaged in this work in the plains of Hatien; most of them live in (wd) during the dry period and in small boats during the high water periods. Reeds are cut and formed into bundles, ready to be carried away with the aid of high poles, or stored on their embarkations. An adult can cut about 20 bundles daily during the high water period and about 15 during the dry period. The reeds are then dried under the sun during one or two days, and one sees along the river banks, canals, roads, long ribbons of cut reed which assumes different colors, depending how dry it is. When the reed is slightly dried, it is turned over. The reed, after this treatment, is used for making bags, pillow bags, men's hats, children's hats, neck pieces, and tobacco pouches. It is expected that with the improved methods it will be possible to make pretty and thick mats, which Tonkin does not supply any longer. One bag requires a bundle of reed. The process of making packing bags is very simple, and children can easily make three or four bags a day. Very often, in not very busy periods, or during the rest time or at night by the light of oil lamp, the local families sit around the father, mother, and children all work on reeds and turn out very items. The industry of reeds is very important, particularly in making bags, very much demand in business since the stoppage of the import of gunny bags. These bags are sold directly by the craftsmen to merchants coming from various nearby provinces. Though being of very recent

## E C O N O M I C

### INDUSTRY

#### Textiles

##### Pineapple and other fiber substitutes

development, the handicraft production of bags and mats constitutes a very attractive annual income to the poor families of the plains of Hatien living off the reed production. An exposition of handicraft industry of reed was recently visited by the Governor-General of Cochin-China (in) Hatien, during his recent tour. This home industry, recently well developed and pushed, improves considerably the economic welfare of the inhabitants of the province of Hatien. The recent economic figures from the province of Hatien and general improvement in the (building) industry, all point out to the considerable betterment of living conditions of this part of Indo-China situated in the southwestern part of Cochin-China.

Fr. Saigon Fr. 8/1/44

We no longer receive the products of (wd) from France and when we have to make four different trips as I had to the other day to gather a suitable costume, we appreciate all the more the textiles "Made in Indo-China"... Their quality is improving all the time. Don't protest. I know that there are exceptions due to the variations of raw materials, (wd) dyes etc. ... In the province of (Can-Dal) a kapok blanket was given me gily printed green and red, which would in France almost be sold as a travelling rug. I say "Almost" because the cloth is not woven quite tight enough, and the colors, green and red are perhaps not fast colors, but (all that aside) I am sure that if I took my blanket back to France, it would be acceptable in the Paris stores. And the textiles which don't need to be closely woven nor the colors so bright are perfect. Kapok makes a very good fabric of certain kinds... Experiments are still being made... (Kra-vaste) has begun to be grown, a fiber which is very well suited to hand weaving,

Saigon Fr. 10/19/43

##### Textile Schools

Yesterday morning, the governor of Cochin-China visited the textile school at Gia Dinh. This school is organized as a cooperative and functions by its own means. With its 36 looms working at full production, it can produce an average of 3,000 meters of cloth per month, used for charity.

Saigon Fr. 12/21/43

##### Silk

The Governor of Cochin-China inaugurated a contest in sericulture in the village of (Kangchow), Cochin-China... In (Kanchow), 250,000 meters of silk are produced in a city of 200,000 people... The Governor of Cochin-China has himself encouraged these industries. The cocoons are selected by the jury according to their shape, color and silk content. The raw silk is judged according to the regularity of the thread and ... its strength. A technical commission carefully examines the (tools) for weaving, the system of weaving, the production of \*, and the place where it is done.

Saigon Fr. 7/6/43

## E C O N O M I C

### INDUSTRY

#### Manufacturing

##### Paper

The Domei Agency reports that --- Mr. (Wung Ting-wei) after several months of research and experiments, has just discovered a process for manufacture of paper from straw and small pieces of (magazine) paper. The paper manufactured by the process of Mr. (Wung Ting-wei) can be made white, and can be written upon with chalk. (This paper) is particularly suitable for sanitary uses as well as for wrapping. (Note: the inventor's name is not at all clear and may very well not be Chinese.)

Saigon Fr. 4/7/43

One of the most interesting attempts in this direction has been made at Siem-Reap. One has succeeded in making paper with the fiber of pineapple leaves. The manufacturing process, curiously enough, was invented by a Bonze. The products thus manufactured present a very complete line, (including) pineapple paper, cardboard (wd), and binding paper, and also blotting paper and (wd) straw paper.

Saigon Fr. 10/13/43

With a view to avoiding an exaggerated consumption of paper the population of Indo-China has been invited to abstain from exchanging cards on the occasion of Christmas and of the New Year.

Saigon Fr. 11/23/43

Resident-Superior Georges Gautier previously had inspected Siem-Reap, where the artisans of the community are producing articles of particularly fine quality. In view of the success achieved by a recent de luxe edition reprinted on paper made of pineapple (fiber) the author of the works is planning the printing of a new book in a limited edition and has just ordered several thousand sheets of paper made of the pineapple plant from artisans in the Province. The paper manufacturing workshop in Siem-Reap is now furnished the various administrative bureaus of the district the paper they need in their work.

Fr. Saigon Fr. 4/22/44

Saigon, May 20: French Indo-China authorities in an effort to relieve the shortage of paper, are actively encouraging the manufacture of paper by the hand method in southern Indo-China. This industry heretofore had been developed only in Tongking area. The local newspaper, "Opinion", commenting on the efforts of the government to increase paper production and the manufacturing of paper by individual households, said: "The manufacture of paper by hand in French Indo-China up to the present has been limited to making wrapping paper, a kind of paper used in writing by brush, manuscript printing paper, and native cigarette paper. The hand-paper industry has grown rapidly as the result of assistance of the government and is now helping to alleviate the shortage of machine-manufactured paper. Added to the list of products now manufactured by hand are printing paper, notebook paper, cardboard, art paper, letter paper, and newspaper. The production of cardboard and packing cartons from straw, bamboo and grass fiber is flourishing. In the Thainguayen area, citronella fiber is being used to manufacture cardboard. In the Saigon area, indigo and (Nam-urisyuwaku) plants are being used to make wrapping paper.



## E C O N O M I C

### INDUSTRY

#### Manufacturing

##### Paper

Oil paper and copying paper are also being manufactured in large quantities. Other special types of paper now being produced are carbon paper and paper tape. In Cambodia, the (dosan) plant is being used to make various kinds of paper and leaves of the hemp-palm are used as materials for making calling cards. These are all being manufactured by hand.

Tok. JO 5/22/44

##### Lacquer

Hanoi: Because of the superiority and practicability of Japanese lacquer the chief of the government (wd) (board) and advisor of the industrial association of Tonkin at Wednesday's meeting of the association advocated that the Annamese lacquer industry should adopt Japanese methods of manufacturing lacquer ware.

Tok. E. 5/20/43

##### Records

Tokyo. In order to meet the demand of Japanese records which are proving popular among the Annamese, the Annamese operated record manufacturing company at (Shonan) started mass production of records of popular songs. Records popular among the Japanese soldiers in the southern regions will also be produced. Besides records popular among the Annamese in French Indo-China the company will also undertake the production of records which are in great demand in the PI. French Indo-China is expected to become the record supplying center of the southern regions in the near future.

Batavia E. 6/16/43

A large phonograph manufacturing plant will commence operations shortly in Cholon. The capital for this plant will be provided jointly by Japanese and Annamese, while technical knowledge will be supplied by Japanese scientists. With the abundant resources of chellac, resin, carbon and other necessary materials for the production of records in the neighborhood, Cholon is ideal for the industry. The projected plant will have productive capacity enough to supply all the recording disks needed in the southern regions.

Tok. E. 3/21/43

##### Cigarettes

(text excerpts) Unhappy are the smokers who are without cigarettes, or rather, cigarettes that can be lighted. You go to a store and buy the product of our local manufacturers. You are happy to be able to find something to smoke. But this is where the trouble begins. You don't really have a smoke after all. You take a cigarette from the package, put it between your lips, bring forward a well-lit match, Immense clouds of thick smoke... The flame of your match goes out, and the end of your cigarette isn't lit yet. You light a second, a third match. It doesn't matter if you take another cigarette the result is the same. The smoker threatens to tear down the cigar store, but learns that if the goods sold to him are not strictly first-class, it is the fault of the cigarette paper. He learns that the paper must be reinforced by wrap-

## E C O N O M I C

### INDUSTRY

#### Manufacturing

##### Cigarettes

ping a banana leaf around the cigarette, which will greatly improve the combustion. He is told that all the colliers light their cigarettes that way...

Fr. Saigon Fr. 3/9/45

In the same province one should point out an innovation whose usefulness will stand out luminously: the manufacture of candles which are almost totally absent here. These are wax candles for the inventor, who by the way is also a Bonze.

Saigon Fr. 10/13/43

##### Machine Tools

The exportation of machine tools manufactured or repaired, especially machines for generating electricity, must first be sanctioned by the authorities.

Saigon Fr. 4/17/44

##### Chemical Industries

A talk on the chemical industry of FIC: the fabrication of soap is satisfactory; there is nearly enough for local needs. Sulphuric acid is being produced. The production of beer and alcoholic drinks; malt and (phrase missing) Hanoi. Other chemical products are chlorate of potassium, phosphorous, sulphur, and turpentine is used to replace petrol.

Saigon Fr. 9/29/43

Considerable effort has been made in this domaine to carry the consequences resulting from blockade. The effort is directed toward fixing certain previous practices supplying druggists with chemical products of primary necessity, and some items of important use. Thus we produce now certain substitutes for (two wds) important elements for fertilizing needs. The production of (Hatic) chloride is well advanced, chloride-acids, (wd), white cement, pharmaceutical sulphates and soda-sulphates are already produced for the market. The commercial soda carbonates are mixed with local products for manufacturing of bath soap of good quality. The (wd) petals also add pleasant perfume to the locally made soap. The manufacture of the ammonium... for pharmaceutical use (two wds) and sanitary needs of homes. We have also under production now (wd) sulphate, sulphorous (two wds), carbonates (four wds) all elements so needed for our laboratories and pharmacies. We have arrived to produce certain items necessary for pharmaceutical products, but so far all the items produced are not on industrial scale and are turned out in small quantities, but all this will be straightened out in the course of this year, 1944, in other words using our abundant resources with research and effort we should arrive to replace the articles of importations unavailable since the blockade started, in quality as well as in quantity.

Fr. Saigon Fr. 5/8/44

## E C O N O M I C

### INDUSTRY

#### Chemical Industries

##### Carbide

A joint enterprise of Jap and FIC interests to develop a carbide industry in the rich north Indo-China region has been registered with the Indo-China government. All preparations have been completed to start work shortly with the object of producing an unstated number of tons yearly.

Tok. JO 2/17/44

##### Phosphorus, etc.

The Japan Fertilizer Company, the Southern Regions Development Company and the Taiwan Development Company, which hitherto have been working separately in developing the rich Laokay phosphorous deposits, have merged to establish the Indo-China Phosphorous Mining Corporation (Indo - Shina Rinkooseki Kabushiki Kaisha), capitalized at 50,000,000 yen, of which half is paid up. Shin Kinoshits was elected president of the new company at an inaugural meeting held at the Greater East Asia Kaikan on December 20. Other officials of the new firm were named and the articles of incorporation were also drawn up and approved.

Tok. JO 12/21/44

The Japanese Ministry of Commerce and Agriculture has established a new company, called the Indo-China Phosphorous Mining Company, for the express purpose of mining phosphorous. Ever since preparations started, everything has been progressing smoothly. On December 20, all preparations of this company were completed.

Tok. Cant. 12/22/44

In view of the important nature of the rock phosphates in FIC, the Agriculture and Commerce Ministry has decided to create a new FIC Rock Phosphate Company by merging the capital of Nippon Fertilizer Company, the Southern Seas Colonization Company, and the Overseas Colonization Company. These companies were engaged in the mining of rock phosphates. All proceeding for the establishment of the new company were completed on December 22.

Tok. JH 12/23/44

##### Tanin: See under Forestry, Resin

##### Fuel, Oil, etc.

##### Petroleum

July 1, first oil drilling at Onokoromo Oilfields will take place. Repairs of oil-collecting equipment and tanks have almost been completed. Drawing of crude oil already being carried out. Discovery of pure oil hidden by NEI government which can be drilled in abundance. Former workers have returned in eastern Java, and Chaku refineries also being restored.

Tok. 6/25/42

## E C O N O M I C

### INDUSTRY

#### Fuel, Oil, Etc.

##### Petroleum

The former charter company of petroleum in Indo-China has assumed in July, 1942, the new title of "The Chartered Trading Company of Fats" the management of which was entrusted to the Franco-Asiatic Petroleum Company. The aim of the company is to conduct various operations of stocking, finishing, transporting, packing and refining of various fats... The purchase of fats for stocks is confined to brokers, who are chosen in accordance to their abilities and intimate knowledge of the country, their financial standing as well as their moral integrity. These purchasing agents are stationed in main fat producing areas of the country. Their activities are strictly supervised by the Chartered Trading Company of Fats... The Chartered Trading Company signed an agreement with the Oil Refineries and number in Cochin-China and in Cambodia. According to this contract, the oil refineries have to take up deliveries of fats from Company's purchasing brokers and after refining and treating the fats, must deliver oil to the parties as designated by the Chartered Trading Company of Fats. The purchasing brokers are forbidden to have an interest in the oil refineries situated in their territory. Due to the research and efforts of the Chartered Trading Company, the oil output of the processed fats had been increased considerably. Thus good results in oil output have been obtained in processing peanut oil seeds, sesame oil seeds and kapok oil seeds. The price for filtering and refining had been fixed at 100 piastres per unit. Today the Chartered Trading Company is working with 66 oil refineries in Cochin-China and 23 in Cambodia. The activities of the Chartered Trading Company cover mostly such problems as organization of delivery and planting of seeds, distribution of table oils, (shortenings and dressings) control of oil consumption in soap manufacturing, cooperation with the agricultural services in distribution of seeds. The following results have been obtained by the Chartered Trading Company during the operational years of 1942-1943: Fats and copra bought totalled 21,594 tons. In 1942 total bought was 13,866 tons. For the period of first trimester of 1943 total stocks of fats amounted to 39,930 tons, which should produce a total of 12,700 tons of oil.

Saigon Fr. 8/11/43

##### Gasoline

Regarding the rationing of motor fuel, lubricants and (related products) private and government consumers are invited to comply with the formalities relating to their signing up for the 1944 ration program. For this purpose, offices will be open beginning November 1.

Saigon Fr. 10/25/43

Motor car petrol cards for 1944 are available up to December. Before Christmas, holders of these cards must return them to the government in exchange for the new 1945 cards.

Saigon Ann. 11/20/44

## E C O N O M I C

### INDUSTRY

#### Fuel, Oil, Etc.

##### Alcohol

Djakarta: Sugar Control: Sugar Industry Control will undertake reduction of sugar which will be used in producing alcohol.

Batavia E. 6/12/43

The alcohol producing industry has shown some decline because production of some materials used in alcohol manufacturing have been curtailed. As a result the use of alcohol for automobiles has been greatly limited.

Tok. JO. 2/23/44

##### Charcoal

The need of the people of South Indo-China represents a certain quantity which can be evaluated at some 90,000 piculs. (The picul is a measure which represents about 60 kilograms). Each month an agglomeration of (...) in the Saigon-Cholon Area. Before the war, the lumbermen, the coal men carried out their exploitations without practically any control. When the demand increased, the coal men, quite naturally in accord with the old law of supply and demand, increased their own prices. As the demand increased continually there was no reason why the price of charcoal should diminish. The creation of the Coal Control Office made it possible to regulate the price of the charcoal and this is as important, the conditions under which it was produced as well. This is very important when one considers the fact that the coalmen (had control of the mangroves of (CaMao) which is the great charcoal reserve in Indo-China and if one is aware that 25 years are needed to (regrow) an (area) from 10 to 15 centimeters in diameter, that is to produce material which can be used for the manufacture of charcoal. Now this region of mangroves represents only some 160,000 hectares. You can see the disorder which would result from a lack of control, the same kind of control as that placed upon the transport of the coal to Saigon and other centers of Western Cochinchina. In effect, this transport has been given over to one single company-The New French Western Development Society, especially created and limited to the transportation of charcoal, which has the advantage of preventing any traffic en-route, which always brings about an increase in the price or if you prefer brings on the black market. But the action of the Coal Control Office and the Forestry Service do not stop there. These two organizations in that connection have applied all their care to ordering and facilitating the development of the mangrove in view of bringing about a general improvement. Each coal dealer was assigned a determined group. Their work has also been rearranged so as to avoid delays and high transport costs. ...

Fr. Saigon Fr. 7/18/44

##### Oil and Fats

The production of oil and fats in FIC during four months from Sept to Dec. last year, showed favorable results in comparison with the same period of the previous year, last year's production (for the same period) was increased by a record quantity of 1,000 tons. The favorable result in production of oils and fats during the last year is due exclusively to the in-

## E C O N O M I C

### INDUSTRY

#### Fuel, Oil, Etc.

##### Oil and Fats

crease in planting of peanuts, castor oil plants and other plants rich in oil content. It is also learned that the southern region of the FIC is now self-sufficient in castor oil due to the remarkable production of castor-oil plants. At the same time it is learned that the castor-oil production in the Tonkin district demonstrated a record increase of 300 tons in comparison to the 1942 production. It is also pointed that in Cambodia, an increase in production of Kapok oil, (wd), cotton oil and fish oil has been noticed.

Saigon Fr. 2/2/44

Saigon: According to a recent survey, the fat and oil production in French Indo-China during 1943 amounted to nearly 30,000 tons. The raw materials used in the production were coconut, kapok, fish, castor beans, rubber tree seeds and others, totalling 80,000 tons. The above figures compared with 1942 output indicate an increase of from 5,000 to 7,000 tons. In 1942, the government-general collection of fat and oil amounted to 15,000 tons. When the amount consumed by the producers themselves is added, the total output in 1942 is placed at between 20,000 to 25,000 tons. The French Indo-China government figures are usually conservative and it is believed that 25,000 tons of fat and oil were actually produced in 1943. Among the fats and oils produced in 1943, about 3,000 tons of rubber tree seed oil and dry distilled latex oil were produced in Cochin-China. In 1942, it was only 400 tons of rubber seed oil and a small amount of dry distilled latex oil. Tonkin 1,500 tons of coconut oil was produced in 1943. It is estimated that 80% of oil needed in FIC is self-supplied. In addition, it is estimated conservatively that 30,000 tons of alcohol have also been produced.

Tok. JO 7/13/44

##### Rubber

Out of the 100,000 tons of rubber produced in the world (Note: no date, but probably 1940), 80,000 tons were produced in Indo-China. In 1925 only 8,000 tons came from Indo-China. Three experimental stations exist at Laikho, Bugno-Bara and Tapao. 11,000 heveas seeds are produced annually. 1,500 tons of oil are extracted from these, making 50 centimetres per second. Rubber production and industry may be said to be of concentrated vertically in Indo-China, as it is produced from the seed to the finished product. Six liters of latex are produced per second.

IDC 2465 1/21/43

##### Control

In the time of rubber crisis, everyone spoke of Stevensen plan here in Cochin-China. That was a cartel type plan regulating and limiting the distribution and production of rubber, and now we learn that the International Committee set up at the time for enforcement of Stevensen plan has been dissolved. A period of four months expiring on May 1 (sic) has been agreed upon by the English, Dutch and the Hindous in order to arrange the details of its dissolution. All this will cause new problems for the local rubber producers, particularly in cases of proposed extension and replantation.

Fr. Saigon Fr. 5/8/44

## E C O N O M I C

### INDUSTRY

#### Rubber

##### Encouragement of Industry

A talk: "The proposed rubber exhibition in Hanoi": Despite the present difficulties facing Tonking, Decoux has gone ahead with the idea of encouraging senior industries in this country... Decoux will organize another rubber exhibit to be held in Hanoi within a week, it will be a continuation of the recent exhibition. Saigon rubber is the most important commodity in the world and a source of the riches of our country. The industry has been completely developed within the last two years. Rubber companies will send to the exhibition photographs showing the preparation of rubber, the life of coolie factory workers, and the methods of making motor-tire type lubricating oil, prepared from rubber tires, will be exhibited. In 1939, the country consumed 530 tons of rubber, but in 1943 it consumed 1800. In 1942, a large factory produced 400,000 cycle tires, 330,000 inner tubes and 100,000 solid tires, and a factory which was opened a year ago- the Michelin factory of Cochin-China - made turck tires. In addition, this factory and others in Tonking, Cochin-China, repair old tires. At the exhibition, the factories will exhibit other objects made of rubber: hoses, slippers, water tubs, etc. "

Saigon Ann. 1/5/44

Let us join our two most brilliant architects, Messieurs Causson and Masson and talk with them about the Rubber Homes what do they think of the (Rubberoscal) experience, of which we talked last Monday? Well they think it's possible to use rubber as building material, they think rubber will be such real contribution for elimination of vibrations, a dangerous influence for our nervous systems, also rubber will play considerable role in refrigerating ( air-conditioning) of our inhabitants. In short they confirm what we said last time, rubber will render living conditions more pleasant.

Saigon Fr. 1/17/44

The rubber tire industry is satisfying general demands . Last year it produced 370,000 bicycle tires and 20,000 rickshaws tires as well as 80,000 special rickshaw tires. After one year of research high grade automobile tires were produced last year. Regular automobile tires appeared on the market in June and truck tires in November. Meanwhile, rubber shoes and boots are also being produced in large scale. It is recalled in 1934 100,000 pairs of rubber footwear, as well as rubber footwear, as well as rubber soles for shoes, were produced. Rubber is also being used in the manufacture of rickshaw and automobile carpets, waterproof clothing, water shoes and rubber tubes as well as hygienic articles which are now being carried on in FIC.

Tok. E. 3/9/44

During the second two-week period of February, an exposition was held in Hanoi of one of the local industries which, during recent years, has registered the greatest success - rubber industry, The aim of this exhibition was to show the result of the efforts made to manufacture from local crude rubber a number of staple articles, and even certain products which are usually made of metal, the importation of which has been shut off for a number of years. Production of manufactured articles, which amounted to only 530 tons in 1939, went up to more than 1800 tons in 1943.

## E C O N O M I C

### INDUSTRY

#### Rubber

##### Encouragement of Industry

Here are some examples of tire production. First of all, production of bicycle tires went up greatly. In 1943, some 450,000 bicycle tires and some 50,000 rickshaw tires were released for consumption. ... In June 1943, the first pleasure car tires appeared, and in November of the same year, the first truck tires. These locally manufactured tires carcasses were still in excellent condition after being driven... kilometers. Besides these products, rubber boots and shoes,... Production of this article, which was approximately 50,000 square meters in 1941, is now falling off because of fabric shortages.. Let us make mention here of reinforced rubber hose capable of resisting high pressure. In the manufacture of rubber hose, a shortage of fabric gives rise to certain difficulties . At the present moment, substitute fabric made from ramie is being used. This exposition of Hanoi also offered a quantity of diverse objects manufactured from rubber: articles used in hygiene, sports, automobiles, and so forth. ...

Fr. Saigon Fr. 4/1/44

#### Tires

An interview with Roger LeMal, Director Comptoire des Pneumatiques: The organization has two centers, at Hanoi and Saigon, and gives advice to owners on the exact condition of tires. It is not allowed to buy or have tires repaired by unauthorized dealers. If a tire is not repairable the organization buys it for 50 francs. In regard to new tires, (they are) difficult, owing to the lack of necessary materials, but the authorities are doing their best and by next October tires for touring cars will be produced (at the rate of ) 20 to 30 per day. Lorry tires are very important because IC depends on lorries to transport goods. From Dec. on we hope to produce 30 to 50 tires per day.

Saigon Fr. 9/28/43

#### Electrical Power

##### Plants

Immediately after occupation the Transportation Department of the Japanese military administration completed construction of an electric water power plant which was left unfinished by the Dutch administration.

Tok. 7/2/42

The power station of Ankolet (Dalat) which was constructed and was visited by DeCoux a short time ago, uses hydraulic power.

Saigon Ann. 3/6/44

In the hydro-electric line a power plant has been built in Ahntick with the view to supply Dalat with electric power.

Fr. Saigon E. 4/18/44

Saigon, April 25: French Indo-China's first hydro-electric plant, which is to get its power from the Ankuruee dam, is nearing completion. The maximum kilowatt capacity of the new plant runs into 4 engines. The water head less than 100 meters.

Tok. JO. 4/26/44



## E C O N O M I C

INDUSTRYElectrical PowerPlants

## ABSTRACT

Water and Electric Industries in Indo-China

<u>Name Company and Address</u>	<u>Capital (French)</u>	<u>Nature of Activity</u>	<u>Approximate volume of business</u>
Ste Indochinoise Forestier et des Allumettes (Match- es); 74 Rue St., La- zarre, Paris (Benthuy Province of Vinh, Home Office.	12,000 000 francs	Exploitation of an electric plant at Benthuy. Distribut- ion of electricity in the Vinh region.	700,000 French francs
Ste Indochinoise pour les Eaux et l'electricite en Annam; 25, .. Gen- eral Foy, Paris. (Quai de la Susisco Hue, Annam, Home Off.	10,000 000 francs	Production and dis- tribution of electri- city at Sapaon, Than- Hoa, Quang trie, Hue, Tou- rane, Faifoo, Kontum, Quin- hon, Songau, Natrang, Phar- ang, Tourcham, Distribut- ion of water at Hoa and Hue.	7,000,000 French francs
Ste Indochinoise e'electricite, rue Raymond Marc, Nimes (Gard) Home Office.	60,000 000 francs	Production of and distribution of elec- tricity in Hanoi, Hai- pong, Nam-Dinh, Delta, Tonkin, Bayard and Tche-kam.	30,000 000 French francs
Ste Indochinoise e'electricite (1 rue Raymond, Nimes, (Gard) Home Off.	95,000 000 francs	Production of and distribution of elec- tricity in Saigon, Cho- lon, Phom-Penh, Dalat, Northern Province of Cochin-China.	43,000 000 French francs
Ste Coloniale d' Eclairage et d'Energie; (L' rue Raymond Marc, Nimes Home Office.	--	Production, distribu- tion of electric ener- gy in Cantho-Sosctrang, Bac-Lieu Camaw Chaudoc, long-Xuyan, Vinh-long, Tra- Vinh, Sadac and Lan-Cantho.	5,000,000 French francs
Union-Electrique; 31 Rue d'Ormay Saigon, (1 rue Ray- mong Marc, Nimes, Home Office.	7,200 000 francs	Production, distribution of electricity at Mythe, Bentre, Baria, Jacques, Kam- pot, Takeo, Sairieng Kom- pong, Kratie, Cambodia, Pan- thia and Annam.	5,000,000 French francs
Compagnie des Eaux de Hanoi, 39 Rue St. Foreau... Home Office.	35,000, 000 francs.	Distribution of water in Hanoi.	4,500,000 French francs.

IDC 7244 4/43

# E C O N O M I C

## INDUSTRY

### Electrical Power

#### Power Production

The electric power plants in French Indo-China at the end of 1942 produced a total of 71,300 kilowatts which is an increase of 600 kilowatts over 1941. More than four fifths of these plants are in the provinces of Cochin-China and Tonkin. At the end of 1942, 147 centers were equipped with public systems for electric power distribution which is the same number as at the end of 1941. A new center was established in Tonkin and two more in Cochin-China, while in Annam, circumstances made it necessary to close the Pleiku and Anke power plants, depriving these two centers of electric power. 1942, production of electric current in French Indo-China reached a total of 115,485,000 kilowatt hours, in 1941 it was 111,638,000 kilowatt hours. In 1942, production increased over 1941 in Cochin-China, Annam and Laos. There was a slight decrease in Cambodia and Tonkin. In the whole of French Indo-China, in 1942, 92,388,000 kilowatt hours of electric current were used. In Cambodia and Tonkin, in 1942, a slight increase in the use as well as the production of electric current was noted. In Tonkin this decrease was due entirely to the city of Haiphong, while in Cambodia, it was general throughout the province. In 1942, 39,263,000 kilowatt hours were used in the city of Saigon-Cholon; in Hanoi 11,266,000 kilowatt hours in Haiphong 5,687 kilowatt hours and in Phnom-Penh 5,086 kilowatt hours. In 1942, 3,496,000 kilowatt hours of electric current were used for street and road lighting; 6,652,000 kilowatt hours for lighting and ventilating government buildings; 26,240,000 kilowatt hours for lighting and ventilating privately owned buildings; 3,120,000 kilowatt hours for household uses; 3,759,000 kilowatt hours for operating street cars; 49,121,000 kilowatt hours for automotive and other uses. The amount consumed for household uses doubled from 1937 to 1941. Seasonal variations in electric production vary from the coefficient 97 in the months of Oct. and Dec. to 103 in March, April and May. The following five companies furnished 94.2% of the total electric current production in 1942 from the point of view of public distribution: Societe Indochinoise d'Electricite; Societe Indochinoise pour les Eaux et l'Electricite en Annam, Union Electrique d'Indochine, Societe Coloniale d'Eclairage et d'Engergie, Compagnie des Eaux et d'Electricite de l'Indochine. In the attached graph electric power production figures are shown up to Aug. 1943. The figures are gross and corrections have been made for seasonal variations. The graph is based on 100 for the year of 1933.

IDC 6803

#### Motors

With a view towards the materialization of the industry of Kenan (Unidentifiable place name-trans) by the use of electric power, previously various kinds of electric motors were bought from Japan, but Japan is manufacturing some especially suited to FIC and now an undisclosed number have been delivered to FIC. These electric motors are for use in rice-cleaning, alcohol manufacture, weaving, etc., and for the sake of the establishment of the self-sufficiency of Indo-China, all types of special machinery suited to Indo-China is manufactured, there is a significant reflection of the productive strength of Japan in FIC.

Tok. J. 9/18/43

E C O N O M I C

INDUSTRY

Electrical Power

Rates

The rates of electricity have been subject to some light changes. The kilowatt hour goes from 0.16 piastres to 0.17 piastres, while the industrial power electricity changes from 0.146 piastres per low voltage unit to 0.156 and the high-voltage unit changes from 0.130 piastres to 0.139 piastres.

Saigon Fr. 1/10/44

Beginning Mar 1 (sic) 1944 the electricity rate went up by (r) cents per kilowatt hour. Also the users of industrial power, find increased rate. Thus for power current, low voltage is now 14 cents, high voltage 12 cents. And most important be sure not to use more than permitted. Heavy fines will be imposed on those who consume more power than allotted. Here are the fines, if the consumer exceeds the use of power by a margin of 4 to 10%, the power will be cut off for 3 days; if the exceeding amount is 10 to 20%, the power is cut off for 10 days. If the exceeding amount is over 50% then the power is cut off for 30 days. Add to this that for the last 10 days the power quota has been reduced and the infraction rules are still in force.

Fr. Saigon Fr. 3/20/44

Restrictions

The Governor of Cochin-China issued notification that starting from February(March?) first, all privileges granted up to that time to consumers of electricity in the Saigon-Cholon area and the provinces of Giadinh, Bienhoa and Thud-aumot will be cancelled. This measure aims at restricting the use of electricity. It is also forbidden to cause any damage to electric company materials.

Saigon Ann. 2/17/44

Mining

General

The following amounts of coal and other minerals are mined yearly in Indo-China:

Anthracite	-	2,415,000 tons
Soft coal	-	85,000 "
Briquettes	-	140,000 "
Coke	-	2,600 "
Lead	-	1,300 "
Tungsten	-	200 "
Zinc	-	7,100 "
Gold	-	260 kg.
Silver	-	110 "

The mines employ 50,000 persons. Hospitals, schools, lodging, recreation and churches have been provided for these workers and their families. The largest foundry is at Bac-Son. Formerly all smelted ore was imported. On Dec. 10 1942 the millionth ton of ore was smelted here. Other minerals extracted in Indo-China are: antimony, talc, superphosphate, graphite, barytine, sulfur, bauxite, manganese, iron chromite, ilmenite, and precious stones.

IDC 2465 1/21/43

# E C O N O M I C

## INDUSTRY

### Mining

#### Minerals

Saigon: The council for Mineral Resources, recently established, will open a branch in Saigon city shortly, to undertake the development of various vital minerals in southern FIC. With the area containing deposits of strontium and other rare metallic resources, the establishment of the branch is expected to accelerate the mineral industry considerable.  
Singapore 12/30/43

#### Lead

Hanoi: Steady progress is being made in the development of mineral resources in North French Indo-China. Recently, a smelter, capable of producing an unstated number of tons of lead, was constructed at a certain mine belonging to the Taiwan Development Company. The smelter was built to industrialize the locality and also to solve the transportation problem. The smelter began operations recently. An iron smelter also is being constructed and it is expected that these smelters will contribute greatly to the industrialization of the local areas.  
Singapore JO 7/7/44

#### Coal

Considerable progress is shown in geological work, mineral production, notably coal... From 1939 on ... 2,000,000 tons of coal... production of salt...  
Saigon Fr. 12/26/42

Saigon: The transportation of rice from southern to northern Indo-China and the reverse movement of coal are two of the biggest items of non-military transportation in French Indo-China. The shipment of coal to the south has assumed great importance. Authorities of the Indo-China government have been working very hard to solve the coal problem. The mining of coal in the vicinity of Tourance, which had been shut down until last year, is being carried out very smoothly, thus relieving the government of some worry. The volume of coal shipped to the industrial areas of Saigon and its environs has been increasing gradually. The coal mine near Tourance was reopened to meet the coal shortage in south Indo-China. The mine had been closed because of unprofitable operations, but it has been reopened with the government assistance. Since this project is different from the Honguay coal mines. The Tourance mine produces mostly bituminous coal.  
Tok. JO 11/28/44

#### Iron

January production of these vital materials - iron and steel - was reported to be well over last year's monthly average, giving justification of belief that a phenomenal increase will be registered this year. In FIC it was disclosed to be 1,000 tons over that of the corresponding period last year.  
Tok. E. 2/3/44

## E C O N O M I C

### INDUSTRY

#### Mining

##### Iron

Saigon: The Japanese in French Indo-China have stepped up productive activity in various fields of industry. Local interests are steadily developing the iron manufacturing industry without placing reliance on outside support. A certain business establishment has converted an automobile garage into a small plant to manufacture nuts and bolts for building purposes. More than 10 brick furnaces of simple construction were installed in the plant for this purpose. Scores of workers are being employed and several thousand pieces are being turned out daily. Nails also are being produced. The only raw material which this plant secures is scrap iron. The plant hopes to step up production and it is believed that it will have sufficient working material. This plant does not use any machinery, depending on human labor alone. This establishment owns and controls two other iron products plants. One produces parts for wooden ships while the other manufactures iron pipes. This company also maintains connections with certain factories in Annam Province and has authorized the native factories to participate in the production program. Plans are being made to consolidate all the native plants into one large company in order to integrate production.

Tok. JO 7/27/44

##### Salt

Saigon Domei: FIC is blessed with salt fields which stretch over 2,900 kms. along its shores, and its salt production figures reach approximately 200,000 tons yearly. This year in accordance with the increase of shipping and the development of various industries its use has increased and it has become necessary to bring about security in the production of salt. Thus the FIC government general issued a governor-general's ordinance prohibiting the transfer of salt fields to other uses and an authorization will be required from the naval construction program in order to transfer ownership of salt fields or to transfer evacuation rights (i.e. rights in the digging of salt-trans.)

Tok. JH 9/26/43

Saigon, June 2: The annual production of salt in French Indo-China averages 200,000 tons, of which 150,000 tons consumed at home, leaving about 50,000 tons for export. Owing to favorable weather, this year's output is expected to exceed the production of the past few years. Prospects for a heavy salt yield are especially bright in the Baria area where it is expected from 60,000 to 70,000 tons of salt, or half again as much as the 40,000 ton output achieved last year, will be produced. In this connection, the tax levied on salt has added greatly toward meeting the French Indo-China budget expenditures. Before the outbreak of the war, the levy on salt amounted to 8% of the total yearly revenue. Further, the tax on salt amounted to 11% of the total customs duties revenue. In 1943 the huge sum of 7,700,000 piastres in salt revenue was realized which represented from 4% to 5% of the total 1943 revenue of 170,000,000 piastres. With the revision of the tax system, salt revenue for the 1944-45 fiscal year is expected to reach 10,000,000 piastres.

Tok. JO 6/2/44

## E C O N O M I C

### INDUSTRY

#### Mining

##### Salt

Favorable climatic conditions are expected to (up) French Indo-China's production of salt for this year. ...the country produced 200,000 tons of salt annually. 150,000 tons went toward home consumption, leaving a balance of 50,000 tons for export abroad. (The salt tax) constitutes about a tenth of the governments yearly revenue...

Batavia E. 6/4/44

##### Cement

Progress has been made in another industry. The FIC Cement Co. is now using brick scrap and crushed lime, and with them as principal materials, producing a superior cement substitute which closely resembles the real product.

Tok. JO 2/23/44

Another problem is that of cement ,Saigon, Annamite. At first glance, it would seem easy of solution because cement is a product of IC. But to produce it we need "thaccac"(Calcium carbonate) which was previously imported from Egypt. Now, because of the war, we cannot get this commodity. Besides, enemy bombings hinder our work. Imitating our grandfathers, we use a mixture of limestone and sugar(?) to replace cement. Despite the war, the people of IC are proud to say that under French protection and direction they continue to live happily.

Saigon Ann. 2/29/44

## TRANSPORTATION

#### General Situation

Before the arrival of the French in Indo-China there were no roads worth mentioning. Heavy transportation was carried on either by water or by trails from village to village-paths on which two persons could walk side by side. In the deltas these paths were along the dikes of the rice fields. Goods were carried on the backs of men and animals. Piracy made commercial exchange hazardous and unprofitable. Economic necessity forced the administration to construct land routes immediately that were utilizable commercially. Until 1912 construction work on these roads was executed by the different countries and was limited to immediated local needs. There was no large arterial highway for general use connecting the different countries. In 1912 it was decided to construct a vast network of Indo-Chinese roads with the aid of credit from its general budget in conjunction with the local budgets. Since then work has been pursued along this line without cease. At present the total length of road construction in Indo-China exceeds 27,500 kilometers, of which nearly 20,000 kilometers Macadam and 6,100 kilometers asphalt.

##### 1. Tonking

As soon as the French arrived, in order to assure peace in the country, they built roads for transportating food supplies and ammunition into the colonies. These routes, sections of which still exist, built in haste and often without plans or surveys, answered the military needs for which they were constructed,

## E C O N O M I C

### TRANSPORTATION

#### General Situation

##### 1. Tonking

but were far from good road standards. Especially in the mountainous regions there were sharp curves (3 to 15 meters in radio) and steep slopes, sometimes at 15 degrees, the construction work, which was essentially temporary, did not allow for any heavy or dense traffic. The execution of the 1912 program gave Tonking a network of roads that answered her economic needs. Most of the Tonking roads lead to Hanoi; the most important, Colonial Route No. 1, called the Mandarin Route, leaves the Chinese border and ends at the Thailand border passing through Hanoi, Hue, Saigon and Phnon-penh. The other main roads are Colonial Route No. 2 from Hanoi to Hagiavg, on which the two ferrys were replaced in 1931 by reinforced concrete bridges; Colonial Route No. 3 from Hanoi to Cao-bang; Colonial Route No. 5 from Hanoi to Haipong by way of Haiduong; Colonial Route No. 6 from Hanoi to Hoa-bink; Colonial Route No. 18 from Hanoi to Hongay and from Tien-yen (the section from Mong-dzuong to Tien was finished in recent years.) The network of roads in Tonkin by the end of 1942 had reached a total length of 8,750 kilometers, of which 4,690 were macadam and 1,360 asphalt. In 1910 when an inventory was made of the roads, this network measured only 2,000 kilometers, 618 kilometers of which were macadam. In 31 years 6,750 kilometers of road have been constructed an average of 218 kilometers per year. An average of 130 kilometers a year was reinstalled. The road connecting Haut Tonking and Haut Laos is now under construction; the Tonking section and about 20 kilometers beyond the Laos border are already passable to automobiles in the dry season.

##### 2. Annam

In Annam before 1907, there was only Colonial Route No. 1 which was called the Mandarin Route, this was made up of a series of sections of isolated temporary roads connected only by trails that were inaccessible to vehicles. Road improvement work and road metalling (macadam) have been carried on without cease in order to make the road usable from end to end. This road, which follows the coast, constitutes the most important throughfare of Annam. Crossroads connect the coast with the interior. The most important roads are: Colonial Route No. 7 which begins at Phudian, north of Vink and goes to Laos toward Laung-prabang; Colonial Route No. 8 which begins at Vink and also ends at Laos going as far as Thakhels, passing Local Route No. 8 of Laos; Colonial Route No. 12 which begins at Hatink and ends at Thakhek; Colonial Route No. 9 from Dong-ha to Sanannakhet; Colonial Route No. 21 from Ninh-hao to Bannethout and the Colonial Route No. 11 from Tourcham to Dalt. For several years Colonial Route No. 7 and 12 have been kept up as modern highways. Improvement work on the service roads following the Xomcuc-Bannaphao telegraph line, begun in 1942 will be emphasized especially in 1943 with the idea of establishing a good connection road usable by common transport vehicle between the coast and Thakhek. A program of constructing new wide highways is being carried out. Colonial Route No. 14 from Noeud des Trois-Frontiers to Kon-tum (331 kilometers) will be finished near the end of 1943; Colonial Route No. 19 from Plicku to Stungtreng (250 kilometers) will be finished about the end of 1944. A service route is already established; it is only usable in the dry season. At the end of 1942 the total length of roadways amounted to 4,127 kilometers of macadam and 1,237 kilometers of asphalt. Since 1928, an average of 48 kilometers

## E C O N O M I C

### TRANSPORTATION

#### General Situation

##### 2. Annam

of road per year has been macadamized. Furthermore, a definite effort has been made to replace provisional arrangements with permanent engineering works. For example, the number of ferries on Colonial Route No. 1, which was 72 in 1900 had been cut to 23 in 1920. Now there are only five ferries.

##### 3. Cochin-China

In 1880 the Colonial Council which had just been created instigated a program of road building in Cochin-China. This program based upon the proposition of the Public Works Service, included the construction of 940 kilometers of colonial routes and 2,000 kilometers of local roads. At this time, only eastern regions possessed roads of any value-the Saigon Bienhoa road via Thu-duc, the road from Saigon to Trang-bang via Thuan-kieu and Hoc-mon, and the road from Cholon to Gocong via Can-gioc. In applying the adopted program, the road from Bienhoa was extended to Baria, the Saigon-Mytho and the Saigon-Thuanmat roads were constructed, as well as the Saigon-Tayninh road, which was extended toward Phon-phenk as far as the Cochin-China border. The eastern region has the advantage of having a relatively small number of streams and rivers in comparison to those which cross the western plane of Cochin-China in every direction. However the idea was forwarded and soon the provinces of the west built roads and highways, until now each important town is accessible by a more or less passable road. After hardly more than a half century of effort the total network of Cochin-China roads amounts to nearly 7,300 kilometers in length:

783	"	colonial roads;
1,633	"	local roads;
1,778	"	provincial roads;
3,042	"	communal roads, and
50	"	road to and from the commercial

ports of Saigon and Cholon, of which 1,955 kilometers are asphalt and 4,100 kilometers of macadam good for automobile traffic the whole year. Automobile traffic, since 1923 especially, has developed considerably (in June 1942 20,910 automobiles were registered, of which 15,927 are touring cars.)

The principle highways of Cochin-China are:

- a) Colonial Route No. 1 formerly the Mandarin Road, which crosses Indo-China from the north to the south connecting the four capitals of Indo-China, Hanoi, Hue, Saigon and Phom-panh. The Cochin-China section measures 202 kilometers,
- b) Colonial Route No. 13 from Saigon to Vientiane by way of Ben-cat, Loc-ninh, Kratie and Stung-treng. The Cochin-China section measures 145 kilometers.
- c) Colonial Route No. 15 from Saigon to Cap Saint-Jacques.
- d) Colonial Route No. 20, which branches off from Colonial Route No. 1 at Dau-giay, crosses the Song Lagna near Thanhson, scales the spurs of the Assamese Mountains between the Donnai and the Lagna, crosses the Biao pass and joins the road from Phon-thiet to Djiring. This road shortens the distance between Saigon and mountain resort at Dalat, via the old Phan-thiet road, by 100 kilometers. (e) Colonial Route No. 22, direct route from Saigon to Angkor, via Tay-ninh and Kompong-cham. The Cochin-China section measures 77 kilometers 800.



## E C O N O M I C

### TRANSPORTATION

#### General Situation

#### 3. Cochin-China

f) Local Route No. 2 from Saigon to Basia by way of Bien-hoa and Euan-loc was constructed in 1916 with funds from the general local budget and a loan of 90 million (French) francs in the interest of improving the value of the plateau of the Tesses-rouges which extends to the south of the Saigon-Nhatrong railroad between Xuan-loc and Baria.

g) Local Route No. 4 connects Saigon and Camau (304 Kilometers) crossing a section of the west of Cochin-China passing by Tanan, Vinh-long, Cantho, Soc-Trang and Bac-lieu.

H) Local Route No. 7 extends from Saigon to Vink-long and to Tra-vink (202Km. 600 which was already paved in 1905-1906) Local Route No. 8 extends from Saigon to Hatien via Sadec, Long-Xuyen and Rach-gia (388 km.) The Saigon-Sadec section already existed in 1891.

Since 1937, construction of three new roads has been undertaken:

a) The section of Colonial Route No. 14 from Dong-toai to Ban-methuot via the Noeud des Trois-Frontieres (135 kilometers under construction will be finished toward the middle of 1943)

b) The Caman-Nam-can road (53 kilometers)

c) Goquao-Thoibinh-Camau road (90 kilometers) linking the provinces of Bac-lieu Rach-gia.

When these two last roads are finished communications between Cambodia and Southern Cochin-China will be assured along the coast of the Gulf of Saim passing via Hatien, Aachgia, Goquao, Camau and Nan-can. This will increase the value of the region, which until now has been little exploited.

#### 4. Cambodge

In 1907 none of the principal towns of the provinces were connected with the capital by land routes, with the exception of Kompong-speu which had just been connected with Phnom-penk by a 35 kilometers road branching off from the Kampot road at the 12-kilometer mark. There was no connection with Saigon except by river. The total length of macadam roads was hardly 163 kms. As in the other countries of the Union great efforts have been made to build up communication facilities to meet the economic needs of the country. Cambodge highways system includes:

a) Colonial Route No. 1 which, coming from Saigon, passes Phnom-penk and arrives at the Thailand frontier following the south bank of Grand Lac. (b) Colonial Route No. 1 "bis" which leaves

Colonial Route No. 1 at Kompong-luong and also goes to the Thailand border north of Grand Lac. (c) Colonial Route No. 17 from Phnom-penk to Hatien passing by Kampot and Kompong track.

(d) Colonial Route No. 19 which connects Stung-treng with Quinhon on the Cote d'Anna. Work will be finished metalling included, toward the middle of 1944. This road will ultimately

be part of the great interior strategic highway coming from Hatink.

(e) Colonial Route No. 22 from Saigon to Kompong-thom via Taynink.

(f) Colonial Route No. 13 from Saigon to Vientiane via Snoul, Krati and Stung-treg. The section of this route north of Kratie, an emergency undertaking in 1935 in order to open Laos to the south, was opened to traffic 15 April 1937 with its three meter span and all its engineering work, thus, 167 kilometers were constructed in two years. In 1939 the total length of macadmized road in Cambodge amounted to 3,239 kms., making an average of 96 kms constructed each year since 1907.

## E C O N O M I C

### TRANSPORTATION

#### General Situation

##### 5. Laos

Until 1926, Laos depended entirely upon the Me-Kong River for its relations with the outside world. This means of communication was especially difficult because of rapids and falls encountered between Kratie and Luang prabangs cut the river into sections requiring different types of boats for the different water conditions, which necessitated many loadings and reloadings. The first road connecting Laos with the Annam Coast, the road from Dong-ha to Savannakhet, 328 kilometers long, was laid out in 1926. For a long time, precarious trails between various centers were the only connections with the coast. Then other roads were built. The most important was Colonial Route No. 7 from Phu-dien Vinh to Xieng-Khouang, and Colonial Route No. 8 (of which local route no 8 is an extension) which connects Thakhek with Vinh in the dry season. 1934 and 1935 were active years for road planning in Laos. General Robin, foreseeing the expiration of the concession of the Compagnie Saigonnaise de Navigation et de Transports two years later, wished to be free of the complications and limitations of river navigation and made land communications possible. Colonial Route No 13 beginning at Saigon and ending at Kratie was extended to Pakse (400 kilometers, which opened up Bassac and Bolovens to Laos) Further north, Colonial Route No. 13 was constructed from Savannakhet to Thakhek ( 100 kilometers) and from Vientiane to Pakse ( 150 kilometers) which, to the use of the Donga-Thakhek and Paksane-Vientiane roads, made it possible to establish a rapid passenger service from the Annam coast to Vientiane. The construction of Colonial Route No. 12 (following telegraph line) between Bannaphae and Thakhek ( 130 kilometers) permits the exchange of merchandise during the greater part of the year from Vinh to Thakhek. In 1937 these first steps were taken and work has continued (reinforcing engineering work, repairing flood damage, etc. Colonial Route No. 7 which ended at Xieng-Khouang, was extended to Luang-prabang, while improvements were made in this road, such as eliminating some of the worse curves. Construction work was also undertaken on Colonial Route No. 13 in the direction of Luang-prabang. There were still breaks in the stretch of Colonial Route No. 13 from Saigon to Luang-prabang; between Pakse and Savannakhet ( 240 kilometers), between Thakhek and Paksane ( 250 kilometers), between Northern Vientiane (Dendin) and Colonial Route No. 7 in the direction of Luang-prabang, which is 40 kilometers of very mountainous territory. The work undertaken in 1939 at Svanannakhet Pakse, continued in spite of the war and all kinds of difficulties, was finished in 1941. Tak-hek was connected with Saigon by a 900 kilometer route. Work on the dry season connections between Vientiane and Luang-prabang was begun in 1940 and finished in 1942 in spite of still greater difficulties. The last section from Phoukhom to Moung-Kassi was inaugurated by Admiral Decoux, Governor-General of Indo-China last March 1942. In 1939 work was begun on an interior road parallel to the Mandarin Route following the coast and Colonial Route No. 13 in the Mekong Valley. The Muongphine section will make it possible by next year to shorten the distance and facilitate communications between Pakse, the Bolovens and the coast of Annam during all seasons. This gives some idea of the considerable effort made during recent years to establish communications to Laos and of the progress made since 1943.

IDC R2465 4/15/43

E C O N O M I C

TRANSPORTATION

General Situation

The conditions of roads before the French occupation of Indo-China was very poor. A famous "official road" existed since the Khumer Dynasty running from Saigon through Hue to Hanoi and into China. Even after the French occupation of the land, the development of communication roads was neglected because of the negative colonial policy in Indo-China. In 1897 The Governor-General, Paul Doumer, undertook the plan of construction railroads. Albert Sauraut, who became Governor-General in 1912, undertook the construction of railroads on a great scale. His plan was to build 9,176 kilometers of roads with an expenditure of 55,000,000 piastres. The present length of railroads in Indo-China is 35,000 kilometers. By order of the Governor-General in 1918, Coloniale roads, local roads, provincial roads and community roads were constructed. The national roads, or Routes Coloniales, were put under control of the Governor-General and local government officials. There are 20 national roads whose combined length is 9,801 kilometers; the length of local roads is 26,000 kilometers.

Province	Asphalt, macadam, and gravel roads	Asphalt Roads	Macadam Roads	Gravel roads which may be used for automobiles more than 6 months	Unfinished roads which cannot be used more than 6 months.
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( in Kilometers)

Annam	3,088	1,008	1,346	734	217
Cambodge	1,691	721	955	15	75
Cochinchine	650	546	104	-	-
Laos	1,818	28	1,301	489	551
Tonkin	1,712	763	847	102	37
Total	8,959	3,066	4,553	1,340	880

National Route No. 1 follows the old Mandarine Route and starts in Kwangsi Province, China, leading through Hanoi, Hue, Saigon, and Pnom-Penh to the boundary of Thailand. Its width is six meters and its length 2,578 kilometers. It has been under construction since 1913. The cost of reconstruction was 26,000,000 piastres up to 1933. This important road has been used for transportation of munitions to China since the "China Incident."

The following is a list of 20 national roads including the Route No. 1 described above:

No. 1	From Kwang-si Province through Hanoi, Saigon to the boundary of Thailand	2,578 kilometers
No. 2*	Between Hanoi and Ha-giang	309 "
No. 3*	From Thai-nguyen through Bac-kan and Cao-bang	230 "
No. 4	From Mon-cay through Cao-Bang to Vien-chan	1,049 "
No. 5*	Between Hanoi and Hai-phong	100 "
No. 6	From Hanoi through Hoabinh, Sam-neua to Khouang	466 "
No. 7	Between Phudien and Bau-dong	511 "
No. 8*	Between Vinh and Vien-chan	320 "
No. 9*	Donghoi and Savannakhet	360 "
No.10*	From Pakse and to the boundary of Thailand	39 "
No.11*	From Phangsang, Tourane and Dalat	108 "
No.13*	Roch-ninh, Kratie, Pakse, Thakkek and Vine-chan	1,290 "
No.14	Saigon, Dalak and Hue	754 "
No.15*	Saigon, Cap St. Jacques and CaMau	98 "
No.17*	Pnom-Penh and Hatien	208 "
No.18	Hanoi, Sebagoda, Dontiu, Huang-Khe, and Thuan-an	161 "

E C O N O M I C

TRANSPORTATION

General Situation

No. 19	Binh-dinh and Preik	199 kilometers
No. 20*	Saigon and Dalat	334 "
No. 21	Ninh-hoa, Ban-Methout and Tourane	383 "
No. 22*	Saigon, Tayninh and Kimpang-chan	226 "

(\* finished roads)

The total length of local roads in 1936 was 26,000 kilometers. Cochin-China roads are more improved than those of other states. The length of Cochin-China local roads is 8,200 kilometers and that of Tonkin 6,500 kilometers. The following chart shows the condition of roads other than national roads:

Province	Asphalt, Macadam and gravel roads	Asphalt Roads	Macadam Roads	Gravel roads which can be used by automobile more than 6 months.	Unfinished roads which cannot be used for automobile more than 6 months.
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( in kilometers)

Annam	4,367	174	1,413	2,780	2,414
Cambodge	1,951	301	1,219	402	2,305
Cochinchine	6,479	1,287	3,954	1,238	-
Laos	1,380	-	581	799	1,034
Tonkin	4,304	590	1,815	1,899	2,392
Total	18,482	2,352	9,012	7,118	8,145

The expenditure of construction national roads every year is 2,000,000 piastres; repairing expenses are 2,000,000 piastres.

IDC 1957 (1943)

Japanese and Chinese communication authorities held a conference at Railroad Restaurant, Tokyo on June 25th 1942. The resolution to build a railroad that would take less than seven days to go from Tokyo to Sinapore was passed. Both the Japanese Ministry of Railroads and the communications authority of Central China agreed on the project. Yata, Japanese Minister of Railroads has already instructed the different appropriate agencies to begin immediately detailed investigations based on the proposed plan. The new railroad is to start from Shanghai, through the Shanghai-Hangchow line and the Chekiang-Kiangsi line to Chu-chow. Again it will go through the Canton-Hankow line to Hangyang where it will join the Hunan-Kwangsi line to Liuchow. A new railroad of approximately 400 miles will be built from Liuchow to Chen-nan-kuan, near the boundary of Indo-China, via Honai to Saigon. From this point, there will be a new line of about 48 miles to Chin-pien and P'an-ko where it will turn to join the Malay Railroad and go straight to Sinapore. The whole line will be more than 7,830 miles. It will take 89 hours, about four days to go from Shanghai to Singapore. Only two new railroads of about 700 miles need to be built. The entire railroad will be completed within five years.

IDC - July 1942

Control

Saigon: The transportation problem is the most difficult one faced by French Indo-China at present. Governor-General Decoux and his government authorities are bending every effort to establish counter-

## E C O N O M I C

### TRANSPORTATION

#### Control

measures. In the near future, the existing transportation regulations are expected to become more stringent. It appears that all railway, coastal, internal and overseas transportation will be permitted only to transport commodities which are considered vitally essential, and shipment of non-urgent commodities will be dropped entirely. At the same time, strict travel restrictions are expected to be enforced, and on land and water routes, all transportation facilities will undoubtedly be concentrated to safeguard the nation's livelihood.

Tok. JO 1/10/45

#### Roads

Saigon: The new main road running along the newly demarcated Thai-FIC border line was recently completed and has been opened to traffic by the FIC authorities. The road extends one thousand six hundred kilometers along the Makhon river connecting Laos and the Cochinchina plains. ... It is the second largest in FIC next to the Mandarin road extending from the Kwangsi border to the Thai border a distance of 2,400 kms.

Tokyo E. 4/12/43

Hanoi: With completion of highway between Saigon and to north truck highway length 20,000 kilometers. Completion of plan which drawn up by Decoux to facilitate transportation service in French colony carried out after overcoming difficulties.

Hsinking E. 8/12/43

Route No. 14: Let us note first of all colonial route No. 14 which parallels the present highway from Saigon to (Dong-Hai) ending in Tonkin which passes through Darlac. This artery is 435 kms. in total length and will permit the exploitation of the iron (wd) and the breaking out of (wd) works. This work, undertaken in 1939, will be completely finished in the course of this year in Cochinchina and in 1944 in Annam. This colonial route no. 14 has not been adequate to serve the interior of the country; it goes from Saigon to Ha-Tinh passing through (Barleslot, Lai-Thieu) Vosne-Sai, Saravane, (Nom Chieu, Ba Na Pao, and San Cou). We should also mention colonial route 19 across road which will connect Stung Trend on the Mehong with Qui Nhan on the Annam coast. The work begun at the end of 1939 covers 263 kms of road situated for the most part in regions still isolated which will be completed in 1944. Route 23: another of the great transverse highways under discussion, begun in 1940 and of which the first lap, between Ban Muang on Route 9 and Saravane will be completed next year. The execution of the work in a particularly difficult region, covered with very considerable (wd) has required an enormous effort. It has been necessary to build two bridges in reinforced concrete, 280 meters long over the So Bang Khan, and the other 156 meters over the Se Kong. This route some 120 kms. long will permit direct connection between the Bolovens Plateau and the coast of Annam. Route 13: Let us also consider the effort effected on route 13 which has been continued with interruption since the beginning of hostilities and were finished in 1941 and have permitted the connection between Saigon and Thakck in all seasons. In 1942 the (wds) of the governor-general (wds) to pursue the construction of this road as far as Pak Se with a view to reaching Vientiane from the south. The surveys of this road were undertaken and since April 1943 the connection between Thakek and Vientiane has been assured in the dry season.

## E C O N O M I C

### TRANSPORTATION

#### Roads

The supplementary work is being continued and it is to be hoped that in 1944 for the dry season the isolation of the capital of Laos will be at an end for it has been a subject of much criticism. Other roads: We should also note that ( in order to travel south and north) work has been in progress on a narrow automobile road between (Dien Bien) and (wd) north of Vientiane since Oct. 1941. In March 1942 this work was complete and Vientiane was therefore connected with (wd) and by Colonial Route No. 7 with (wd) and the coast of Annam. Always with a view to facilitating the access to Laos the Public Works Department in 1942 began work on Colonial Route No. 12 to improve it and the beginning of 1944 will see the end of the transformation work on the roads which parallel the (cable railway)(wds) from (Ba Na Pao) and will thus enable travel by automobile and truck between the coast of Annam and Thakek.

Saigon Fr. 11/3/43

The mountainous nature of the country requires large improvement of transport system. The long and strong rainy season lasting over six months in some parts of the provinces, adds more stress to this point. The recent studies conducted in the region brought up the need of speedy road improvement projects, ... and no doubt the close cooperation between the French authorities and the people of Laos will result in surmounting the great difficulties presented by the topographic nature of the country and the difficulties of other nature. (The announcer gives some details of project of building dirt roads of short distances, several names of places absolutely unintelligible.L.L.) ... It became evident that the prolongation of the main highway from Luang-Prabang to the juncture with the (Mandarin) highway was of primary importance, but unfortunately the greatest difficulties are now (being encountered) in prosecution of the project. The Highway No. 13 and No. 5...due to present difficulties of war.

Saigon Fr. 12/8/43

On this occasion the Chief of the federation had inaugurated an important (section) (or bridge) of the new coastal highway, destined to connect directly RACH-GIA with the extremity of the (wd) of CANUN.

Saigon Fr. 2/26/44

The activities of the extreme western regions of Indo-China continued under the (Central) authority. It was always regretted that in order to go from RACH-GIA, on the Sian gulf near the border of Cambodia, to CAMAU or BACH Tau, it was necessary to by pass an area... of about extra 230 kilometers. (about 140 miles) but today, thanks to the new road, one reaches CAMAU along a distance of 86 kilometers only. The new road runs slightly parallel to the coast... The new road will contribute greatly to the development of this rich region. 150 (thousand) hectares of exploitable land, about three hundred thousand (wd) of timber being exploited annually, much effort was spent in reforestation of the region. The profits were good in exploitation of timber, for instance two thousand hectares bring five hundred thousand piastres yearly returns.

Fr.Saigon Fr. 3/6/44

## E C O N O M I C

### TRANSPORTATION

#### Roads

... And now a number of highways connecting Saigon with Luang Prabang, Saigon and Cantho, (Kweinayng) with Song Preng, (Mon kin) with Sarawan have been built according to the most up to date technique in so far unhealthy and inaccessible regions.

Fr. Saigon E. 4/18/44

... we note important road repairs and road building undertakings, the building of school houses in (De-eph) and in (Coa-ki), the digging of a canal in the (Ben-thaven) area, the building of a military camp in (Tak-Mao), the future residence of a section of the (wd) brigade, the fitting up of a stadium in Kampong-Kampur, the building of a market hall and of a stadium in (Bengui) and (Sarang). Let us now cast a glance at some of the provinces; we shall observe that for the 1,000 coolies are engaged in roadbuilding along the border area... We shall further note that a market hall is being built in (Barahi), where a new circular road running around the center will shortly be opened to traffic.

Fr. Saigon E. 4/21/44

Monsieur Bigorgne, Inspector of General Public Works said:

"Let us start roads. Let us look at Laos. We have concentrated our efforts particularly on the roads of Laos, the routes of approach to Laos. First, on Colonial Route # 13, from Saigon to Louang Prabang, through the Makong Valley, a section of 240 kilometers between Pakse and Savannakhet was completed in 1941, another section of 71 kilometers north of Vien-Tiane in 1942, and another section of 140 kilometers between Thakek and Vien-Tiane, whose track was completed in less than 1 dry season, was opened in April 1943. Thus the great overland route of 1,680 kilometers, linking Saigon with Luang-Prabang, via Vien-Tiane, was completed in the midst of war. This linking together with the 3 great arterial highways from (Qui-Nhon) to (Pai-Sou) and Stung-Treng, from (Tonga) to Savannakhet, and from Vimi to Thakhet via (Ban Na Phao) will enable Laos fully to enter into the economic unity of Indo-China. On Colonial Route #12, from Ban-Na-Phao to Thakhek, a distance of 135 kilometers, a great deal of work improvement, straightening, and raising has been carried out for the purpose of making this road a busy highway. The same applies to Colonial Route # 23, Colonial Route # 19, etc."

Fr. Saigon Fr. 7/25/44

As for the roads of Indo-China, an important factor in the country's economic life, we learn that an additional 87 kilometer of highway built in the course of the last 6 months had been added to its network of roads, as well as about 20 additional constructions of which 13 are bridges. On the other hand, a project for the construction of a new road going through a region of dense forest and ... in the direction of Annam and running by the border of Cambodia and it has been initiated and already the outline of the new road along some 39 kilometers had been completed in the space of a few months.

Fr. Saigon Fr. 9/18/44

The spirit of public works was not sleeping this year in Laos, and the Great Road, the Colonial # 13, 1,700 kilometers long, was completed this year. It follows the valley of Mkong and connects Saigon with Luang-Prabang. Other side roads were built too in spite of continuous worry over lack of cement, steel, transportation means and medicines for the laborers.

Fr. Saigon Fr. 11/2/44

## E C O N O M I C

### TRANSPORTATION

#### Roads

Just recently, the vertical splitting of the China continent was completed when our South China forces and the (troops stationed) in the FIC sector made contact. Since then, our engineering units have been intensively active with their no-sleep, no-rest efforts, by virtue of which it can now be expected that transportation in the Southern Regions will come to materialization in the near future. To elucidate- fearing the advances of our Imperial forces, the Chungking Army had, from several years back, mobilized the villagers of the ... to forcibly demolish communications roads with the result that (most) of the places that can be considered (vital) points, topographically speaking, were destroyed. However, to cope with this condition, our engineering units constructed emergency roads, traversable by foot. Then they followed up this operation with construction of truck roads, overcoming many engineering difficulties, and completed a 120 kilometer truck route from the FIC border to (Toraku) with the short time of two weeks. Our engineers are presently pursuing the project and when this truck route will have been pushed through to Nanning, transportation linking North and South on the China continent will be greatly improved.

Tok. JO 12/21/44

The route now joins Luang Prabang with Vientiane and Xieng Khouang, and goes from there to northern Annam. Throughout the second... definite works have been accomplished, so that in the near future there will be a complete line linking the northern provinces by means of Colonial Route No. 1 and the railroad. Until now the communication lines have made it possible, despite the war, to continue supplying the ... region. Thus the governor-general was able to stop along the route from Luang Prabang... at a masonry structure furnished with modern facilities, which allows the traveller to rest (in perfect comfort?), a point 1500 meters in altitude facing one of the most beautiful peaks of French Indo-China.

Fr. Saigon Fr. 1/29/45

... The Route now connects Luang Prabang, Vien Tiane, (Shen Kwang) and northern Annam. During the whole of the dry season, definite steps will be undertaken which will in the near future assure communications between the northern provinces and Colonial Route No. 1 as well as with the railroad. These new communications will be open to traffic the year round. ...

Fr. Saigon Fr. 1/29/45

#### Bridges

In Cambodia, the Resident Superior, inaugurated yesterday morning the bridge of La Precoce, the principal construction of colonial highway nineteen. This work which has been completed in spite of great difficulties is a proof of the vitality of FIC.

Fr. Saigon Fr. 3/22/44

Yesterday morning the Resident Superior of Cambodia, Gautier, opened the new bridge on Colonial Route No. 19.

Saigon Ann. 3/22/44



## E C O N O M I C

### TRANSPORTATION

#### Roads

##### Automobiles

In the period of two years the number of vehicles adapted to run on charcoal gas fuel has increased ten fold. The total number of heavy duty transport vehicles went from 233 to 1,744 ... the total number of vehicles in Indo-China using charcoal gas represents 9/10 of all vehicles used. The number of transport vehicles using charcoal gas went from 66 in the beginning of 1940 to 1,027 in the beginning of 1943. The number of transport vehicles, as indicated above actually represents 2/3 of all motor vehicles. The remaining 1/3 comprises vehicles running on alcohol, explosive carburants or vehicles destined for mountainous regions... One should note that there are 39 ferry boats powered by charcoal gas motors... The production of a special charcoal, so essential for the manufacture of this charcoal gas, has been maintained at the demand level. Somewhere between 2,400 tons and 2,500 tons annually.

Fr. Saigon 6/30/43

We had an interview with Chief Mining engineer, who informed us that there is considerable progress in the matter of tires for transport vehicles. Definitely practical results have been obtained. The heavy duty tire, used for the heavy load motor vehicles, is now being produced at the rate of 6 to 8 tires a day. We are on our way to solve the crisis of tires for heavy trucks and buses.

Siagon Fr. 12/13/43

When we speak of economic matters, we must consider the transport question. In the past, car owners have been concerned about the lack of batteries and tires. But now, through the development of the chemical industry, the number of batteries manufactured locally is about 60 to 80 a ... If production of acid were increased, this figure could easily be bettered. As to tires and inner tubes, the problem is being solved satisfactorily. Before the war, we bought all our tubes from foreign countries. Now not only can we recondition old tires and tubes, but we can also manufacture them. Two factories in IC produce about 1,000 tires per month...

Saigon Ann. 2/29/44

... motor car circulation has considerably decreased. While of course there are still some cars going about, there are very few of them compared to what there used to be. The cars we meet... are used for professional purposes and a special circulation license has to be displayed on the windshield. When driving your car, you are liable at any moment to be stopped by a policeman and when you cannot testify of any professional obligation your circulation license is promptly cancelled... (Most of us) have made the best of it by buying horses and carts or bicycles. The streets are now swarming with small Indo-Chinese horses. ... everybody cycles. Most bicycles are fitted with a wicker basket... where cyclists... place their parcels their baby and sometimes their pet dog.

Fr. Saigon E. 5/13/44

## E C O N O M I C

### TRANSPORTATION

#### Roads

##### Buses

A bus service has been established between Saigon and Longxuyen to enable the people of Saigon to go the seaside in the summer. The bus is comfortable and runs on gasoline. The company which runs the service is French.

Saigon Fr. 2/14/44

##### Horse Drawn Vehicles

Europeans have started again using horse drawn vehicles in Saigon. As a matter of fact there had always been lots of horsedrawn cars in this district, but they were mostly used by Annamese people. The latter are now complaining of the (wd) exaction. We read in this connection: It was to be expected, following example set by the rickshaw coolies, that (wd) drivers are becoming exacting. They want to make their own conditions. They refuse to wait for their passengers, and in many cases do not see fit why they decline to take up any would-be passengers.

Saigon E. 11/16/43

##### Rickshaws, Etc.

The public of Saigon and Cholon have complained to the government about the shortage of rickshaws and cycleshaws in the city. As a result the mayor has granted licenses for 300 more rickshaws and 500 more cycleshaws to operate, stating that owing to the shortage of spare parts in the past, vehicles had been reduced by 40%. Certain conditions must be observed in the future: Only light luggage will be allowed. (Vehicles?) cannot be used to carry luggage without passengers. Pullers may not refuse to take passengers. Rickshaws must be used for journeys of more than 500 meters. On short distances, people must walk.

Saigon Ann. 12/2/43

The discussions about the bicycles and the rickshaws at last is closed thanks to the firm attitude of Prefect (Police Commissioner, L.L.) This brings final step to the abuses created by the (movements of bicycles) and the rickshaws. The (wd) ended and the service must be resumed right away. The bicycles must keep to their side of the public roads. The policemen have the right to keep the circulation in order and in case of infraction of rules, fine the troublemakers. Already the immediate results have been obtained. As long as it is forbidden to hire bicycles on hour basis, the whole matter of (wds) is of no importance. (Note: May be the point of discussion is between the rickshaw coolies and bicycle drive richshaw known in China as pedy-cabs L.L.)

Saigon Fr. 1/10/44

Speaking about means of transportation, it should be noticed that there is at present in Saigon, 1, 583 rickshaws, 1, 609 cycle-rickshaws, 1,500 (wheel barrows) and 200 horse-buggies privately owned. There has been also 45,000 registered bicycles during the first 6 months of 1944.

Fr. Saigon Fr. 7/17/44

## E C O N O M I C

### TRANSPORTATION

#### Roads

##### War Damage

The (Name) Road which was destroyed in part by enemy demolition work was completed within two weeks, through the efforts of our engineers corps and the earnest cooperation of the local residents. It is an automobile road which is 110 kilometers long and 6 meters wide and it extends from Indo-China to (Name). This work shows that this is the completion of the artery of the East Asiatic Sphere by connecting Manchuria to Singapore by way of southwestern China and Indo-China, according to our cross-continental strategy. Simultaneously, the waterway between Taiko and (Name), which was closed during military operations, has been opened for public use. As you already know, Tai River is a most important waterway for traffic joining (Name) and Kanto. As one of the economic powers for the prosecution of resistance in southwestern China, this river traffic was a great Chungking artery. Hereafter, the completion of the (Name) public road and the opening of the (Name) waterway will not only establish a traffic line between Indo-China and (Name), but in military operations our forces will command the use of it as a traffic artery without any regret to the absolute advantage of our (wd) campaign.

Tok. JH 12/30/44

#### Railways

In 1886 there were only 70 kilometers of rail in Indo-China, including the Saigon-Mytho. In 1936 there were 3,467 kilometers, leaving 1,250 kilometers under proposal. A railway station for Saigon to will be constructed in the future. At Lang-co it is necessary to use two engines to climb the Col des Huages.

IDC 2465 1/21/43

Since the joining of the forces of southern China and French Indo-China, which aim to establish a direct continental route are getting closer, the plan has finally reached the stage where the completion of the transcontinental railroad will be materialized. In regard to this proposed plan of the transcontinental railway, Mr. Hatta, the transportation minister at the time, already made clear ... during the plenary session of the Imperial Diet last year, and the realization of this plan has been greatly anticipated. It was found by later investigation that the completion of the project in a very short period of time is possible. This transcontinental railway, which will be a single track, will start at Tokyo and run along Fusan, Mukden, Peking, Hengyen, Liuchow, Nanning(Shinnakan), Hanoi, ... Bangkok, and finally to Singapore. A second will start at Tokyo to Nagasaki, then by sea to Shanghai, Hangchow, (Shinkan) Nanchang to Kweiyang from where it will join the first route. The first route which is from Tokyo to Singapore will be 10,870 kilometers, which trip will be made in 8 days and 11 hours. The second route will be 5,500 kilometers from Shanghai to Singapore will make that course in 4 days and 23 hours, and the complete course from Tokyo to Singapore will take 6 days and 23 hours. When the construction is started it is expected to be completed in one year at the most; then the traffic between Japan proper and the various southern regions will be very fluent through its possession of the great transport potential of the continuous railway. It is greatly anticipated that it will be a great contribution to the complete prosecution of the great East Asia War.

Tok. JH 12/7/44

## E C O N O M I C

### TRANSPORTATION

#### Railways

Moreover, with regard to construction of a line connecting French Indo-China and Thai, when the line, which will run some 400 kilometers, originating near (Tanafutsu) south of Hanoi-which, incidentally, is the most suitable (terminal point?) and traversing (Tatoku) and thence into Kindokin (on?) the northern railway of the Thai Railway, will have been completed, a through route to Shonan will be completed.

Tok. JO 12/21/44

... The Yunnan Railway resumed operations soon after the liberation of Indo-China, under native supervision. There is no need to state that native may travel about and do business with freedom.

Tok. Ital. 4/4/45

#### Control

The Central Railway Office of Indo-China announced the line between Donghai and Pholy (?) stations has been cut and travelers between Hanoi and Saigon must get off the train walk a distance of some 300 meters, where they will get a bus to take them to the other station. No more than 30 kilograms of luggage will be allowed on either slow or fast express trains.

Saigon Ann. 12/1/43

The Railway Department announced that a train will run from Hanoi to Saigon 3 times a week: Monday, Wednesday, and Saturday (sic) and in the opposite direction on Tuesday, Thursday and Saturday. Parcels will only be carried between the two places on Mondays and Tuesdays respectively.

Saigon Ann. 1/6/44

Following the appointment of some Annamites to responsible posts in the administration, other Annamites will be chosen to occupy important places in the management of the railway. Hitherto these posts have been occupied by Frenchmen. This fact points to the desire of the government to improve the conditions of the IC people.

Saigon Ann. 3/6/44

#### Freight

Head of Osaka SS Co.: People thought that 5,000 tons was limit of loading and unloading freight in Saigon, but since the Japs took over the work, 10,000 tons daily are loaded and unloaded.

Tokyo 7/26/42

Tightening of transportation restrictions: As for railway transportation, by an agreement made between Japan and French Indo-China, a very rigid restriction on transportation of civilian commodities is in force. It has been decided at this time to tighten further on a fairly large scale the volume of transportation of civilian commodities.

Tok. JO 8/3/44

#### War Damage

Saigon: Through the cooperative efforts of Japan and French Indo-China, the railroad running the length of FIC, which was lightly damaged at various sections by the guerrilla bombings of the U.S. Air Force, based in China, virtually has been restored to a state of normalcy. ...

Tok. JO 7/25/44

## E C C N O M I C

### TRANSPORTATION

#### Travel between FIC and Japan

In order to facilitate traveling between Japan and FIC, the Osaka Shosen Kaisha commenced on Tuesday the sale of exchange tickets for the FIC State Railroad and for the FIC-Yunnan Railroad covering the Saigon-Hanoi run and the Haifong-Hanoi run for all classes.  
Tok. E. 12/23/42

Japan merchant ships and Indo-China railway relations have begun. In order to facilitate transportation, Nagasaki Steamship Co. and Indo-China Railroad of Haifong, Hanoi and Saigon will begin to have through transportation.

Tok. Mand. 12/23/42

#### Sea and River Travel

River and coastal transportation is the most important in Indo-China and dates back to the first commercial privileges of the emperor Gin-Long in 1817. The Messageries Imperiales was the first line to organize commercial relations with Japan in 1866. Their steamer "Peluse" was the first commercial boat to go through the Suez Canal. There is quite a future in the fluvial and coastal trade and possibilities of connection with the railroad.

IDC 2465 1/21/43

Since the end of last year, the rivers in North China were all frozen and no navigation was possible for the North China Transportation Company. Now that spring is here and weather is getting warmer, most of the ice is beginning to melt. The North China Transportation Company announced that on March 10, navigations along the Rivers will be resumed and in order to help war transportation, the company will grant priorities on coal, salt, and foodstuffs produced along the banks of the rivers. Moreover, the company is also improving and remodeling some of the boats, regulating the fares, and increasing safety measures for the season.

Peiping Mand. 3/9/45

Up to the present, land facilities were principally used to move commodities, especially rice. The transportation of rice took an undisclosed percentage of the total railroad freight space. Now the Japanese and French Indo-China authorities are assiduously trying to strengthen the transportation system by utilizing coastal merchant shipping. Japanese plans to use wooden vessels has been put into operation and an undisclosed number of these ships are operating in coastal waters. More newly constructed barges are expected to be put into service in the near future. The FIC merchant marine was strong before the war, but tonnage has dropped since the Franco-German armistice and the outbreak of the GEA war. The authorities are planning to check the decline of transportation power and strengthen coastal shipping with rationalized operation of vessels on hand and efficient utilization of the junks.

Tok. JO 7/25/44

#### Ports

A new port in Loku will be established in northern FIC. The present port of Haiphong together with the port of Saigon in the south had formed the two great gateways in FIC. However, due to sedimentation of mud and sand which comes from Sung Kai River it was difficult to maintain appropriate vessels. Therefore, the FIC authorities made investigations of the ports to take the place of the port of

## E C O N O M I C

### TRANSPORTATION

#### Sea and River Travel

##### Ports

Haiphong , and found Port Kupe, which is 80 kilometers north of the port of Haiphong and the other port of Alon (Bay), which was re-named Doku port. The construction expenditures are estimated to be two million piastres and is expected to be built in 20 months.

Tok. J. 5/20/43

##### Customs Flotilla

... In its task of controlling the maritime and river commerce, the Customs' flotilla is called upon to check the illegal out-flow of the country's riches. To this essential task of the Customs fleet, a task which really is 'raison-d 'etre' of the service, we must add other duties, such as struggle against piracy, participation in coastal defense, in collaboration with the Army and Navy, surveillance of sea ports, and so forth. Among other various duties carried out by the flotilla of the Indo-Chinese Customs Administration, there are: transportation of supplies and personnel of the administration, sanitary control, performance of sundry duties for public service. With the present economic blockade of 2,600 kilometers of the coast, and guard duties over thousands of kilometers of river navigation one can realize the hard task of the Customs' flotilla, which must also by extra effort and increased efficiency prior to the war make up for the shortage of facilities on hand at the present. ... at present the flotilla possesses about 80 units fit for active service... In Tonkin, junks of Chinese type, with sails and auxiliary motors, have been put into service to relieve the work of the motor units. All the repair and overhauling work is assured by the mechanical shops of Haiphong and Dong Hoi, and by the secondary repair centers of Turna and Phnom Din' which operate under the direction of licensed chief-engineers of the merchant marine, or under qualified engineers of Indo-China. In 1943, this repair service had been reorganized into the permanent inspection service of the Indo-China Customs' flotilla. This inspection service controls all the flotilla services, which count 490 young Indo-Chinese and 25 European inspectors. ...

Fr. Saigon Fr. 8/15/44

##### Ship-building

Saigon Domei: The FIC had been engaged in shipbuilding and now the shipbuilding association in FIC held an opening ceremony to begin shipbuilding with their own materials.

Tok. J. 6/23/43

##### Wooden Ships

Saigon: Make fit for the cause of East Asia is the slogan of all Annamites and Chinese carpenters engaged in the building of large wooden vessels from morning to night without a holiday under the leadership of experienced Japanese leaders. The Annam range has limitless timbers in its never explored jungle suitable for the construction of ships. Reflecting the popular collaboration of the building, Annamite and Chinese carpenters completed the frames of large wooden vessels of 300 tons in several days in experimental work.

Tok. E. 3/5/43

E C O N O M I C

TRANSPORTATION

Sea and River Travel

Wooden Ships

The harbor facilities in the southern regions being comparatively small wooden ships are more suitable than large size vessels for carrying out the transportation between the various ports of the southern regions.

Tok. E. 3/6/43

1. On 25 June the Mitsubishi Company, Saigon, reported to the Company's Wood Ship Section, Tokyo, Saigon's requirements in Ship's engines for the period July to January. The statement covers Mitsui and Company's requirements as well as those of Mitsubishi and Company as shown below.

<u>Period</u>	<u>Number of Engines</u>	
	<u>Mitsui and Co.</u>	<u>Mitsubishi Co.</u>
July	6	15
August	5	12
Sept./Jan.		
(6 per mo. per Co.)	<u>30</u>	<u>30</u>
Total:	41	57

(OSS Comment: In the report the total for Mitsubishi Company is given as 63 instead of 57 although the monthly figure Sept./Jan. is given as 6. Other reports from Saigon have indicated that all of the following Japanese firms are concerned in some way with ship-building: Toa Marine Transportation Company, Mitsui and Company, Japan Cotton Company, Morshima Cotton Company and Mitsubishi Company) (Report FE 202) ...

OSS A-32811a 7/21/44

Saigon: The annual production of wooden vessels in French Indo-China has increased very rapidly. In order to meet the increased demand for shipbuilding materials, the local lumber industries have planned to step up lumber operations and at the time carry the electrification of the lumber mills. Heretofore these mills were the bottleneck in the shipbuilding industry. It is anticipated that the electrification, which is well under way, when completed will increase the capacity of the mills several times.

Tok. JO 10/17/44

Saigon, Nov. 22: Technicians of the Japanese Army in French Indo-China have been actively engaged in the supervision of production and production technique of Yadidama engines for wooden ships, a field which is entirely new to the native population. The production of these engines is being encouraged by the military authorities and the Economic Section of the Japanese Embassy. Already a (censored) number of soldiers have been placed in certain factories where they are supervising the production of these motors for wooden ships. These factories are working day and night. The soldier-technicians received their training and experience in Japan and are now entrusted with responsible duties in their respective factories. The industrial leaders are very grateful to these men for they have made smooth and efficient production possible. Especially noteworthy has been their guidance of native workmen.

Tok. JO. 11/23/44

## E C O N O M I C

### TRANSPORTATION

#### Sea and River Travel

##### Sailing

Radio Saigon sent a reporter to interview the captain of a sailing junk anchored in the river of Saigon. The captain said although the boat possessed a motor, it was used only for entering port or when there was no wind. Otherwise sails were used. When the wind was favorable it took 6 or 7 days to go from Saigon to Tourane. He carried all kinds of goods, especially grains, coffee, soya beans and rice. During the last six months the boat has transported over 2,000 tons of rice from Saigon to Tonkin.

Saigon Fr. 11/6/43

##### Air Travel

Conditions for airways in French Indo-China are said to be not good because of seasonal winds, fogs, and typhoons. At Gia Lam Air Field, which connects the essential air ways between Asia and Europe, France struggled ever since 1918 to prevent every natural hindrance to its efficiency. There are four army air fields, 5 public air fields, 22 water-surface air fields, 102 temporary air fields of a total of 122 in French Indo-China. Army air fields are strictly supervised under French Indo-China Aviation Headquarters and others are under Direction de L'Aeronautique Civile. There are six aviation wireless stations and nine sea-coast wireless station since 1939 to present time. A meteorological observatory in Tonkin and in Saigon. There are 50 other meteorological stations in the country, 7 of which are high observatories. Radiobeacons were placed in 5 air fields, and night observation apparatus in 4 places, but the locations are unknown. Names of six existing enterprises and companies are as follows:

- 1) Air France Company of France
- 2) Imperial Airways Ltd. of Britain
- 3) K.N.I.L.M. Company of Holland
- 4) Europe and Asia Avia. Co. (owned by German and Chinese) of China.
- 5) Chinese Avia. Co. (owned by U.S. and Chinese) of China.
- 6) Greater Japan Aviation Company of Japan.

IDC 1761 1943

Landing hazards in Indo-China are numerous. The most serious difficulties to aviation is the dense forest land where a man can become hopelessly lost because of the impenetrable vegetation. A crew of an airplane that is forced down in Indo-China has three alternatives: To lose themselves in the forest, to drown, or to capsize in the rice swamps. As for hydroplanes, the landing problem is not so difficult so long as the planes keep themselves over the water, but rice-fields, even where flooded, cannot be used for landing a hydroplane. Natural water ways are rare in Indo-China, so it advisable to use multimotor planes with enough extra power to eliminate forced landings. Even planes used for local flights should be equipped at least with trimotor engines with a great deal of extra power.

As for the climate, in winter from the middle of January to the end of March and even sometimes to the end of April, all of Tonkin and northern Annam are subjected to the dry monsoon; it is the time of mists that make flying conditions difficult, especially on the coast. On the other hand, during this same period the Makong River is full, and good weather prevails in southern Cambodia and CochinChina.



E C O N O M I C

TRANSPORTATION

Air Travel

During the wet monsoon there are violent storms in the Annam and in the Cochin Mountains; there are heavy rains every day, and on the coast there are typhoons. To give an idea of the rainfall, we note that from 1907 to 1938 the following amounts were registered for specific periods. In one year, 7,970 mm.; in one month, 2,940 mm.; in one day, 575mm. This explains why in Indo-China landing operations are more and more confined to the most important airports which are for permanent use. This policy, which is general in the U.S.A., was followed before it became common in Europe. There are few climates are difficult for regular flights as that of Indo-China. By "regular flights" is meant flights at established dates, such as those in commercial aviation.

Aviation in Indo-China is divided into certain air routes, equipped with radio stations and central meteorological offices, as follows: The Indo-Chinese branches of the Imperial Air Line, now interrupted (originally from Bangkok to Hongkong via Saigon-Hanoi or Vientiane-Hanoi with an extension to Fort Bayard), with branch lines penetrating into Southern China, also interrupted now; the Hanoi-Saigon air lines, either by direct route, non-stop flight or by the coast via Tourane, the latter now diverted to the route of the Makong River via Seno (Svannahchet, Pakse, Kratie, to Bienhos, Temporary terminus); the Hanoi-Vientiane-Saigon route, now limited to Hanoi-Vientiane course. In face the local secondary lines serve to accomplish the various missions of the Army Air Force (for economic, political, or sanitary missions) or, in normal times, for tourist planes. The Civil Aeronautical Service continues elaborating programs for organization of air lines and for the upkeep of the landing facilities with competent technical services, the present time progressively improving the aerial route of the Makong and the other lines connecting Hanoi and Saigon. Besides this, the Service is perfecting a plan for an airport that will be among the most modern in the world. There are still several categories of air ports, beginning with large permanent fields and ending with simple emergency landing fields and secondary hydroplane bases. Some of these bases will disappear, for progress in matters of security, in speed, and in independent flying will eliminate the necessity for such a dense network of small landing places as exists now (landing fields are from 50 to 60 kilometers long) In 1938 a five-year plan was established by the Civil Aeronautical Service, but this plan was interrupted by circumstances. A previous effort, already begun by the federation of 1930 to 1933, though impeded by the economic crisis, was continued and maintained, in spite of contrary circumstances, especially since 1940.

The amounts inscribed on the general budget of France and credited to the Union of French Indo-China are significant. They are as follows, in round figures for each year since 1937:

1937--230,000 piastres	1941--1,125,000 piastres
1938--363,000 "	1942--1,460,000 "
1939--1123,000 "	1943--1,652,000 "
1940--2913,000 "	

As much as circumstances permit, this effort should be maintained, for landing facilities are of primary importance in commercial aviation. When the nations realize that in order to have a highly developed commercial aviation they must have good landing facilities, whatever the cost, aerial transportation will make huge strides in growth and progress.

IDC R3289 12/2/43

## E C O N O M I C

### TRANSPORTATION

#### Air Travel

Projects have been undertaken in Indo-China to make commercial aviation in the future the most effective means of transportation. From 1937 to 1940, great strides were made. The airports of Hanoi and Saigon have become important centers of international commercial aviation. From 1937 to 1939, the number of commercial planes which used the Hanoi airport increased from 302 to 1,034. The number of passengers increased from 380 to 4,471, and remained approximately the same in 1940(4,161). During the same period, air mail tonnage increased ten times and the freight tonnage increased four times. The Hanoi airport and the freight lines became equal in importance to those of Bagdad and Bassorah and surpassed those of Hongkong and Karachi. Commercial branches of the Imperial Air Route include lines from Bangkok, to Saigon, Hanoi, Fort Bayard, and Hongkong; Hanoi and Saigon, via Tourane, Kakse, to Kratie, and Bienhoa; Hanoi, Vientiane, and Saigon; and secondary local routes (used by the Airforce when they are on health, economic, or political missions). The Service De L'Aeronautique Civile budget for the development of Indo-Chinese lines from 1937 to 1943 received: 230,000 piastres in 1937; 363,000 in 1938; 1,123,000 in 1939; 2,193,000 in 1940; 1,125,000 in 1941; 1,460,000 in 1942; and 1,052,000 in 1943.

Two main factors have made it difficult to develop air routes in Indo-China--the land itself and the climate. In many sections, the land consists of plains which are frequently flooded ( for example, the delta of Mekong, in the south, and the plains near the Fleuve Rouge, in the north), vast rice plantations, or dense woods. In order to avoid forced landings in these areas, planes which will cover long distances are used. In general, each plane has several motors. Even for local lines, a plane has a least three motors. The violent storms and heavy rains of the monsoons have created serious flying problems. ...

IDC 12/2/43

#### Control

Hanoi: The Government General, by an official decree issued recently, instituted a new department known as "Direction des Transports Aeriens." The new department as the name implies, is to exercise control over aerial transportation in the country, and accordingly all aviation facilities and personnel, including both military and civil, is subject to its supervision. The department is headed by the Director of the FIC air force, and sub-headed by the Director of the Civil Aviation Section.

Singapore 4/4/44

Hanoi: With the object of intensifying the means of air transportation, the Government General of FIC has just issued a proclamation placing under official control all private military planes and aviation installations and organizing with all this an air transport fleet, whose commander has been appointed the Commander of the Air Force of French Indo-China.

Tok. E. 3/31/44

#### Service

Hanoi: Air service between Hanoi and Saigon which has been suspended since Feb. will be resumed this week on the schedule of one round trip thrice weekly. The service will be operated by Air France the only airline of FIC.

Tokyo E. 3/10/43

## E C O N O M I C

### COMMUNICATIONS

Hanoi: The authorities of FIC announced on Monday that all mail including commercial correspondence, documents and telegrams addressed to Jap residents of FIC as well as those addressed to Japan by Japanese residents may now be superscribed in Japanese, instead of in the French language.

Tok. E. 7/26/43

#### Telegraph

A new improvement has been brought about in the new telegraphic communications with remarkable progress. From the first of July each family will be entitled to send every month a telegram consisting of 7 words either to France or any part of the Empire.

Saigon E. 7/2/43

By virtue of a recent decree holders of temporary certificates of Operator First Class (wd) the radiotelephonic administration may not be appointed to positions in the Indo-Chinese telephone and telegraph service without first having passed a competitive examination. The same requirement must be observed by holders of certificates of Operator Second Class before they may be employed in radiotelegraphic work.

Saigon Fr. 11/10/43

Saigon, Domei: Now telegraphic communication will be available between Saigon, the Phil. and Hongkong in Japanese and this was announced yesterday by the Saigon branch of the Thailand government. The communications with the Phil. will begin on the day after tomorrow, Nov. 20, and that between Saigon and Hongkong will begin today. The telegrams to be handled will be restricted to those of the kana syllabary.

Tok. JH 11/17/43

Saigon: As a result of the arrangements completed on March 21 between the Japanese and French Indo-China authorities here, telegraphic service of Japanese Kana Syllabary between FIC and Japan as well as between FIC, Manchukuo and China will be started in the near future. It is recalled that FIC is already handling telegraphic services in the Kana Syllabary with Shonan, the Philippines and other occupied areas in the southern regions.

Tok. E. 3/23/44

Telegraph service in the Japanese language between Japan and FIC will be inaugurated on Sept. 1. The regulations governing the sending of Japanese telegrams between the two countries are as follows: 1, Telegrams in Japanese will be handled only in Saigon. The special handling of telegraphic messages will be limited to urgent telegrams and brief dispatches. 2, Only simple and ordinary Japanese words will be allowed in the telegrams. 3, A standard rate of 2.40 yen will be charged for the first five words. All messages exceeding five words will be assessed at the rate of 80 sen for every additional five words.

Tok. JO 8/28/44

#### Wireless

In order to meet the ever-increasing number of communications between Japan and FIC caused by the strengthening of the friendly ties between them, the Jap communications Ministry has recently concluded an agreement with the FIC authorities for opening direct wireless connection Tokyo and Hanoi; so far only one wireless circuit between Osaka and Saigon for communications between the two countries.

Tokyo 1/21/42

## E C O N O M I C

### COMMUNICATIONS

#### Wireless

The Governor of Cochin-China published a decree by DeCoux concerning the ownership of radios: government permits are required; applications must bear stamps in the value of 18¢; people wishing to sell radios must sell only those having a license; they must inform the authorities before the sale.

Saigon Ann. 11/15/43

The broadcasts of the Radio Saigon began in April, 1939, just a few months before the war started. Since then our transmissions have been augmented considerably. We have always sought to improve the quality of our broadcasts, and I believe we have succeeded, thus today we are on the air nearly 8 hours daily. Besides the French language, we broadcast in Cochin-Chinese, Tonkinese, Cambodian, as well as in English, Mandarin Chinese and Cantonese Chinese. More we try to improve more we need people and space, and that's why the Governor General decided, at the beginning of the last year, on the construction of the Radio Center, which is to be completed in very near future. Once we have our new location, we will be able to have at our disposal large studios, and will be in position to broadcast in the presence of the public. In short, we hope to have proper installations and equipment, worthy of the Voice of France in the Far East.

Fr. Saigon Fr. 10/3/44

Beginning October 15, personal message may be sent by radio to persons residing in French Colonies on the following conditions: (1) The text of such message not to exceed 10 words, the address excluded. The text to include one or several of the following formulas: "ARE IN GOOD HEALTH", "NAME IS SICK", "DIED", "NEWS RECEIVED", "GLAD TO RECEIVE NEWS", "GOT MARRIED", "X INFORMS WHERE HE IS", "LOVE". The message text to be followed by the mention of MONSIEUR or MADAME or MADEMOISELLE X, after the address of the sender, to MONSIEUR or MADAME or MADEMOISELLE Y followed by the address of the addressee. (2) The messages to be deposited with the Post Window at the flat rate of five piastres. (3) Each person is entitled to one radio message every three months, independently to the personal messages, which are sent at present by the Post Office for its expedition by the way of telegraph, the status of which has not been modified in any way.

Fr. Saigon Fr. 10/11/44

The government of France has decided to resume the transmission of ... messages to Indo-China.

Saigon E. 2/17/45

This is radio Saigon, broadcasting on 62 and 285 meters. After today, the 25 meters wavelength will be suspended.

Saigon Fr. 3/11/45

#### Mail

In case mail is sent by Japanese residing in FIC to various parts of the GEA sphere where the Japanese war mail service system is in operation, together with the address it is necessary to write "via the Japanese war postoffice" in French. The same postage is required and mail may be sent in an ordinary postoffice. Mail sent to Japanese residing in FIC by Japanese military men and military and naval employees must

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COMMUNICATIONS

Mail

bear the name and address of the recipient written in Latin letters and mail may be sent to the Latin letter bureaus.

Tokyo J. 3/6/43

Postal communications have been greatly developed and some 80 kilometers of telephonic lines cover the territory. The coast is patrolled with the complete security of all in mind and there is a complete network of lighthouses and ...

Saigon Fr. 6/23/43

Relative to the exchange of mail matters between our military zones and FIC transactions had been under consideration since June of this year between our Thailand official and the FIC authorities and now these have been favorably completed. On Sept. 8 Consul-general Suzuki and Commander Panjerji placed the seals for the completion of the transactions.

Tok. JO 9/14/43

Saigon: Exchange of mail matters between FIC and our occupied territories to take place soon. Agreements made, it is said.

Tok. JO 9/14/43

From now on family messages destined to France will be sent from Vichy to their final destination by intermediary of the Red Cross. The public... can make use of this system... It can mail exclusively postal cards issued by the Administration and placed on sale in the post offices at the price of 2 piastres each, solely for family correspondence and therefore (wd) undergo the formality of official approval. The (2 wds) correspondence ... will be written exclusively in the French language with a limitation on the number of words. It is compulsory that the address space include the name of the sender and his address to the exclusion of any other... limit each sender to one postal card per month.

Saigon Fr. 10/17/43

The Postal Department announces a new 6 cent stamp bearing the effigy of the pilot Roland Garpos; the old stamp which bears the effigy of Capt. Dohuvi will be sold at 8 cents and the extra 2 cents will be handed to the guardian of the temple of these two heroic pilots for its upkeep.

Saigon Ann. 11/13/43

The time table of mail service by railway between Saigon and Hanoi is as follows: On Monday, Wednesday and Saturday leaves Hanoi. On Tuesday, Thursday and Saturday leaves Saigon. The parcel post may be shipped from Hanoi to Saigon on Mondays and from Saigon to Hanoi on Tuesdays.

Saigon Fr. 1/10/44

News from here and there in the GEACPS. The first item is from Saigon: Mail service between FIC and other southern regions under the Japanese military administration has been effective starting March 10 as result of negotiations between the Japanese and FIC authorities.

Tok. E. 3/12/44

A Domei dispatch from a certain locations: The Communications General Bureau of the Sumatra Milit Administration decided to open a postal mail service between Sumatra and FIC and this has

## E C O N O M I C

### COMMUNICATIONS

#### Mail

been announced recently. According to the announcement, the communications are limited to four ordinary post cards length per communication; language should be the Japanese language or Romanized Japanese language; and mail service will be 10 cents. By this action, the mail service system between Sumatra and all other points in the Southern Regions have been completed.

Tok. JH 3/20/44

Finally here in French Indo-China the new one Indo-Chinese piastres postage stamp bearing Admiral Charlot's effigy will shortly be put on sale.

Fr. Saigon E. 7/5/44

The Posts and Telegraph Bureau has announced that a new stamp bearing the picture of Alexandre de Rhodes will shortly be placed on sale in all the post-offices of Indo-China. The new stamp is of the denomination of (15) ...

Fr. Saigon Fr. 3/3/45

Here is more news concerning residents of Saigon and their relatives living in the provinces. The Saigon post office opened its office several days ago, and the mail is beginning to go through again. In the city streets one is happy to see once more the familiar figure of the postman bringing the mail to one's house. ... with news from the provinces of Cochin-China. Telegraphic communications are already functioning to some of the provinces, and this service will soon be completely normal.

Saigon Fr. 3/24/45

### FINANCE

#### Financial Commissioner

Saigon, March 23: Tsunehiko Kanai, manager of the Yokohama Specie Bank, Saigon Branch, has been appointed acting financial commissioner for the Indo-China government-general. He is the first Japanese civilian to be appointed to a government post in Indo-China.

Tok. E. 3/26/45

Tsunehiko Kanai, manager of Yokohama Specie Bank, Saigon Branch, has been appointed acting Financial Commissioner of the Indo-China Government. He is 50 years old, graduate of Tokyo Imperial University, class 1920. He was serving as sub-manager of the Yokohama Specie Banks, New York Branch, when the war of GEAs broke out. After internment in U.S. he returned to Japan and was appointed manager of banks, Saigon Branch, in July 1943.

Tok. E. 3/26/45

#### Inspection

The Bank and Finance Investigation party arrived at Saigon Oct. 22. Research workers from Army, Navy, Finance, Commerce and Industry Ministries compose committee which heard report of financial and banking conditions in FIC at residence of Minister Uchiyama, Consul-General (Umada) and trade consuls Nojiri and Iino were present, as well as Manager Saito of the Yokohama Specie Bank.

Tok. J. 10/24/42

E C O N O M I C

FINANCE

Banks

List

The Indo-China Bank is the largest bank in French Indo-China. In 1931, its capital reached 120,000,000 francs (20% owned by the government). In 1938, its reserve fund was 138,000,000 francs. At the end of last year note issuance was four hundred million piastres. It has 25 branches, 12 of which are in French Indo-China and one in Tokyo.

Credit and Debit of the Indo-China Bank

(Unit: Million francs)

<u>Total Credit</u>		<u>Total Debit</u>	
1937	1938	1937	1938
3,914.4	4,849.6	3,914.4	4,849.6

Principal Banks and Financial Associations in French Indo-China.

(Unit: \*1,000 francs, \*\*1,000 yuan, \*\*\*1,000 dollars and \*\*\*\*1,000 pounds)

Name of Bank	Year of Establishment.	Capital	Main Office	Branches and Agencies
Franco-Chinese Bank of Commerce and Industry.	1922	50,000*	Paris	Saigon, Pnom-Penh, Haiphong, Hanoi, Vinh, Tsuran,... Benchuyi, Yue and Quinhon.
Indo-China Security Credit Bank.	1930	10,000*	Saigon	
Indo-China Real Estate Credit Bank.	1923	110,000*	Paris	Hanoi, Haiphong, Saigon & PnomPenh
French and Colonial Financial Society.	1920	96,000*	Paris	Saigon, Hanoi, Haiphong & PnomPenh
French Admin. Society for Chinese Industry	1913	10,000*	Paris	Saigon, Hanoi and Haiphong
Bank of Saigon	1926	50,000*	Saigon	Saigon
Fu-t'ien Bank, Ltd.	1912	5,000**	Kunming	Haiphong
Hui-feng Bank	1883	50,000***	Hongkong	Saigon & Hanoi
Tung-ya Bank	-	10,000***	Hongkong	Saigon & Hanoi
Chartered Bank of India, Australia and China	1853	3,000****	London	Saigon and Hanoi
Rubber Finance Soc.	1909	200,000*	Brazil	Saigon
Indo-China Commercial and Agricultural Financial Society	1919	10,000*	Paris	Saigon
Indo-China General Bank	1926	20,000*	Saigon	-

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FINANCE

Banks

List

French and Indo-China Real Estate and Loan Co.	1928	5,000*	Saigon	-
South Annam Society of Far East Bank	1928	8,400*	Saigon	-
Far East Financial Union	1928	15,000*	Saigon	-
Indo-China Immovable Financial Society	1929	40,000*	Hanoi	-
Indo-China Trust Society	1930	3,000*	Hanoi	-

In addition to the above principal banks, the branch of the National Discount Bank of Paris and the branch of the Yokohama Specie Bank deal in real estate and land transactions and agricultural financing. The Cochinchina agricultural Mutual Credit Society, Agricultural Popular Credit Associations, and the Indo-China Office of Agricultural Mutual Credit Office of Indo-China deal with financial affairs of agriculture.

IDC 6813 (1943)

Specie Bank

Saigon: The position which the Specie Bank holds in FIC as an organ for propelling forward our economic activities is taking on more and more importance. Particularly to be noted are the plans for this bank's absorption of the deposits of Chinese merchants and local inhabitants. The Saigon branch of the Specie Bank has for a long time paid attention to the importance of such plans, and were studying positive measures for the absorption of deposits. Recently the number of Chinese merchants and local inhabitants who deposit in the Specie Bank has reached a considerable figure, and in Sept. alone there was an increase of (00) piastres, which truly indicates their confidence towards Japan.

Tok. JO 11/8/43

Banque De L'Indo-China

At the general meeting of the Banque De L'Indo-Chine, its president, Paul Baudour, "uncrowned king of Indo-China" made a speech commenting on the increasing difficulties of the situation in Indo-China due to the shortage of consumers' goods, means of transportation and decrease of foreign trade. Today Japan is Indo-China's only buyer and even this only on a limited note due to lack of shipping space. Moreover, Japan pays in Yen with which Indo-China cannot pay her necessary imports. Indo-China's surplus in the Japanese clearing amounts to more than 500 million yen or 5 billion francs. These are frozen in Japan, since Indo-China can only import few of Japan's goods, where as the agreement between Japan and Indo-China provided for an equal mutual exchange of products. In 1942 as in 1941, Indo-China's rice export amounted to about 940,000 tons, all of this went to Japan and the price has not varied since 1941.



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Exports of other products has decreased: corn, from 186,000 tons in 1941 to 127,000 tons in 1942; rubber from 61,000 tons to 36,000 tons with a total production of 77,000 tons; coal from 1,337,000 tons in 1941 to 330,000 tons in 1942.

The Bank of Indo-China at the same time, issues banknotes accepts deposits and finances businesses. It is thus able to grant loans by printing new bank notes without high running costs. Nevertheless, in recent years, expenses rose considerably. In 1942, the running costs amounted to 107.4 million francs, 91.8 million in 1941, 46.4 million in 1938. Of the 29 branch offices, 14 showed a profit, 9 a loss and the situation of the others, e.g. in New York and London, is not known. The net profit is, for the first time since 1935, below 50 million francs, although the former Poincare francs have been devaluated. The balance is as follows: ( In Million Francs )

	<u>1942</u>	<u>1941</u>	<u>1938</u>
Total balance	15,243	12,381	4,850
corres poudents	6,086	4,615	1,692
Colonial foreign exchange office.	4,298	3,469	
Trade bills, treasury bonds	3,863	3,341	2,391
Participation	30	30	27
Capital	150	150	120
Reserve	157.2	153.7	143
Bank notes in circulation	5,148	3,665	1,839
Colonial foreign exchange office	5,638	3,840	
(Note: This items appears, as shown)			
Deposits	3,688	3,691	1,926

The characteristic item is the sharp increase in bank notes in circulation which are no longer covered by gold or silver but by foreign exchange values, i. e. treasury bonds and francs. These bonds are contained in the item "Trade bills and treasury bonds". The item "Correspondents" is not clearly defined and various things may be booked under this heading; probably participations are also included since the number indicated under that heading seems particularly low.

IDC 1/17/44

The management of the Bank of French Indo-China, which reopened business today, has been entrusted to the manager of the Saigon branch of the Yokohama Specie Bank. ... The Indo-China Bank will ... to function as the issuing bank.

Tok. E. 3/15/45

Saigon: The Saigon and Hanoi branches of the Bank of French Indo-China, which had been closed as a result of the emergency measures taken by the Japanese authorities. were reopened for business today. For the first time, withdrawal of deposits will be restricted to 200 piastres a day, and 2000 piastres a month. Withdrawals exceeding these sums can be made upon receipt of a special permit from the authorities concerned. Deposits made after the reopening of the bank can be withdrawn without limit. All denominations of currency at present in circulation will be continued as heretofore. The Bank of Annam was also reopened for business today, while the Franco-Chinese Commercial Bank will be reopened in a few days.

Tok. E. 3/15/45

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#### Banks

##### Taken over by Military

Eighty per cent of the stores in the city have opened. Government offices and banks taken over by military.

Tokyo 3/13/42

#### Budget

Saigon: The government general of Indo-China today announced in the gazette that the general budget estimates for 1944-45 fiscal year approved by the council. According to the official gazette, the general budget estimates at 219,000,136,115 piastres. It was further disclosed that 84,310,000 piastres are estimated for a special account for the railways (of which) public works is to receive an appropriation of 29,733,680 piastres. With the announcement, local financial quarters declared that the soundness of FIC finances is reflected in the fact that there is no need to float public loans despite the large sum of money contributed to the Home Government.

Tok. E. 2/6/44

Saigon: The French Indo-China Government has announced that the Fiscal Revenue and estimates for 1944 will total 218,136,115 piastres. The budget estimates for the various states and areas were also made public. The total budget estimates covering Cochin China, Annam, Cambodia, Tonkin, Laos and the Kwang-chowan area will be 1,288,450,483 piastres. Compared to the figures for the previous period, this is an increase of 30 million piastres, which when added to the general budget increase, makes an aggregate increase of 75 million piastres. The tax revenue estimates in the general and provincial budget from direct and indirect taxes merit attention in that they will bring into the budget approximately 250,000,000 piastres which when added to revenue from (wd) will swell the amount to 270,000,000 piastres, making unnecessary any bond flotations to meet budget needs. Moreover, the revenue from all French Indo-China areas for the 1943 fiscal year totalled 220,000,000 piastres, showing a marked increase of 30,000,000 piastres over the previous year.

Tok. JO. 4/5/44

Interview with M. Cousin, Secretary-General of the Government-General of Indo-China and Director of Finances. M. Cousin: "... and nevertheless, during these four years, the budgets which add up all administrative expenses have left no cause for disappointment. Shall I quote figures? The general budget of 1942, the last which was entirely settled, showed a balance of receipts over expenses coming to some 33,000,000 piastres. The balance will be the same for general budget of 1943, which ended last May. As for the reserve funds, established by the governor general and local budgets, their figure now exceeds 160,000,000 piastres. And I do not believe that taxation has become excessive, judging from the extreme facility encountered in collection. The taxes are not too heavy. In the matter of indirect contributions, the Government General has taken efforts to avoid exaggerated taxes, which in reality bring about the disappearance of the taxable materials. As for direct contributions, the Government General has modernized the system of taxation so as not to increase the burden weighing on the least affluent classes of the populations. Moreover, the taxpayers who have been affected by the new imposts have completely understood

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#### Budget

the necessity of such reform." Reporter: "Let us admit with M. Cousin, that direct taxes are fixed by the newest (budget) are still much lower in Indo-China than in France; much lower too than they were, even before the war, in the foreign colonies which surrounded us." Cousin: "Whatever the case may be, up to recently, budgetary receipts covered not only the so-called budgetary expenses but also all those expenses of the treasury which might befall the Government-General, such as those involved in the large scale projects undertaken. As is known, these expenses must be covered to a large extent at least by loans in France, but with the war and the difficulties of communication, these loans have ceased, and it was the Indo-Chinese Treasury which was obliged to endure this load which normally would be absorbed by these loans. Nevertheless, I repeat, all these expenses have been covered by the budgetary receipts which still entailed a large excess over the basically budgetary expenses." Reporter: "Can we then say that there is no need for the paper money printing press to meet administrative needs? I ask you especially to tell me about that." Cousin: "there is no budgetary inflation, the Government-General will always take all possible steps so that there won't be any." Reporter: "In the face of the additional financial loads which have accrued in great proportions, are there not certain important receipts which have automatically diminished, say the customs receipts for example?" Cousin: "No, contrary to what you suppose, customs receipts, which are no longer fixed by the nature or weight of the objects but rather according to their value, have increased. The decrease in weight has been more than compensated by the increase in price. Customs rights have, for example, brought in 19,000,000 piastres in 1942 in comparison with 15,000,000 piastres in 1940. Most internal taxes, too, such as alcohol, tobacco, for example, are also fixed ad valorem and the income from these has also increased in large proportions. However, if I told you that up to the end of last year the budgetary situation was excellent, I will not hide from you the fact that it is clearly less favorable today. That is due to two things: the first is of remote origin--the continued impoverishment of the country, due to the lack of imports, an impoverishment which brings along with it the progressive slowing down of different activities and the (relative) slowing down of fiscal returns. The second cause is of more recent origin, the obstacles in interior transport and production, brought about by the war and especially, since the beginning of the year, by aerial bombardment. The fiscal receipts are sufficient. On the other hand, the rise in prices necessarily results in a rise in personnel, material, and labor expenses. But against this two-fold reason for a lack of balance, all measures are taken now, and expenditures are balanced against receipts. You will ask me by what means? I will remind you first of all, that an administration is always able, like a private individual to reduce its living expenses. Furthermore, I have spoken to you about the importance which large-scale projects have in the different budgets. Very strict instructions have been issued on this matter by the Admiral DeCoux for the preparation of the budget for 1945, recommending to everybody severe economies, and also making the decision to suspend all progress on new projects, except those which are dictated by the most stringent need. The Admiral is fully aware of the drawbacks of this decision. He has maintained, insofar as possible, a vigorous policy of investment and of equipping the country for the future, but the suspension of

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new projects is dictated by circumstances." Reporter: "There is no budgetary inflation, you have made that quite clear to me. Expenditures are balanced and will continue to be balanced against receipts. But isn't there any inflation of currency? Everybody knows that fiduciary circulation the amount of piastres in circulation is increasing incessantly." Cousin: "Fiduciary circulation has indeed just about tripled since 1940, and one may say that there is inflation, if you mean by inflation any increase of monetary means. But, and this is the only thing which counts, it is not an unhealthy inflation, because it does not lack backing. At the present time, through the regulation of exports and various expenses carried out on Indo-Chinese territory, amounting to very high sums, Indo-China, due to circumstances, is receiving only a very small amount of goods and of compensation services. She is receiving credits in francs and in yen, but she cannot use these credits until the normal state of exchange and foreign relations has been reestablished." Reporter: "If I may resume in a layman's language, for the benefit of those of my listeners who are layman in financial matters, what Monsieur Cousin has just set forth, here is how... I will put it: the surplus of piastres which we have within the country represents credits abroad and corresponds to what the war prevents us from receiving in the form of goods or machinery. To take for example, an import firm which prior to the war had a stock of merchandise worth 1,000,000 piastres finds now that its stock is exhausted and that it has instead 1,000,000 piastres in bank notes. But after the war, these bank notes will give the firm the right to replace its stock to the amount of the credits which Indo-China now has abroad." Cousin: "At the present time, the danger lies not in this accumulation of reserves. It does lie in the fact that one demands too much from a country where the receipts of all material coming from abroad, in the midst of war events, has already upset the country's economy. The scarcity of products, together with the abundance of monetary means, automatically leads to a rise in prices. This movement is accelerated by the fact that many Indo-Chinese, ill formed of the state of affairs, judging merely by appearances, imagine that by buying just anything of material value, they will be protected against continued and marked devaluation of the currency. A devaluation which exists only in their fears and not in reality. What will all these temporary 'good buys' be worth when everybody quickly wants to get rid of them after the conclusion of hostilities for the purpose of buying the goods which Indo-China will really need from abroad? The Government-General while fighting these practices which have sprung from a rather naive feeling about the situation, has proceeded to tie down the available cash. It has partly succeeded in this, as proved already by the results achieved in budgetary matters. Another proof is the considerable investment in treasury bonds, which today amounts to nearly 100,000,000 piastres. The present high prices, which are due to the gap between supply and demand and to a temporary lack of balance in foreign exchange, will practically disappear. Everybody should understand this: have confidence in the future of Indo-China and consequently in the future of her currency. Her currency has been acquired solidly, technically speaking, and it is supported by a huge potential of wealth and energy. Recall, also the recent effects of the loan and the conversion. Is not the fact that more than 21,000,000 piastres have been subscribed in a few days indicative of excellent prospects for the future? And is it not the endorsement by public opinion of four years a good policy?"

Fr. Saigon Fr. 7/22/44

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Budget

Hanoi: The Council of French Indo-China was called to session at the City Hall here yesterday morning to deliberate on next year's budget and on various matters related ... The discussions, which were presided over by Jean Cousin, Director of Finance, were centered on next year's general budget and on the supplementary budget.

Tok. E. 12/19/44

Here in French Indo-China, at Hanoi, the Congress of French Indo-China held a session. That session expressed full support for the financial budget, that is to say that the Congress will fully subsidize all the expense items.

Fr. Siagon Cant.1/8/45

Currency

In 1928, France adopted the gold standard. By orders issued in January, May and June 1930 the monetary standard of French Indo-China was also changed to gold. This measure was re-enforced by the Governor-General's order because of the native's stubborn adherence to the silver standard. In 1934, due to the discovery of many counterfeit silver coins, silver was recalled. The following currency regulations was announced.

Currency Regulation

1. The piastre is the currency unit in French Indo-China. It consists of 655 milligrams of 900/000 pure gold. According to the regulation of 1928, one piastres is valued at 10 francs.
2. The Indo-China Bank is obligated to guarantee gold payment to holders of its bank notes. It must also guarantee the payment of one piastres note for 655 milligrams of 900/000 pure gold. Places of exchange are Saigon and Paris. Transportation costs and insurance fees will be deducted. The Bank may set a minimum for the amount of exchange. This exchange is decided jointly by the Minister of Finance and the Minister of Colonies on the one hand and the Indo-China Bank on the other hand. The Saigon branch of the bank is obliged to purchase gold according to the above standard. It also has the right to deduct the coining fee charge by the Paris mint. The seller is responsible for the experimental coining fee.
3. The amount of notes circulated by the Saigon branch of the bank is decided by the total balance of loans. At least one-third must be kept as a reserve, which may be either in actual gold or gold currency.
4. The bank may accept hard piastres without limit, and hand them over to the Governor's office recording them as loans to the office.
5. All regulation contrary to this regulations are cancelled.
6. The Ministres of Colonies and Finance are responsible for the enforcement of this regulation within their scope of authority.

Table of Present Currencies in French Indo-China

<u>Currency Unit</u>	<u>Diameter</u>	<u>Weight</u>	<u>Quality</u>	<u>Circulation Power &amp; Other</u>
Gold piastre	-	655mm.	900/1000	10 francs
			Gold	

Representative currency

Silver	Old 50mm	27 gr.	Silver	Abolished in Jan., 1931;
Piastre		20 gr.	"	being recalled.
	New 35mm	20 gr.	"	Unlimited.

...

IDC 6814 (1943)

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#### Currency

The exchange of official notes concerning the method of settling accounts between Japan and FIC took place at Vichy on Jan. 20 between Japan Ambassador Takanobu Mitani and the French Premier Pierre Laval, it was officially announced here this morning, Thursday. The purpose of the notes is to adjust matters relative to settlement of accounts between Japan and FIC in conformity with the new situation developing after the outbreak of the GEA war and to supplement the Japan-French Indo-China economic agreement which was signed on May 6, 1941. The principal point of the agreement was to make settlements relating to trade on the basis of the yen.

Tok. E. 1/21/43

For the purpose of discussing detailed matters concerning the settlement of accounts in trade between the two nations based on the 1943 Japan-FIC economic pact which was signed on March 5, general manager, Ganay, of the Indo-China Bank is at present in Tokyo and is negotiating with authorities of the Yokohama Specie Bank... He stated:... "In short the method of settling accounts before the war was by means of the dollar or the pound but from now on this will be abandoned and the Japanese yen was made the currency for the trade. I believe that all things will work out extremely well. As regards interexchange of goods, Japan being an industrial nation and FIC being an agricultural nation, I wish to cooperate fully so that the special characteristics of each can be manifested.

Tok. J. 3/13/43

Upon returning here from Tokyo Mr. Paul Carie Governor of the Bank of FIC declared that special yen is expected to replace the dollar and the sterling in settling trade accounts in the GEA bloc in the future... He stated that the special yen will have no effect on the internal situation in Indo-China's itself as the present arrangement is a method applicable only to the settlement of trade accounts between Japan and FIC.

Tok. E. 3/26/43

The Bank of Indo-China issued a new 20 piastre note. In 1943 the 20 piastre note was a yellowish-green, while the 1944 one is green. The 2 piastre notes are pink.

Saigon Ann. 11/29/44

#### Savings, Compulsory, Etc.

The government general of FIC will shortly issue a special decree ordering all French nationals in Indo-China to save and contribute a day's wage every three months for relief fund to be used in their mother country, France.

Tok. E. 3/20/43

The Governor-General of French Indo-China recently issued an announcement that all the French people and French Indo-Chinese private companies and people of trades, forestry, farming, laborers, merchants, government employees, and all others should use all their savings to buy the four per cent (4%) 1944 government bonds.

Fr. Saigon Cant. 5/15/44

Commenting upon the situation now prevailing in the banks, the daily ... underlined that deposits have been increased (by) ... (some) 50% in the course of the last two years. The

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#### Savings, Compulsory, Etc.

paper points out that this remarkable result proudly testifies to the fact that the government's aim has been reached, (adding that) the French Banks are in a position to play a successful part in the struggle against (unfruitful) inflation and hoarding... This was viewed with ... for the (trust) (played) by the population in our national currency and in the government's financial policy. These are both technically and psychologically extremely favorable symptoms... to give the (lie) to monetary deficiency.

Fr. Saigon E. 5/25/44

Medan; The postal savings in the five provinces of Northern Sumatra has followed a pattern of steady increase through the hearty cooperation of the natives and the progress made in the establishment of Sumatra. Postal savings at the end of May reached the remarkable sum of more than 2,957,000 guilders, and it has been increasing steadily. From the end of February this year, there was a rapid increase of (figures garbled) guilders. The number of accounts reached 870, 814.

Tok. JO 6/3/44

#### Exchange

Foreign Exchange Bureau of French Indo-China announces establishment of official exchange rate between piastre and the Sino-Chinese legal tenders of the Central Reserve Bank 530 and 550 yuan as buying and selling rates per 100 piastres. In the past, the rate was 1000 yuan per 100 piastres.

Tokyo 6/7/42

#### New Investments

Saigon: Reflecting great effort by the authorities of French Indo-China in carrying out skillfully an economic agreement with Japan, the newly established companies and those which have increased their capital have shown the most conspicuous revival. Among the various industries most laudable is the (forestry) enterprise whose investment during the past one year reached 13,000,000 francs or 10% of a total capital of investment.

Tok. E. 8/22/43

Measures for increased production of rubber in French Indo-China. Saigon (date missing). The Indo-China Rubber Plantation, one of the leading large rubber---growing companies in French Indo-China, applied to the authorities for permission to increase its capitatlization. Recently, approval of 20,000,000 franc increase was received by the company, and the capital is now 100,000,000 francs. In addition to this company, the (Terre Rouge), which is the largest rubber growing concern in French Indo-China, and several other companies have increased their capital in succession. This is the result of the government measures to expand the rubber acreage by 4%. Despite the cutting of, foreign markets, the rubber production is increasing instead of decreasing. It can be said that the measures taken by the French Indo-China government are worthy of note.

Tok. JO. 6/3/44

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#### New Investments

Independent enterprise in various industries, in the field of finance and in production, is being encouraged in French Indo-China and a survey to gauge its development showed that 65 new companies were established, an increase of 14 companies over last year, representing a capital of 5,100,000 piastres, showing an increase of 800,000 piastres over the last year. The ... volume of the established companies and the volume of stock issued has increased greatly; investment by the general public is active, and whenever stocks are (wd), a (wd) exceeding that of last year is carried on.

Tok. JH 11/20/44

Saigon: The rise of various industrial enterprises, aimed at establishing an independent economy for French Indo-China, is becoming more apparent as the years go by. According to a recent survey, new companies which were established during the year 1943 totaled 65, with a total capital of 5,100,000 piastres. When this is compared with the 51 new companies, with a total capital of 4,300,009 piastres, that were started during the 1942 fiscal year, it shows an increase of 14 new companies, representing an increase capitalization of 800,000 piastres. Capital raised through new adventures and stocks amounts to 17,310,000 piastres, excelling by far the 9,800,000 piastres raised in 1942. This fact shows that the industrial enterprises in French Indo-China are developing healthily, but what is most interesting is that when the stocks of the new companies were first sold on the market, almost all sold above par. This is nothing less than the proof that the trend of industrial investment is excellent.

Tok. JO 11/24/44

#### Loans and Credits

The amount of loan of FIC to be issued has been increased. According to a Domei report from Hanoi the FIC Government-General with the permission of the Vichy government will increase the amount of the piastre loans to 60 million piastres. The present amount of issuance of the piastre loans is 46 million piastre and the recent increase is believed to be for the increase of savings in accordance with the increase of expenditures of the government.

Tok. J. 12/4/42

The activities of the popular credit banking institution were considerably intensified in FIC in the course of the last 12-months. These activities especially the (wd) extend over various branches respectively connected with agriculture, craftsmanship, war industrial concerns and fishing. In regard (wd) to mining and forestry, (wd) of these departments are summed up in the following (wd). In the agricultural line, 14 new provincial banking offices and 12 new agencies were opened in Tonkin and in Annam while, 11 similar establishments were also opened in Cochin-China. By the 30th of Dec. the total of the loans granted to small scale farmers already mounted to 12½ million piastres. During the same period, 500 cooperative organizations were (founded), the members of which are entitled to financial assistance and to the organization itself (wds). The loans thus granted amounted to 3½ million piastres while the total amount of the sales reached 4 million piastres. This (wd) included 1,650 tons of cotton, 1,050 tons



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#### Loans and Credits

of tobacco, 800 tons of sugar, 2500 tons of (wds), 1400 tons of (wd) and 240 tons of concentrated vegetable oils. In the craftsmanship line, 19 cooperative plants were organized (wds) one of these, which was opened in Feb. last (wd) wove 1350 (wds) 1,500 craftsmen of (wds) yards of goods (wds). This organization in Oct. had already reached 1,700,000 piastres several months ago, the profits gained by its members on purchase of the (wd) ranging from 20 to 50%. With regard to smaller industrial concerns, a credit bank was opened in March 1943. It is mostly useful for small scale buildings and workers and engineers, (weavers), toolmakers, cabinetmakers, sashmakers, founderers, and manufacturers of (popular word) articles. (71) requests for financial assistance have already been registered, 34 of which have so far been taken into consideration. Finally, regarding the (wd) powerful operatives (wds) of the establishment, (wds) in China with further (wd) for each individual case of (wds) intended to help fishermen secure junks, fishing nets, (wds) (wd) does not (wds) in 1943, only (wd) 50 million piastres. (wds)

Saigon E. 12/30/43

The Maritime Mutual Credit, is not as one may suppose a loan agency for the benefit of shipping. It is solely for the purpose of improving the productivity of fishing in the salt and fresh waters of IC and the Great Lakes of Cambodia. The credits are also destined for promoting the development of by-products of fishing industries... The fishermen are mostly organized in cooperatives and the operators (jobbers) of by-products too are members of cooperatives, and all these cooperatives are affiliated with the Office of the Popular Maritime Credit. Thus the Maritime Credit is another form of Popular Indo-China Credit. This credit agency is also allowed under exceptional conditions to give assistance to the French individual fisherman or to individuals engaged in fish by-product industry...What are the resources of this Bank of Maritime Mutual Credits? Some money comes from loans made by ~~cer-~~tain administrative agencies in accordance with the general budget, some from credit establishments, with some public or private establishment, money from banks,...The Mutual Maritime Credit grants loans on short medium or long terms. But such loans are not only limited to cooperatives and an individual can apply for a loan too, besides every individual is a member of a cooperative, and it is his legal right to receive long term loan, and also medium term loans. We know of many instances when French Indo-Chinese fishermen and operators of fishing by-products received such loans. The loans are also used for financing various projects, such as fishing port improvements and other enterprises related to fishing. These projects must be financed through the Popular credit agency which is nothing less but a banking agency. There are certain limitations as to the capital investment of cooperative members, and their loans are limited in relation to their credit standing and their original capital investment. The number of the founding members of such cooperatives is limited too, it mostly depends from their cash investment at the beginning. There are no special conditions in forming a cooperative. The founding capital (capital shares) must be subscribed by every member and a certain number of these capital shares may be floated. The interest on loans to the mem-

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#### Loans and Credits

bers is limited to 6% at maximum. The sum total of payments should never be over the face value of loan. (Interests are apparently calculated on straight basis and are deducted from the sum advanced right away) This may seem stiff for a banking loan but actually it is not as long as loan is made by a mutual cooperative to its own members and all will benefit eventually be benefits from the interests collected. With the exception of executive secretary and administrator and some clerks, the board of directors of each cooperative is not paid for and its members are given their services and advice free. In case of accumulated cash and other benefits, the members of the cooperative receive their dividends in direct proportion of their cash investment and to their turnover. In case of accumulated stocks of fish the same is not divided among the members but is turned over to some organization connected with fishing. It may sound strange? But actually it is not, for it is according to charter rules of each cooperative. What are the collective and individual responsibilities of the members of fish cooperatives?... Generally speaking the statute of limitations is five years for each individual member of the cooperative, and it is up to the board of directors to see that no statutory rule is broken. The general and legal activities of cooperatives are under the usual control of the provincial chief and the resident superior. These two persons are heads of a controlling board whose members are elected from local fishing circles, representative from Chinese traders, and also various local officials and administrators. But who really holds the concrete power over the activities of the cooperatives?... Cash, hard cash is the decisive factor in the direction of fishing cooperatives. In a word the party which has the largest cash investment overrides all other opinions... During their regular fishing season, the members of cooperatives may apply and get all kind of small and large loans for a duration of one year and sometimes even more, for their immediate needs, for buying fishing equipment, repair of boats, purchase of fish bait and so forth. There are several regulations covering loans. The individual loan is limited to 20,000 piastres per person for a term not more than 10 years, repayable by yearly installments. Most of large sum loans are given for improving fishing boats, building various storage facilities and so forth. Then there are large loans up to 250,000 piastres only for cooperatives, these large sums are used for construction and erection of various industrial plants and facilities relative to fishing, conservation, sales and development and exploitation of by-products. Besides being engaged in fishing, the cooperative have the right to use their monies and their credits within the frame of the principles of mutual organization and responsibilities for many other purposes, such as building homes, new markets and so forth... In case of individual loans, the individual must present solid guarantees and collateral such as his standing in the community, also must turn over his title deed on his fishing boat, fishing equipment, and some time of his real estate property, but always personal small sums are made without any mortgaging of fishing equipment. Most of the time the members of the cooperative obtain their loans against individual and collective signature, also against collective guarantee. There is always the form of simple first and second mortgage used for loans, with banks and financial agencies. Also a family guarantee is required.

Fr. Saigon Fr. 3/2/44

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#### Loans and Credits

A quick inquiry Friday at the Treasury and in the banks. The bank of Indo-China is charged with the material operation of the loan as it has been...The bonds of 1944 have been divided between metropolitan France and Indo-China. One subscribes by paying cash, in bonds of 1938, 5% at the conversion value, (in cutting the issue) of these bonds 5% of 1938, in Treasury bonds, value of May 16. At the Bank of Indo-China. We accept your subscription in cash but with abatement. In another bank. The allotment of our society was covered immediately, by those with bonds to convert. We accept new subscriptions in cash, but with the abatement clause. At the Treasury, same observation. Conclusion. The loan of 50,000,000 is virtually subscribed and the conversion has been very well received by the public.

Fr. Saigon Fr. 5/22/44

The subscriptions to the loan four per cent of 1944 have been closed. The Indo-China investment exceeds 21,000,000 piastres.

Fr. Saigon Fr. 6/9/44

Saigon: The slump in the export market as a result of the war has forced French Indo-China to cut down a great deal of its industrial output. To remedy this situation, as explained by DeCoux at the Federal Council Meeting in mid-December, 1943, the government is offering financial assistance. It has recently decided that the equalification for financial assistance will be limited to "those who are unable to continue production." Positive financial assistance will now be given to those enterprises who qualify. The rate of interest on loans is 5% annually and is 1% less than the interest rate on loans from the Agriculture and Industrial Section of the People's Bank. Collaterals will be industrial goods on hand. The funds will be drawn from the reserve fund of the general budget, and the stipulation is made for immediate return of loans as soon as stocks on hand are disposed. The reserve fund is now 150,000,000 piastres. It has been used very little, and the fact that the government is going to finance with the reserve fund is a measure in consideration of the importance of post-war industry, particularly in coal mining.

Tok. JO 11/24/44

In Annam, the Popular Credit Board's activities are very extensive, They are divided into four branches connected with agriculture, the vital industries, and craftsmanship. With the exception of the industrial branch, directly dealing with small scale manufactures, the Board assumes the task of financially assisting and consulting many individual concerns, including the Agricultural Credit Fund and farmers, craftsmen and professional cooperative groupings. Some of these organizations are directly operated by the Popular Credit Board whose office is in all cases limited to a financial control. The Popular Credit Board is, in fact, a banking agent whose financial assistance is exclusively extended to farmers and craftsmen and small-scale manufacturers particularly. Its task consists of helping them according to the principles of mutuality to develop and improve their production by giving them the means of availing themselves of the most up-to-date techniques. There are now 12 agricultural credit organizations

## E C O N O M I C

### FINANCE

#### Loans and Credits

in Hanoi. The first one was set up 1928. The total amount used by the farmers of these organizations reached 2,300,000 Indo-Chinese piastres for 1943, this sum being portioned out between 72,000 farmers, including the Agricultural Credit Fund, the Agricultural... and other agricultural cooperative groupings, furnishing those with more than 9,700,000 piastres in 1943. To carry out such extensive operations, the Agricultural Credit Fund dispose of their own assets including those in capital and annual profits, reserve funds and of the credits sponsored by the Popular Credit Board. Farmers Cooperative groupings together, preparing and selling the output of the members' production. The farmers are credited for the produce he... and a (proper share) of the profits is handed to him when the yearly balance is drawn up. In 1943, 36,000 piastres were thus distributed among the members. By the end of 1943, the liabilities of the Farmer's Cooperative groupings in Annam amounted to 950,000 piastres with the Popular Credit Board and 2,500,000 piastres with the Agricultural Credit Fund. The latter... 1,000,000 piastres' worth of supplies, 700,000 piastres worth of (produce on sale) and 1,450,000 piastres of money owned by debtors. The two craftsmen cooperative organizations existing in Annam are worked much on the same principle as the agricultural cooperative groupings. With regard to the industrial credit organizations, it should be mentioned that factories are considered as small-scale concerns when their personnel does not exceed 20 hands with automotive power or 50 hands without automotive power. Loans to such organization amounted to 45,000 piastres by the 31st of October, 1944. Their business consists of gathering together and of fishing activities of providing them... The Popular Credit Board of Annam moreover, finances a French Argicultrual Credit Fund whose seat is in Hue and whose aim is to help the small-scale French planters.

Saigon E. 1/23/45

#### Pawnshops

In order to suppress money-lenders and help agriculturists, merchants and manufacturers to carry on and develop their businesses, the government had decided to take over the direction of pawnshops, which were previously private enterprises. A monopoly on this class of business was allied to selected interests. In Cochin-China there are two companies which own and operate pawnshops under government control: Credit Mobiler (French) operating 17 pawnshops, and Ui Bon Hoa Company (Chinese) operating 13 pawnshops. In the whole of Cochin-China now, therefore there are 30 pawnshops.

Saigon Ann. 3/7/44

#### Bonds

Here are the quotations of Indo-Chinese bonds: Indo-China bonds issued in 1922-Piastres 73.50. 5% loan on 1938- piastre 102.50 for a 100 piastre bond, and piastre 1,025 for a 1,000 piastre bond.

Saigon Fr. 6/13/43

IC Bonds issued in 1928: Piastres, 74.07 Bonds of 1938 loan 5%: Piastres, 130 for a 100 piastre bond, 1,300 for a 1000 bond.

Saigon Fr. 6/20/43