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AN INTRODUCTION TO THE NEW NORTHEAST AND INNER MONGOLIAHsin Tung-pei Chieh-shao
Mukden, Mar 1951

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[Comment: This report summarizes a monograph compiled by Lin P'eng that was based mainly on articles that had appeared in the Mukden Tung-pei Jih-pao, but included data from other periodicals and reports of the provincial and local governments of the Northeast issued in January 1950.]

INTRODUCTION

In 1949, the Northeast Government divided the Northeast into six provinces, Liaotung, Liaosi, Kirin, Sungkiang, Heilungkiang, and Jehol; and designated five municipalities to be under its direct control, Mukden, Fu-shun, An-shan, Pen-ch'i, and Lu-ta (Dairen, Port Arthur, and vicinity). What was formerly Hsing-an Province, and portions of Jehol and Liaopei were made a part of the Inner Mongolia Autonomous Region.

Mukden

Mukden is the hub of five railway lines, the Peiping--Mukden, the Harbin--Mukden, Mukden--An-tung, Mukden--Kirin, and the Mukden--Dairen lines. It is also the center of a well-developed highway network. Both buses and electric cars operate inside the city. The population in the city proper is 1,027,000, and rises to 1,573,000 when the suburbs are included. The center of the industrial section of the city lies west of the Chinese Ch'ang-ch'un Railway. Industries include machine shops, breweries, and factories producing vegetable oil, bean vermicelli, beet sugar, matches, cigarettes, woven and knitted goods, glass, rubber, and other articles. It has many large general stores, as well as shops and stores dealing in silk, cotton goods, office equipment, machinery and apparatus, industrial raw materials, and daily necessities. Mukden also serves as a main center of trade in goods produced or needed by neighboring cities such as An'tung, Ying-k'ou, Fu-shun, Pen-ch'i, T'ang-shan, and Ch'in-huang-tao. There are a number of prosperous trading companies, cooperatives, and private industrial enterprises.

Fu-shun

Fu-shun is on the Hun Ho, about 45 kilometers east of Mukden and slightly to the north. The city is about 25 kilometers long from east to west and roughly 4 kilometers wide from north to south. The population is over 237,000. The main industry is coal mining but there are many industrial workshops in connection with coal mining. Workers and their families connected with the mines and the industrial shops constitute about 70 percent of the population. The largest of the five principal mines is the open-pit mine; the others are the Lung-feng, Sheng-li, A-chin-kou, and Lao-hu-t'ai mines.

Petroleum is produced from the oil-bearing shale which overlies the coal seams. The coal seams contain light and translucent amber which is carved for articles of personal adornment and sold in large quantities to tourists. Vegetables and rice are produced nearby. The railway line between Mukden and Kirin passes through Fu-shun; there is also motor vehicle road to Mukden. During high-water season in summer, boats can ply the Hun Ho upstream as far as Hsin-pin and downstream to Ying-k'ou. Electric rail transport serves both the mines and the city. The city is well served by hospitals, clinics, drug stores, and public sanitation facilities. Fu-shun plays a large part in the economic construction of the Northeast.

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An-shan

An-shan is on the Mukden-Dairen railway line about 100 kilometers south of Mukden. Iron ore is quarried nearby and converted into iron and steel in An-shan. An-shan was only a small rural station on the railway when the Japanese South Manchurian Railway, in 1917, began the establishment of coke ovens and iron furnaces. Production was started in March 1919, but operations were suspended later in 1919 and through 1920. Operations were resumed in 1921 when it was found that low-grade ore could be processed profitably, and the works were expanded to serve Japan's military policy. In 1943, the population had grown to 300,000 and in 1945 to 380,000 persons. After V-J Day in 1945, An-shan changed hands three times between the Nationalist and the Communist governments, in the course of which the plants sustained serious damage and the population dropped to 140,000. Now the population is back to 210,000, and the appearance of the plants is like new. Motor vehicles and electrically operated railways connect the mines with the blast furnaces and mills. A glance in any direction reveals a network of tall chimneys, furnaces, electric wires, wheels, and pipes.

Beside the big state-operated steel mills, which maintain an Iron and Steel Research Institute, there are more than 1,260 middle-sized and small privately owned industrial concerns. There is a local daily paper known as the An-shan Kung-Jen Pao.

Pen-ch'i

Pen-ch'i is a busy place about 60 kilometers south of Mukden on the railway between Mukden and An-tung, and situated on the T'ai-tzu Ho. The portion of the city on the south bank of the stream is known as Kung-yuan. The two main mines are situated about 5 kilometers from each other. The population at the time of the Sino-Japanese hostilities was about 140,000, of which about 30,000 were Japanese. Subsequently, the population dropped substantially, and now stands at about 100,000, of which 20,000 are engaged in industry.

Coal and iron are its chief products. It also produces clay, limestone, silica, and large amounts of iron pyrites containing manganese, lead, mica, stactatic material, and talc. The city is well provided with transportation facilities.

The coal and iron plants and the cement works are very large and organized along modern lines. The coal and iron plants turn out coal, coke, pig iron, special steels, fire resistant materials, and a score or more of by-products and accessory articles. There are 14 smaller privately owned iron working factories, 390 other handicraft shops, and over 650 large and small commercial business concerns.

Lü-ta (Port Arthur and Dairen)

The Lü-ta municipality is situated on the southern extremity of the Liao-tung peninsula. Its municipal government controls the cities of Port Arthur and Dairen, Ch'ang-shan Hsien, Chin Hsien 121 43, 39 077, and seven other sections of territory, a total area of 2,399 square kilometers with an aggregate population of about 927,000 persons.

In 1949, this area produced 455,000 tons of grain. Other products include fish, salt, apples, peanuts, cotton, vegetables, and the following minerals-- asbestos, silica, and dolomite.

As regards communications, all parts of the Northeast may be reached by the Chinese Ch'ang-ch'un Railway and its connections. By sea, Dairen is about 177 nautical miles from An-tung, Ying-k'ou, and Tientsin; 145 miles from Ch'in-huang-tao; 85-90 miles from Chefoo and Wei-hai-wei; 235 from Tsingtao; and 544 from Shanghai.

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When Dairen was liberated on 22 August 1945, its industry was crippled and paralyzed, the port was subjected by the Nationalist government and the US to an economic blockade, and the people were empty-handed and in a half-starved condition. But with the generous and disinterested aid of the USSR, the work of industrial and commercial rehabilitation was undertaken, and since then the progress of the city has been rapid. The main industries are shipbuilding, brewing, and the production of oil, textiles, machinery, chemicals, electricity, foodstuffs, fish, and salt.

Dairen is an important commercial city which handles the export of a major part of the abundant products of the Northeast. Hence there are a great number of prosperous trading companies, state-operated business concerns, general stores, and cooperative societies.

The friendly and cooperative attitude of the Soviet advisers and specialists and of their government, has been of great help to the Chinese authorities in the training of thousands of Chinese men and women to become able managers and skilled workers in many lines of technical employment.

LIAOTUNG PROVINCE

Liaotung Province lies east of the Liao River and extends to the Yalu River, which is the boundary between Chinese territory and Korea. The province has an area of 103,763 square kilometers and a population of 8,448,000. It contains five municipalities: An-tung, Ying-k'ou, T'unz-hua, Liao-yan, and Hsi-an. Also 28 hsien: An-tung, Ying-k'ou, T'unz-hua, Liao-yan, Hsi-an, Fu-shun, Fen-ch'i, Chuang-ho, Hsin-chin, Fu-hsien, Kai-p'ing, Hai-ch'eng, Hsiu-yen, K'uan-tien, Feng-ch'eng, Heng-jen, Hailung, Tung-feng, Hsi-feng, Ch'ing-yuan, Hsin-hui, Chi-an, Lin-chiang, Ch'ang-pai, Fu-sung, Ching-yü, Hui-nan, and Liu-ho. The seat of the provincial capital is at An-tung.

Of the abundant products of Liaotung Province, the following are worthy of mention:

Large quantities of coal, as well as gold, silver, copper, iron, lead, talc, and mica are produced in Hsi-an, Sai-ma, Lin-chiang, Fu-chou-wan, and Yen-t'ai in Liao-yan Hsien. Altogether more than 20 kinds of minerals are found in this area, only part of which are being exploited.

Land under cultivation amounts to about 20 million mou. In 1949, over 2,499,300 tons of kaoliang, corn, and soybeans were produced. Liao-yan Hsien and Hai-ch'eng Hsien produce cotton. Feng-ch'eng, Hsiu-yen, Chuang-ho, and Kai-p'ing hsien produce a sort of wild silk (tso ts'an or tussah) averaging about 2 billion cocoons a year, and yielding about 1.4 million chin (one chin equals 1.1 pounds) of reeled silk. Feng-ch'eng and K'uan-tien hsien produce tobacco leaves, (3,880 tons in 1949). In 1949, the apple crop of Kai-p'ing, Hsin-chin, Fu-hsien, Hai-ch'eng, and Ying-k'ou hsien was about 30,000 tons. The output of skins, hair, ginseng, and other herbs is abundant in the region of Fu-sung and Ch'ang-pai hsien, and of fish and salt in the coastal hsien. Besides the cities already mentioned, the only other city of industrial and commercial importance is Wa-fang-tien.

State-operated industrial enterprises include the railways, mining, shipbuilding, textiles, silk, rubber, and paper mills, machinery and ball and roller bearing factories.

Provincially operated enterprises include factories producing cotton goods, silk goods, matches, pottery, chemicals, drugs, asbestos, needles, and brewery products.

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Private industries produce cotton goods, silk goods, iron and steel wares, and miscellaneous supplies.

Commerce is active throughout the province, the trading centers being Ying-k'ou and An-tung. The principal products for export include soybeans, coal, iron, lumber, table salt, wild silk, and paper. Imports consist chiefly of textiles, wearing apparel, and daily necessities. The foreign import and export trade of Liaotung Province exceeds that of all the other provinces of the Northeast.

The educational facilities include: 5,850 primary schools with 803,600 pupils; 34 middle schools with 26,000 students; and the following higher schools: two agricultural schools, two normal schools, one trade school and one medical training school. Besides these formal schools, a great number of leisure-time, vacation, and winter-term classes are conducted.

The important cities include An-tung, Ying-k'ou, T'ung-hua, and Liao-yang.

An-tung is the provincial capital and has a population of 250,000. It is situated on the north bank of the Yalu River. A railway bridge crosses the river at this point to Hsin-i-chou on the Korean side. In the center, there is a draw-bridge that permits passage of good-sized ships. The lumber yards are grouped in the Ta-tung-kou district southwest of the city, where are also located at present the offices of the An-tung Hsien government.

A short distance by rail to the northwest are the hot springs at Wu-lung-pei, which are one of the three famous hot springs of the Northeast. The other two are at T'ang-kang-tzu and at Hsiung-yueh-ch'eng.

Ying-k'ou has a population of around 200,000. It is situated on the Po-hai Gulf at the mouth of the Liao River, and has rail connections with both the Peiping-Mukden line and the mukden-Dairen line. Following the construction of the Chinese Eastern Railway and the South Manchurian Railway, Dairen displaced Ying-k'ou as the main port in southern Manchuria, however, Ying-k'ou still handles a large volume of traffic and continues prosperous.

T'ung-hua is situated on the upper reaches of the Hun Ho, at the rail junction of the T'ung-hua -- Lin-chiang line with that of the Mei-ho-k'ou -- Chi-an line. Its busy commercial district is located in the eastern suburb. South of the city, at Ta-miao-kou, there is a gold placer mine. The grape wine made at T'ung-hua has a good reputation throughout the Northeast.

Liao-yang is situated on the south bank of the T'ai-tzu Ho with hills bordering it on the southeast. Its chief industry is cotton spinning and weaving. Business is increasing, and education is making rapid progress.

LIAOSI PROVINCE

The province of Liaosi lies in the southern part of the Northeast, and west of the Liao River. It extends from the border of Kirin Province on the north to the Po-hai Gulf on the south, and to the boundaries of Jehol and Inner Mongolia on the west. Its area is about 56,000 square kilometers; population, 7,350,000. This province controls four municipalities, Chin-chou, Sou-p'ing, Fou-hsin, and Shan-hai-kuan; and embraces 21 hsien: Chin-hsien, Chin-hsi, Sui-chung, Hsing-ch'eng, Sheng-shan, T'ai-an, Liao-chung, I-hsien, Hsin-min, Chang-wu, Fou-hsin, Fei-chen, Hsi-shan, Ch'ang-t'u, Li-shu, Pa-k'u, K'ang-ling, Shuang-liao, K'ai-yuan, T'ieh-ling, and Ch'ang-pei. Chin-chou is the provincial capital. Although the weather is not extreme, the winters are frozen over for about 4 months in the year.

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Liaosi has rich mineral resources. Its coal reserves are estimated at 152 million tons, lead ore at 46 million tons, copper ore at 4 million tons, and tin at 80,000 tons. The Fou-hsin coal mines, second only to those at Fu-shun, had a daily production in May 1949 that exceeded by 146 percent the highest record of this mine under Nationalist operation. There are also aluminum mineral, asbestos, molybdenum, limestone, firebrick clay, iron pyrites, natural soda, quartz crystals, and siliceous deposits. Especially precious is the aluminum ore at Yang-chia-chang-tzu, in the vicinity of Chin-hsi, which contains molybdenum and nickel.

The tilled land amounts to approximately 26 million mou; this figure includes nearly one million mou of wild land opened and put under cultivation in 1949. The main crops and approximate annual production are: kaoliang 964,000 tons, millet 331,770 tons, soybeans over 200,000 tons, and wheat 33,850 tons. More than 1,904,600 tons of all kinds of cereal grains are produced. Cotton, hemp, tobacco, peanuts are also produced in abundance. With the help of agricultural loans and crop aids from the Central People's Government in recent years, the acreage planted to cotton was brought back to normal and expanded, and cotton became the main crop in Sui-chung, Hsing-ch'eng, I-hsien, and Chin-hsi hsiens. In these same four hsiens, peanuts are also an important crop, there being 140,530 mou of land devoted to the raising of peanuts, which is 61 percent of all the land used for raising peanuts in the Northeast. About 5,000 tons of hemp are raised annually in Liaosi.

Due to neglect and disease for several years prior to 1948, the fruit orchards and crops, particularly apples, suffered considerably, but with government aid, improvements were made and the fruit crops in 1949 were as follows: apples 2 million chin, pears 38,600,000 chin, apricots, peaches, and other small fruits about 6 million chin. The fruit crops provide a large part of the farmers' incomes.

Farmers, as well as government agencies, harvest a total of some 2 million cubic meters of poplar, willow, oak, and elm lumber from upwards of one million mou of woodland.

Marine products from the Po-hai Gulf are abundant, consisting of some 60 varieties of fish, shrimps, crabs, and other shellfish. The fishing town of Erh-chieh-kou, in Sheng-shan Hsien, produced in 1949 about 8,805,000 chin of crabs, which was 60 percent of the crab crop of that year for the whole of the Northeast. The total annual fisheries production for this province is about 25,900 tons. At several points along the coast, salt is produced to the extent of about 3,500,000 piculs a year.

There are rail communications between the following points:

1. Shan-hai-kuan to Mukden, 420 kilometers; branches from Kou-pang-tzu to Ying-k'ou, and Lien-shan to Hu-lu-tao
2. Chin-chou to Ch'eng-te, via Yeh-pai-shou, 440 kilometers
3. Ta-hu-shan to T'ung-liao, 370 kilometers; and continuing on to Cheng-chia-t'un, the line is sometimes referred to as the Ta-Cheng line
4. Hsin-min to I-hsien, via Hsin-li-t'un
5. Ssu-p'ing to Mei'ho'k'ou
6. Ssu-p'ing to T'ao-an

The Chinese Ch'ang-ch'un line passes through Ssu-p'ing, Ch'ang-t'u, K'ai-yuan, and T'ieh-ling. There is also a narrow-gauge branch line from K'ai-yuan to Hsi-feng.

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There are 4,390 kilometers of highways in Liaosi Province, of which 1,173 kilometers are now passable. These include the roads from Chin-chou to Shan-hai-kuan; Mukden to Ku-pei-k'ou (via this province); Chin-chou to Ku-pei-k'ou; Chin-chou to I-hsien; Kung-chu-ling to Dairen; K'ang-p'ing to Hsi-an; Mukden to Shuang-liao; and a main highway between Harbin and Dairen which passes through Ssu-p'ing and T'ieh-ling.

Wooden river boats, with sails, are able to navigate up the Liao River as far as Shuang-liao (Cheng-chia-t'un).

Industries include the following:

State-operated: Fou-hsin coal mines; electric generating plant; oil refinery, sulfuric acid plant.

Provincially operated: Coal mines, machine shops, emery wheel factory, cotton mills, potteries, paper mills, bedding factory, a cigarette factory, a vegetable oil expression plant, and an iron cooking-pot foundry.

Privately owned: In 1949, there were over 1,550 large and small industrial and commercial business concerns, including machine shops, oil plants, cotton mills and others. There were 760 cooperatives in Liaosi of various kinds.

As of December 1949, there were 32 middle schools, including four normal schools, with 25,284 students and 972 teachers; and 163 primary schools with 785,362 students and 16,905 teachers. In addition, many classes of various types are conducted. In 1950, a number of supplementary schools are to be established for peasants and workers. The provincial government publishes a daily paper, the Liaosi Jih-pao.

The important cities include Chin-chou, Ssu-p'ing, Shan-hai-kuan, and Fou-hsin.

Chin-chou is the provincial capital and has a population of about 150,000. It has the business related to the railway traffic, an electric power plant, an oil refinery, the provincial bedding factory, a brewery, a tobacco factory, the municipally owned waterworks, a pottery and a bedding factory; and privately owned grain and rice processing plants, oil plants, ironworks, and textile factories.

Ssu-p'ing is situated in the middle of the Sung-liao plain, and is an important railway junction point. It has a waterworks, an electric light plant, and numerous factories. Trade is active. It suffered badly from artillery bombardment during the 1945-48 hostilities, and is not yet fully restored.

Shan-hai-kuan, located at the eastern end of the Great Wall, is an important railway division point and occupies a strategic position.

Fou-hsin is situated on the east fork of the Tu-ling Ho. The open-pit coal mine at this place is one of the large state-operated coal mines of the Northeast. It has good rail connections.

KIRIN PROVINCE

Kirin Province lies in the central portion of the Northeast, bounded on the north by Sungkiang, on the east by Soviet territory, on the south by Liaotung and Liaosi, and on the west by Heilungkiang. It has an area of 119,494 square kilometers and a population of 6,940,000, five-sixths of which are rural. The province has two municipalities, Kirin and Ch'ang-ch'un; and 22 hsien: Yung-chi,

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Ch'ang-ch'un, Yü-shu, Chiu-t'ai, Te-hui, Shu-lan, P'an-shih, Chiao-ho, Shuang-yang, I-t'ung, Hua-tien, Tun-hua, Nung-an, Ch'ien-an, Fu-yü, Huai-te, Ch'ang-ling, Yen-chi, Ho-lung, Wang-ch'ing, Hun-ch'un, and An-t'u; and one banner, Kuo-ch'ien Ch'i.

Roughly speaking the eastern part is mountainous and the western part a rolling or flat plain. The east is heavily forested, has a heavy rainfall, and because of its elevation is cold in winter. The west is dry and subject to strong winds in the fall, winter, and spring. At Yen-chi, in January, the temperature averages about 14 degrees centigrade below zero, while Ch'ang-ch'un averages 16 degrees below zero. In July, both places are about the same, averaging 22 degrees centigrade above zero. The annual rainfall is about 500 millimeters and comes mostly in the summer. There are approximately 34,300,000 mou of tilled land, of which 709,000 mou are sufficiently irrigated for raising rice. The average annual production of food grains is over 3 million tons, and this accounts for about 80 percent of the total income of the province. The principal agricultural products are soybeans, kaoliang, wheat, millet, and corn; lesser products are tobacco, hemp, and indigo.

The chief mineral product is coal. Apart from the Chiao-ho coal mine which is one of the nine large state-operated coal mines, there are those at Huo-shih-ling-tzu and Ma-chia-kou in Chiu-t'ai Hsien, and at Su-mi-kou in Hua-tien Hsien, and the limestone quarries and "kang" kilns (a kang is a crock made of fireclay) in Ying-chi Hsien. The coal produced at Nan-ta-kou in I-t'ung Hsien is of particularly good quality. The Chia-p'i-kou gold mine in Hua-tien Hsien is quite famous; there are also other gold mines in Hun-ch'un, Yen-chi, and An-t'u Hsiens. This province also has copper, iron, lead, and silver mines.

The rivers of Kirin Province contain whitefish, bream, and carp in large quantities.

Hua-tien, Tun-hua, Yung-chi, and P'an-shih Hsiens are the largest producers of lumber and other forestry products. The variety of larch grown there is considered very suitable for railroad ties. Supplementary occupations for many of the peasants include the gathering of mo-erh (an edible fungus that grows on trees), mushrooms, and ginseng, and the hunting of deer (for the antlers), sables, hares, bears, wild boars, pheasants, wolves, and roebuck.

The Chinese Ch'ang-ch'un Railway runs across Kirin Province from north to south. Other lines are the Ch'ang-T'ao line between Ch'ang-ch'un and T'ao-an, with its extension to Ch'i-ch'i-ha-erh; the Ch'ang-Chi line between Ch'ang-ch'un and Kirin, with its extensions to Mai-ho-k'ou and Mukden on the south and to Tun-hua and other points on the east. The La-Pin line connects La-fa and Harbin. Starting from T'u-men or Yen-chi, it is possible to proceed northward through Muta-chiang to Chia-mu-ssu; or eastward into Korea.

There is a network of motor roads connecting the various Hsiens. The principal waterway is the Sungari River. Steam launches can operate on it for some distance downstream from the city of Kirin, but as the river widens it becomes shallow, especially at points where there are rapids. At times of high water, ships up to 1,000 tons can safely navigate between Fu-hi and Harbin; however, on account of ice, the shipping season lasts only 5 months in each year. During at least half of the year the ice is so strong a snow plow can be used to clear the surface and the ice bridge across the river is used for crossing and traveling considerable distances up and down stream.

The cities of Ch'ang-ch'un and Kirin are the chief industrial centers. Kirin has 43 shops and factories, either state, provincial, or municipally operated, in which some 12,000 persons are employed. Besides these, there are numerous privately owned factories making iron products, agricultural implements, textiles, and leather goods. In 1949, Ch'ang-ch'un had 10,690 business concerns, of

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which 5,057 were industrial enterprises. There are 15,100 organized laborers in the provincially operated industrial enterprises in Ch'ang-ch'un. Counting only the receipts of all industrial enterprises in the province using machinery and employing more than 100 workmen, the figure for Ch'ang-ch'un is about 20 percent of the total receipts of the province. According to the figures of June 1949, there were 918 marketing, producer, and consumer cooperative societies; of these, 551 marketing cooperatives had 607,600 members with a capital stock aggregating more than 90,359 million yuan.

Among the educational institutions of Kirin Province are the following: The Northeast Normal University at Ch'ang-ch'un, 63 public and private middle schools, of which three are normal schools, having a total enrollment of over 2,600 students and 1,530 teachers; 4,355 primary schools with 610,000 pupils and 14,870 teachers. In addition, there are reading rooms, 34 educational and cultural institutes, and hundreds of evening or other leisure time educational classes. Daily newspapers published in Kirin Province are the Kirin Jih-pao, the Kirin Kung-ming-pao, and the Ch'ang-ch'un Hsin-pao.

The important cities include Kirin, Ch'ang-ch'un, and Yen-chi.

Kirin, the provincial capital is in Yung-chi Hsien on the west bank of the Sungari River. It is the junction point of three railways which have been mentioned above. A short distance south of the city is the Hsiao Feng-man Hydro-electric Power Plant, which is the source of power for a number of cities in the Northeast. This power plant was built by the Japanese in 1937, to develop, for their own benefit, the resources of Manchuria. The plant suffered extensively between August 1945 and 1948 when the People's Liberation Army took over in the Northeast, and in the nearly 2 years since then the process of restoration has been going on.

During the Manchukuo period, Ch'ang-ch'un was known as Hsinking (the new capital). It is situated on the west bank of the I-t'ung Ho in the midst of a vast plain. The city is laid out with wide and regular streets. It has a water supply system and electric current. There is a large airfield in the west suburb. The section for light and heavy industries lies on the east bank of the I-t'ung Ho. The residential section is on the south side of the city. Ch'ang-ch'un has two railway stations. Besides the Chinese Ch'ang-ch'un line, there is the line that runs eastward to Kirin, and the one running northwestward to T'ao-an. Ch'ang-ch'un was liberated by the Communists in October 1948. The population is 420,000. There are 10 cooperative societies. Among the important institutions of the city are the Northeast Normal University, one Technical College, 6 middle schools, 102 primary schools, and a number of vocational or trade schools; two municipal hospitals, one for contagious diseases and a quarantine station; and one training school for nurses and midwives.

Yen-chi is situated in the southeast part of the province on the Kirin-T'u-men railway. Its industries include potteries, machine shops, lumber yards, gold and silver smiths, oil presses, flour mills, and breweries. There are many Koreans in the hills around Yen-chi, hence a border region government has been set up which has jurisdiction over Yen-chi, Hsin-ch'un, Ho-lung, Lung-ch'ing, and An-t'u hsien. The commissioner's regional office is located at Yen-chi.

SUNGKIANG PROVINCE

Sungkiang Province is in the northeast corner of the Northeast. It is bounded on the north by the Amur River, on the east by the Ussuri River, on the south by Kirin Province, and on the west by Heilungkiang Province. The two large rivers mentioned separate it from other territories. Its area is about 213,300 square kilometers, and its population is 1,330,400.

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Under its jurisdiction are four municipalities, Harbin, Chia-mu-ssu, Mu-tan-chiang, and Ho-kang; and 32 hsiens: Shuang-ch'eng, Pin-shien, Pa-yen, Hu-lan, Wu-ch'ang, A-ch'eng, Shang-chih, Fu-chin, Po-li, La-lin, Ning-an, Hai-lin, Mi-shan, Chi-hsi, Hua-ch'uan, I-lan, Yen-shou, T'ang-yuan, Hua-nan, Mu-lan, Chi-hsien, Mu-ling, Fang-cheng, Lin-k'ou, T'ung-ho, Pao-ch'ing, Tung-ning, Hu-lin, Lo-pei, Jao-ho, Po-shan, and Fu-yuan. The provincial capital is at Harbin. The annual rainfall varies from about 530 millimeters in the southwest to about 600 millimeters in the northeast.

The chief mineral products are gold and coal. The principal gold mines are located along the Tu-lu Ho, at T'ai-p'ing-kou, Pa-mien-t'ung, Wu-la-ko, T'o-yao-tzu, and along the Hei-chin Ho at Hei-pei and Meng-chia-kang. Other fairly good gold mines are located southeast of I-lan. Among the important coal mines are those at Ho-kang, Cho-hsi, Mu-ling, I-lan, Shuang-ya, and Feng-shan. These mines have estimated reserves of several hundred million tons. Other potentially rich coal mines are located in T'ang-yuan, Mo-shan, Fu-chin, and Lo-pei, Hsiens. There is a graphite mine at Liu-mao-kou in Chi-hsi Hsien, with estimated reserves of 10 million tons of 15 to 20 percent ore.

The main agricultural products are soybeans, wheat, and kaoliang; secondary crops are millet, corn, tobacco, hemp, and sugar beets. The province has 22.5 million mou of tilled land; the land on both sides of the Sungari River is particularly fertile. The annual production of cereal foods is more than 2,200,000 tons.

The hsiens of Sungkiang that produce the most lumber and forestry products are Fang-cheng, Po-li, Pao-ch'ing, and Jao-ho on the east side of the Sungari; Lo-pei, T'ang-yuan, and Feng-shan on the north side; and I-lan, T'ung-ho, Wu-ch'ang and Mu-tan-chiang. Other forestry products include mu-erh, mushrooms, ginseng, and various herbs. I-lan is the center for trade in furs and skins. River and lake fish are abundant, and important as a food product. Hunting and fishing are a secondary means of livelihood for the peasants, especially during the winter seasons.

Harbin, Chia-mu-ssu, and Mu-tan-chiang are the principal centers of the railway network. Twelve important long-distance motor roads radiate from I-tan, Chia-mu-ssu, and Fu-chin; these aggregate 2,600 kilometers in length. The chief highways are the Harbin--Ch'ang-ch'un--Dairen; the Harbin--Mu-tan-chiang; the Harbin--Chia-mu-ssu--Fu-chin; and the Mu-tan-chiang--Sui-fen-ho. Motor roads connect cities without railway facilities, such as T'ung-chiang, Fu-yuan, Jao-ho, and Pin-ch'eng. Wharves have been built at a number of cities on the Sungari to facilitate shipping by steamers and wooden sailing vessels. There is a limited amount of shipping by small river boats on the Amur and the Ussuri rivers. The rivers are frozen over for about 6 months of the year.

There has been a considerable development of electric power, sufficient for the industrial and lighting needs of the province. Among the heavy industries are the production of iron, iron products, machinery, and agricultural implements. The light industries include the sugar factory at A-ch'eng which produces white and brown sugar and rock canly that is exported to China, south of the Great Wall besides supplying the Northeast. Harbin, Chia-mu-ssu, and Mu-tan-chiang have paper mills, cotton textile mills, tanneries, rubber shoe factories, and factories making glue, matches, cigarettes, and hemp products, and shipbuilding yards. In the province as a whole there are 321 provincially owned industrial enterprises; 193 state-owned commercial enterprises; 690 rural cooperatives; and 2740 private industrial and commercial concerns.

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Institutions of education and culture include 5,119 primary schools with 532,000 pupils and 12,380 teachers; 35 middle schools, including 4 normal schools, 1,700 students and 800 teachers; four colleges including an industrial, a medical, an agricultural, and a foreign-language college; and 36 popular educational and cultural centers.

There are government-operated radio broadcasting stations at Harbin, Chia-mu-ssu, and Mu-tan-chiang. There are three daily newspapers published; the Harbin Jih-pao, the Sungkiang Jih-pao, and the Ho-kang Kung-jen-pao.

The important cities include Harbin, Chia-mu-ssu, Ho-kang, and Mu-tan-chiang.

Harbin, the capital of Sungkiang Province, is situated on the south bank of the Sungari River, near the center of the great north Manchurian plain. It is a cosmopolitan city with a population of about 750,000, of which about 50,000 are non-Chinese. Formerly a small fishing village, after the building of the Chinese Eastern Railway it gradually developed into an important economic, commercial, and cultural center of the Northeast, often dubbed the "Moscow of the Orient." The streets are wide and the city is laid out on a spacious scale. The various sections of the city are known as Nan-kang, Tao-li, and Tao-wai (east and west sections of Fu-chia-tien, the Chinese settlements), Ma-chia-kou, T'ai-p'ing, Hsiang-fang, Hsin-yang, Ku-hsiang, and Sung-p'u. Business is located mainly in the Tao-li and Tao-wai sections.

Goods exported from Harbin include soybeans, kaoliang, wheat, lumber, bean oil, bean cake, flour, and granulated sugar. Its imports are tobacco, hill farm produce, fresh fruits, paper, woven textiles, and coal. Among its industries are machine building factories, calcimine factories, a sugar refinery, vegetable oil factories, an electrical machinery factory, a cigarette factory, and the shipbuilding yards. Harbin is well supplied with primary and middle schools, cinemas, athletic fields, and other amusement centers. It has a medical college, an industrial college, and a foreign-language school.

Chia-mu-ssu is located on the southern bank of the Sungari River downstream from Harbin. It is one of the terminals of the Chia-mu-ssu-Sui-hua railway and the Chia-mu-ssu-T'u-men railway; thus having good water and land communications. About 2 miles of its water front is used by river shipping. Its warehousing and general business is very prosperous. The annual export of grains amounts to one million tons. It imports cotton goods, petroleum products, oils, salt, iron and steel wares, and daily necessities.

Ho-kang takes its name from several coal mines in its vicinity whose annual production is now several times greater than during the Manchukuo regime, and is still growing. Ho-kang coal is transported by the rail line that connects the city with Chia-mu-ssu. The three principal mines are those known as the Hsing-shan mine, the Tung-shan mine and the Nan-shan mine. It has a modern electric power plant, machine shops, a city water supply, and many buildings have central heating systems.

Mu-tan-chiang is a growing and thriving city located on the west bank of the Mu-tar Chiang. It is a junction point on the Chinese Ch'ang-ch'un, and the Chia-mu-ssu-T'u-men railways, as well as being the southern terminal of the line proceeding northeastward to Lin-k'ou and Hu-lin. A short distance to the south are two old and famous cities named Ning-an and Tung-ching-ch'eng. Located in the heart of a vast mountainous region, Mu-tan-chiang is the principal market for skins and furs, ginseng, and other herbs.

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HEILUNGKIANG PROVINCE

Heilungkiang is the northernmost province of the Northeast. It is bounded on the north by the Amur River (Hei-lung Chiang), which separates it from Soviet territory; on the east by Sungkiang Province, on the south by Kirin and Liaosi Provinces, and on the west by Inner Mongolia. Its area is 274,400 square kilometers; population, 5,579,000. Its provincial government, located at Ch'i-ch'i-ha-erh, has jurisdiction over one municipality, Ch'i-ch'i-ha-erh; and 38 hsien: Chao-tung, Chao-chou, No-ho, Lung-chiang, T'ao-an, An-ta, Ta-lai, Chen-lai, T'ai-lai, Sui-hua, Hai-lun, Wang-k'uei, Pai-ch'uan, T'ai-an, K'o-shan, Lan-hsi, Ch'ing-an, K'o-tung, Ming-shui, T'ao-nan, Lin-tien, Fu-yu, Nen-chiang, Kan-nan, Ching-hsing, Chan-yü, K'ai-t'ung, An-kuang, Pei-an, Sui-ling, Te-tu, T'ieh-li, Sun-wu, Ai-hun, Hu-ma, Hsun-k'o, and T'ung-pei; and two banners, Tu-erh-po-t'e Ch'i, and Kuo-hou Ch'i.

Much of the province is mountainous, occupied by the various ranges of the Greater Khingan Range; but the Nen Chiang flows across a vast fertile plain for over 800 kilometers. On the upper reaches of the Nen Chiang, at a point near Kan-nan, a dam 1,400 meters long and 70 meters high has been built with a hydroelectric power plant capable of producing 100,000 kilowatts. In addition, 100 kilometers of dikes were built to facilitate the use of the water for the irrigation of 200,000 mou of land.

Gold is found in many places, notably in the vicinity of Fo-shan, Mo-ho, Hu-ma, and Ai-hun. Because of climatic conditions, gold mining operations are confined to 3 - 4 months of the year. There are iron mines in Mo-ho and Kan-nan hsien. Lung-ch'ang, Ching-hsing, K'o-shan, and Ai-hun hsien have coal mines. Pai-ch'uan Hsien possesses quartz of a quality suitable for the manufacture of glass, but these deposits have not been exploited to any great extent.

This province is called the granary of the Northeast. Tillable land of good quality measures as much as 40 million mou in extent. The land between the Nen Chiang and the Hu-lan Ho is particularly fertile. In much of the province, the temperature during November, December, January, and February drops to minus 30 degrees centigrade. In June, July, and August, the temperature rises as high as plus 30 degrees centigrade. The annual rainfall averages less than 500 millimeters, but over 90 percent of it comes in May, June, July, August, and September. Thus, conditions are highly favorable for agricultural production. The principal crops are wheat, soybeans, and kaoliang. The wheat grown in K'o-shan Hsien and the yellow beans grown in Sui-hua Hsien are reputed to be of the finest quality. Barley, oats, buckwheat, tobacco, and su-tzu (*perilla ocymoides*) are also raised. It is planned to raise hemp and flax and sugar beets as raw materials for new industries. There is more area planted to tzu-su (*perilla nankinensis*) in Heilungkiang than in any other province in the Northeast.

But little of the northern part of Heilungkiang has been opened up to cultivation. Much of it is covered by forests in which are to be found various kinds of birds and beasts good for food and for pelts. The Nen Chiang and its tributaries supply considerable quantities of fish. In Ta-lai Hsien alone, there are over 200 places where fishing is the chief occupation.

There is a rail line from Ch'i-ch'i-ha-erh northward, one branch going to Nen-chiang, and one to Pei-an; and another going southward through T'ao-an to Ssu-p'ing. From Pei-an there is a line going southward to Sui-hua and on to Harbin, and one from Sui-hua proceeding eastward to Chia-mu-ssu. The Chinese Ch'ang-ch'un Railway crosses the middle of the province from east to west. There is another line starting at Ch'ang-ch'un which passes through T'ao-an and proceeds in a north-westerly direction into the Inner Mongolia Autonomous Region.

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The network of motor roads totals 2,500 kilometers and connects the chief cities and towns in the valley of the Nen Chiang and the Hu-lan Ho. The only important highway in the northern part of the province is the one between Nen-chiang and Mo-ho.

The Amur River is navigable for steamers from Ai-hun downstream to the Sungari and thence to the sea. The Nen Chiang is navigable by river steamers from the Sungari River up as far as Ch'i-ch'i-ha-erh, while wooden boats using sails can go up as far as the city of Nen-chiang.

The business and industrial activities of the province center at Ch'i-ch'i-ha-erh and Pei-an, where there are industrial establishments making iron products, refining metals, making paper, weaving textiles, and producing caustic soda, calcimine powder, hemp, vegetable oils, iron cooking pots, and miscellaneous wares. The iron products consist mainly of spinning and weaving machines, excavators, nail making machines, small tractors, and other implements for agricultural production.

There are over 100 state-operated commercial concerns in the province, and a number of companies dealing in fish. The chief exports are cereal grains, meat, fish, vegetables, bean oil, bean cakes, flour, and paper.

There are 5,700 primary schools, with 450,000 pupils and over 10,000 teachers; 32 middle schools (including 5 normal schools) with 9,600 students and 400 teachers. Facilities for adult education are also available in each hsien, including 27 cultural centers and 11 public libraries, night classes for mass education, winter school classes, and a great many classes to promote literacy.

The important cities include Ch'i-ch'i-ha-erh, Pei-an, Sui-hua, and T'ao-an.

Ch'i-ch'i-ha-erh, located on the right bank of the Nen Chiang, is at the junction of the Chinese Ch'ang-ch'un and the Ch'i-ch'i-ha-erh--Pei-an railways. Thus, with both land and water transport facilities, it is the center of trade of the province. The main streets are broad and business is prosperous. The population is 200,000. Paper, fish, hemp, calcimine powder, oils, and iron pots are the chief manufactured articles of commerce.

Pei-an, situated on the north side of the Hu-yü-erh Ho, is the junction point of the Ch'i-ch'i-ha-erh--Pei-an and the Harbin--Pei-an railway lines. It is developing rapidly as a new and important business center.

Sui-hua is the junction point of the Harbin--Pei-an and the Sui-hua--Chia-mu-ssu railway lines. There are coal and iron mines in the vicinity. The land in the basin of the nearby Hu-lan Ho is fertile and produces abundant crops. The population of Sui-hua Hsien is over 310,000.

T'ao-an, commonly known as Pai-ch'eng-tzu, is on the Ch'i-ch'i-ha-erh--T'ao-an--Ssu-p'ing railway, and is the principal city of southern Heilungkiang Province. The population of the city is 100,000; of T'ao-an Hsien, 210,000. This hsien produces natural sodium carbonate.

JEHOL PROVINCE

Jehol Province is bounded on the north by the Hsi-la-mu-lun Ho, which separates it from Inner Mongolia; on the east by Liaosi, on the south by Hopeh, and on the west by Chahar. The province, whose capital is the city of Ch'eng-te, has jurisdiction over two municipalities, Ch'eng-te and Ch'ih-feng; and over 16 hsien: Ch'eng-te, Ch'ih-feng, Ling-yuan, P'ing-ch'uan, Chien-ch'ang, Chien-p'ing, Ning-ch'eng, Wei-ch'ang, Wu-tan, Ch'ing-lung, Lung-hua, Feng-ning, Luan-p'ing, Hsing-lung,

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Pei-p'iao and Ch'ao-yang hsiens; also over four banners: K'a-la-hsin-yu Ch'i, Ao-han Ch'i, Weng-niu-t'e Ch'i, and K'a-la-hsin-tso Ch'i. The total area of province is 113,000 square kilometers; population 4,899,000.

The terrain in the eastern part is comparatively low and tillable. The western part is mostly a high plateau cut by many streams forming deep valleys, with areas of alluvial deposits which are tillable and fertile. Animal husbandry flourishes in the western part of the province, although some of that area is semidesert. The people in the southeast are chiefly Chinese and engage in agriculture. Those in the northwest, chiefly Mongols, are nomadic and engage in animal husbandry; while in the central part there is a mixture of the two. The density of population varies from one person per square kilometer in the northwest, to 50 in the southeast, with an average of 11 per square kilometer for the province as a whole.

Many parts of the province suffered much destruction and impoverishment in the course of military operations from 1937 to 1949; for instance, 13,307 farm animals were carried off from eight hsiens. Due to various calamities, natural and otherwise, the production of this province in 1949 was 40 percent less than before 1937. The domestic animals decreased by 60 percent. Industry and communications were largely destroyed; there was much starvation. In 1949, the Northeast Government extended relief and helped many of the people again to become self-sustaining.

Millet and kaoliang are the chief agricultural products; soybeans, wheat, buckwheat, and cotton are next. The tilled area amounts to 20 million mou. Livestock include cattle, horses, and sheep.

In Wei-ch'ang Hsien and vicinity there is a forest area about 700 kilometers in circumference, which yields good lumber and provides a home for fur-bearing animals that are a considerable asset to the province.

The Pei-p'iao coal mines are in one of the nine large coal producing areas of the Northeast. They are connected by a 45 kilometer railway with the line running between Chin-chou and Ch'eng-te. The coal reserves are extensive and are superior in quality to the coal mined at Fu-shun. The annual production of coal in 1949 was some 600,000 tons greater than before 1937. Coal mines are also to be found in Ch'ih-feng and Ling-yuan hsiens, but they are not worked extensively. Iron deposits of considerable extent are found in Luan-p'ing Hsien. Silver is found in Lung-hua, Luan-p'ing, and P'ing-ch'uan hsiens. More and more gold is being extracted in P'ing-ch'uan Hsien.

A railway line runs from Chin-chou, in Liaosi, through Ch'ao-yang, P'ing-ch'uan, and Ling-yuan to Ch'eng-te, with a branch from the station at Yeh-pai-shou running northwesterly to Ch'ih-feng. From Ch'eng-te southward, a rail line runs through Ku-pei-k'ou to Peiping. This line has been destroyed and through traffic has not been restored as of 1953.

The motor road between Ch'eng-te and Ch'ih-feng is the main axis of the highway network. Roads exist between Ch'eng-te and Peiping, Ch'eng-te and Ling-yuan, Ch'ih-feng and P'ing-ch'uan, Ch'ih-feng and To-lun, and Ch'ih-feng and Lin-hsi.

There is little river navigation apart from the flat-bottomed wooden river boats, with or without sails, that operate on the Luan Ho in summer during the high-water season as far as Ch'eng-te. In winter some transportation is by means of sleds on the ice of such rivers as the Hsi-la-tu-lun Ho and the Lao-k'a Ho.

There is little modern industrial activity apart from coal mining. Of the old-fashioned industries, wool spinning and weaving is carried on, also hides are

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tanned and skins are dressed. Wool rugs and skin mattresses are among the articles manufactured and exported. The making of wine and the extraction of vegetable oils is a thriving business in the larger cities. Ch'ih-feng is the trading center of a large area. Over 500 cooperative societies of various types have been organized in recent years which have made a significant contribution to the livelihood of the people.

The province has 5,446 primary schools, with 295,500 pupils and 7,605 teachers; 9 middle schools (including 3 normal schools) with 2,700 students and 160 teachers. There is one newspaper published in the province, named the Ch'un-chung Jih-pao.

The chief cities are Ch'eng-te and Ch'ih-feng.

Ch'eng-te is situated on the west bank of the Je Ho from which the city and the province take their name. The Je Ho is a tributary of the Luan Ho. The city and its environs are noted for the scenery. At the time of K'ang-hsi, an emperor of the Ch'ing Dynasty, 1662-1723, an imperial recreation park with summer palaces were built here. The park and palaces continue to be an attraction to sightseers. This park also contains a large Lama monastery with a potala.

Ch'ih-feng is located on the upper reaches of the Lao-k'a Ho, and is the principal trading center of the upper or northern half of the province. Local products, such as furs, felt, licorice root, and pond salt, are exchanged for manufactured articles brought in by rail from the industrial cities of the coast.

THE NORTHEAST AS A WHOLE

The Northeast has an excellent naval harbor at Port Arthur (Lü-shün-wei), which may be used jointly by China and the USSR as a defense against encroachment by Japan or any country in league with her, in accordance with the Treaty of Friendship and Assistance and other conventions signed in February 1950.

The Northeast has a total area of 886,957 square kilometers; population 41,597,000. The average density of population 40 per square kilometer, which is much less than in the eastern and southern parts of intramural China.

The Northeast not only has valuable mineral resources and various industries that may be developed along modern lines, but 44 percent of its area is tillable, while only 26 percent of the tillable land has yet been put under cultivation. From this it may be seen that the Northeast government welcomes immigration from China south of the Great Wall. It is estimated that 100,000 immigrants will enter the Northeast during the next 3 years.

Communications

The total length of the railways is over 10,000 kilometers.

Terminals

Man-chou-li--Sui-fen-ho
Harbin--Dairen
Mukden--Shan-hai-kuan
Mukden--Ch'eng-te
Mukden--An-tung
Mukden--Kirin

Principal Points en Route

Ch'i-ch'i-ha-erh, Harbin,
Ch'ang-ch'un, Mukden
Chin-chou
I-hsien
Pen-ch'i
Mei-ho-k'ou

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<u>Terminals</u>	<u>Principal Points en Route</u>
Ch'ang-ch'un--T'u-men	Kirin, Tun-hua
Ch'ang-ch'un--T'ao-an	Ta-lai' and extends to Wulan-hao-t'e in Inner Mongolia
Ssu-p'ing--Chi-an	Mei-ho-k'ou, T'ung-hua
Ssu-p'ing--T'ao-an	Shuang-liao, T'ao-nan
Ch'i-ch'i-ha-erh--T'ao-an	T'ai-lai
Ch'i-ch'i-ha-erh--Nen-chiang	Fu-yü
Ch'i-ch'i-ha-erh--Pei-an	Fu-yü
Harbin--Pei-an	Sui-hua
Harbin--Chia-mu-ssu	Sui-hua
T'u-men--Chia-mu-ssu	Mu-tan-chiang, Lin-k'ou

In addition to the above-mentioned trunk lines, there are numerous branches and other connecting lines that together compose the total network.

A well-developed network of motor highways connects all the main cities and many smaller towns.

The chief ocean ports are Dairen, Ying-k'ou, and An-tung. The main rivers are the Sungari, the Liao Ho, the Nen Chiang, the Amur, the Ussuri, the Ya-lu Chiang, and the T'u-men Chiang. When not frozen over, some of these rivers are navigable for considerable distances by steamers, and all of them for much greater distances by wooden river boats.

Minerals

The lowest estimate as to the reserves of coal in the Northeast is 4,600 million tons. Some of the mines are state-operated and some are owned and operated by the provincial governments and referred to as public-operated. Estimates as to the amount of iron ore put the figure at 2 billion tons. This figure is more than 70 percent of the iron ore reserves of the whole country. The iron mines are under the control of the people's governments. With the aid of numerous Soviet advisers, the mines are being exploited on an increasing scale, and they supply the basic materials essential to the industrialization of the country.

The extent of the Salt Fields of the Northeast is 35,240 hectares. The principal ones are at Fu-chou Bay, Kai-p'ing, Ying-k'ou, and P'u-lan-tien. Under the Japanese, before 1945, the annual production was about 1,500,000 tons. In the succeeding 3 years, the fields and equipment suffered great damage and production dropped to about 400,000 tons in 1948. In 1949, it rose to 900,000 tons; by 1951 it is expected that production will have risen to 1,500,000 tons per year.

Fisheries

The former annual production of salt and fresh water fisheries was about 100,000 tons. Under the Japanese regime, it rose to 170,000 tons. There are about 60 varieties of marketable fish, the majority of which are salt water fish. Besides being consumed locally in large quantities, much fish is salted and dried

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to be exported. In 1948, the output on both shores of the Liaotung peninsular was 44,145 tons. The fresh-water catch in 1949 was about 30,146 tons. The approximate combined catch for 3 years for the whole of the Northeast was as follows:

	<u>No of tons</u>
1948	94,000
1949	100,500
1950	121,650

The government has organized fish markets at many points on the coast. By means of market controls, prices have been standardized to assure fishermen a fair price.

Forestry

The forests of the Northeast comprise three fourths of those of the whole country, and cover an area equivalent to about 146,800 square kilometers (21,840,000 shang). They contain an estimated volume of lumber equivalent to nearly 550 million cubic meters. The commonest trees are varieties of pine, larch, hemlock, cryptomeria, birch, oak, willow, and walnut. There are 19 logging rail lines, totaling over 1,000 kilometers in length, of which some 300 kilometers were built in 1949. During that year, 4,100,000 cubic meters of lumber were cut. There are between 10 and 20 lumber yards whose machinery is driven by over 10,000 horsepower of motive power, and which are able to produce 1,400,000 cubic meters of lumber.

Other products from the hills and woods include skins of squirrel, fox, otter, beaver, wolves, tigers, and sable. The value of sables are measured in ounces of gold. Heilungkiang in one year produced 150,000 pelts of various kinds. Deer's antlers, deer's tails, musk, mushrooms, mu-erh, licorice, ginseng, and other herbs are also produced in considerable quantities.

Stock Raising and Grazing

This industry is carried on chiefly on the lower slopes of the Ta-hsing-an-ling Shan-mo, of the Ch'ang-pai Shan, and on the wild uncultivated plains. In the eastern part of the Northeast, it is carried on mainly as a secondary means of livelihood, while in the western regions it is the major occupation of the people. Cattle, horses, sheep, hogs, and camels are raised. Some 200,000 hides a year are marketed for garments or leather. Some 2 million chin of wool is produced annually. Hog bristles and horse hair have been gathered and marketed for many years and occupy an important place in the international market.

Agriculture

Soybeans are one of the five principal crops raised in the Northeast; the others being kaoliang, millet, corn, and wheat. Besides being good for human and animal food, soybeans are valuable for their industrial uses: bean oil, soap, candles, butter substitute, sweet oil, hydrogenated oil, paints and varnish, printing ink, lubricating oil, transformer oil, fatty acids, synthetic rubber, waterproof garments, explosives, soy sauce, other condiments, photographic films, medicinal materials, artificial wool, and substances similar to bakelite. Beancake may be used for fodder and for fertilizer. The acreage devoted to the raising of soybeans is about 25 million mou, or about 30 percent of the cultivated land in the Northeast. The annual production is about 4 million tons, or 60 percent of the soybean output of the world. The value of the soybeans exported amounts to about 25 percent of the total value of all exports.

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Kaoliang is the chief article in the diet of the people of the Northeast. It is also used for making wine, and for feeding domestic animals. The annual production is about 4 million tons. From 20 - 40 percent is sent into China south of the Great Wall.

Millet is also an important article of food. The annual production is about 2,500,000 tons. Corn is raised largely in Liaotung and Liaosi, and to some extent elsewhere in the Northeast. About one million tons are raised annually. About one million tons of wheat are raised annually, using an acreage of some 7,300,000 mou. The raising of rice in the Northeast is on the increase. In 1950, the acreage of rice paddies was about 3 million mou, chiefly in Kirin, Sungkiang, and in the vicinity of Pen-ch'i, An-shan, Fu-shun, and Mukden. The output was 470,370 tons. The policy of the government is to reduce the grain tax so as to encourage production.

The people's government has adopted a policy of encouraging the production in the Northeast of special crops such as cotton and hemp. Cotton is successfully grown in the vicinity of Lia-yang, Chin-chou, and Hai-ch'eng, where in 1949, 1,200,000 mou were planted to cotton. This area was 22 percent of the land in the Northeast suitable for raising cotton. The yield was 18,700 tons; which is sufficient for about one-half years supply for the cotton mills in the Northeast. In 1950, the acreage planted to cotton was 2,300,000 mou, and it is the aim to plant 3,000,000 mou to cotton in 1952.

The plantings in 1949 for various vegetable fibres were: of flax 120,000 mou, amary fibre 3,000 mou, no figures for ramie are available because the plantings were too scattered. The future demands for various fibres is certain to be great, and preparations are in process for insuring increased production. For all the fibres similar to hemp, it is intended to plant 970,000 mou in 1950, and increase that to 3 million mou by 1952.

Some silk, similar to pongee (tussah) which is produced by silkworms fed on a certain variety of oak leaves, instead of mulberry leaves, is produced in the Northeast. In the fall of 1949, 40,000 "pa-chien-tzu" were in hand. The meaning of this expression is obscure; it might mean a cut sheet of paper, on which a round patch of silkworm eggs have been deposited. Such a sheet thus represents an approximate number of silkworms which are expected to hatch from it in the succeeding season.

Sixty thousand mou of land was planted to tobacco, which yielded 5,000 tons in 1949.

Sugar beets were raised on 80,000 mou of land, amounted to 40,000 tons of beets, and were the raw material for the production of 4,000 tons of sugar. Thirty thousand tons of apples were produced.

In 1950, the tilled land amounted to 170,000,000 mou.

Horses, cattle, and mules numbered 4,440,000 head.

Improved agricultural implements are being increasingly used. There are 17 large farms that in the aggregate have over 200 tractors, and cultivate a total of over 200,000 mou.

Land reform was carried out in the Northeast shortly after its liberation by the Communists, and the tax burden on the peasants was somewhat lightened. For instance, the take in taxes in 1943 was 23 percent of the agricultural

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production, while in 1949, it was only 20 percent. The economic condition of the majority of the farmers has markedly improved and their buying power increased, as indicated by the number of bolts of cloth sold:

1947	900,000
1948	1,200,000
1949	3,200,000
1950	9,000,000 (estimated)

Efforts are being made to encourage immigration of agricultural settlers, to distribute fertilizers and improved seeds, and to promote stockbreeding, water conservation and rural organization.

The total agricultural production in 1949 was 14,500,000 tons; in 1950, it was 18 million tons. The restoration of the agricultural economy of the Northeast not only supplies the industrial centers with food and other raw materials, but it also assures a market for the manufactures of the cities.

Industrial Construction and Commercial Enterprises

The heavy industries of the Northeast include iron and steel, coal mining, iron mining, machine construction, hydroelectric power, chemical industries, oil refining, and shipbuilding. Among the light industries are textile mills, flour mills, paper mills, oil presses, sugar mills, sawmills, breweries, tanneries, glassworks, rubberworks, cement plants, and potteries. In 1949, after liberation, industry began to spurt ahead, and labor became respectable. Encouraged by the government and the party, the productive rate of labor increased by 32.83 percent between June 1949 and December 1949, and this stepped up the speed of the Northeast's industrial rehabilitation and expansion. In 1949, the industrial production of the Northeast was 65 percent of that of the whole country.

In 1950, the value of the product of publicly operated industries in the Northeast was 193 percent of that of 1949. It is anticipated that by 1952 the publicly operated industrial production will have reached the level of 1943.

During the past 3 years (1949, 1949, 1950) the state-owned companies and cooperatives bought up the farmers' surplus grain, secondary products, and products of their supplementary industries. Most of these products were exported to pay for the cost of imported munitions, industrial machinery, civil supplies, and equipment in general. These measures served to aid the military struggle, to develop mining, and to adjust the prices of industrial and agricultural products, thereby stimulating the farmers' productivity. After the liberation of all of the Northeast, a general stabilization of prices was achieved.

In 1949, there were 342 state-operated retail commercial enterprises, and in 1950, this number increased to 1,500. At present, the state-owned commercial enterprises occupy the leading place in the sale of important commodities, being able, in the competitive struggle, to outdo the dishonest and rapacious private merchants. In 1949, there were 9,000 cooperatives. In that year, the volume of retail sales of the state-operated commercial concerns and of the cooperatives together amounted to 26 percent of the total retail sales, and in 1950 the figure increased to about 50 percent.

Following V-J Day, private business had to go through a difficult period of readjustment to new conditions, nevertheless, as soon as the whole of the Northeast had been liberated, the growth in the number of private concerns, of their capital and number of employees, all showed a substantial increase, and as the purchasing power of the people became greater, business became more prosperous. The power of the authorities was directed toward influencing private concerns to do business with the rural population.

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For instance, in Ch'ang-ch'un, the number of private firms making and selling agricultural implements increased from 160 in January 1949 to 263 in December of the same year.

Trade Between the Northeast and China

During the first 5 months of 1950 76.2 percent of the trade passing through the ports of entry of Shan-hai-kuan, Ying-k'ou, and An-tung, was handled by state-operated concerns, 13.9 percent by provincially operated concerns, 27.3 percent by privately operated concerns, and 2.6 percent by cooperatives. Trade moving from the Northeast into China south of the Great Wall was 58 percent of the whole, and that in the opposite direction 42 percent.

Proportions of goods exported from the Northeast in 1950 were as follows:

	<u>Percent</u>
Scrap iron, reinforcing rods, limestone and pottery	27.8
Cereal grains	22.4
Marine products, herbs, grindstones, fruit, poultry, hides	17.9
Lumber, paper, industrial fuel oil, chemical raw materials, ammonium sulphate, electrical apparatus, machinery	31.9

Proportions of goods imported to the Northeast in 1950 were as follows:

	<u>Percent</u>
Fancy cotton goods	35.8
Chemical products, such as sulfur black, pigments, rubber goods, western drugs	21.2
Electrical goods and machinery	15.6
Bamboo, mulberry twigs, straw matting, brooms	6.5
Sundry building materials	5.8
Miscellaneous	15.1

Finance and Currency

During the past 3 years, progress has been made in the field of finance and currency from a disorganized condition to that of a unified system. This is particularly true as regards tax revenues, which achievement aided the war effort and gave security to economic reconstruction. This also brought about success in the struggle to drive out the old currency of the enemy and puppet governments. Bank deposits and bank loans increased substantially. To facilitate and expedite economic reconstruction, the government in 1949 issued "prize-bearing" bonds against payments in kind; and in 1950, they issued parity bonds which were readily bought up by the people and oversubscribed. These measures not only promoted economic construction and encouraged people to practice thrift and accumulate savings, but also furnished appropriate means for handling floating capital.

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Beginning in 1950, to strengthen the budget system and expedite the turnover of funds for constructive tasks, the government ordered all government agencies engaged in business enterprises to maintain independent accounting systems, instituted a new plan for settling up accounts, and gave the Northeast Bank responsibility for serving as the clearing house and as the controller of cash and short-term credit loans. In 1950, the Northeast collected its proper share of the revenues of the country and contributed substantially to the balancing of the country's budget, to the stabilization of currency and prices, to the development of production, to the provision for the people's livelihood, and to the increase of the nation's defensive strength.

In 1950, 54 percent of the budget of the Northeast government was allocated to investments in economic restoration and construction, and 40 percent of that was devoted to industrial enterprises. Of the latter, 35 percent was to be used for capital construction and 15 percent for projects designed to supply consumer goods. The government's investments in industry in 1950 were two and one-half times those in 1949.

Education

Having undergone 3 years of restoration, new construction, and improvement in instruction facilities and methods under the people's government, the educational plant of the Northeast in 1950 included the following institutions: 16 universities and colleges with 15,700 students; 300 middle schools (including normal schools) with 162,166 students; 35,700 primary schools with 4,572,482 pupils, which is about 11 percent of the whole population.

In the case of the middle schools, the number of students represents an increase of 36 percent over that for 1949; and of the increase, 52.4 percent came from the families of peasants and workers, showing that education is now for the people. The foregoing figures do not include evening adult classes, of which there were 11,500 classes of one kind or another. In the winter of 1949-1950, there were 59,662 winter time classes attended by 4,252,966 peasant men and women students. Many of these classes later became regular full-time schools. In addition to the above, beginning in the spring of 1950, four short-term middle schools were established to hurriedly train the intellectually more talented youth as cadres for work among the masses. Special arrangements were made in numerous places to assist youth who had had to leave school, to make up lost ground and continue on to advanced studies. Scholarships were granted to poor students to help them get an education.

Basic Statistics of the Northeast

Prepared by the Northeast People's Government, January 1950

Municipalities and Provinces	Number of			Total Area (in sq km)	Tillable Area (in mu)	Population			Percent in Municipalities
	Munici- palities	Hsiens	Ban- ners			In Munici- palities	In Rural Areas	Total	
Mukden				3,151.6	2,013,730	1,027,455	546,150	1,573,605	65.2
Fu-shun				91.2	32,010	230,038	7,545	237,583	96.8
An-shan				576.0	210,010	127,914	85,369	213,283	60.0
Pen-ch'i				48.5	62,910	63,297	36,876	100,173	63.1
Lu-ta	1	2	--	2,399.0	1,231,830	312,240	609,313	927,553	34.3
Liaotung	5	28	--	103,763.3	19,755,360	1,073,457	7,375,265	8,448,722	12.7
Liaosi	4	21	--	56,071.9	25,936,990	709,340	6,650,539	7,359,879	10.1
Kirin	2	22	1	119,496.4	30,098,130	1,155,867	5,779,004	6,935,671	16.6
Sungkiang	4	32	--	213,305.2	22,524,950	1,423,096	3,906,509	5,330,405	26.7
Heilunghiang	1	38	2	274,397.6	38,074,960	1,039,931	4,531,299	5,571,230	18.6
Jehol	2	16	4	113,656.3	14,015,620	226,749	4,672,272	4,899,021	4.6
Total	19	159	7	886,957.0	153,956,500	7,396,184	34,200,941	41,597,125	17.7

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INNER MONGOLIA

The Inner Mongolian Autonomous Government was established 1 May 1947, in the city of Wu-lan-hao-t'e (122 05, 46 05, formerly known as Wang-yeh-miao), which was within the original boundaries of Manchuria. Its location is in one of the sections of the territory liberated under the Chinese Communist Party. After the establishment of the People's Republic of China, and in accordance with the policy on nationalities laid down in the Common Program, it became an organized part of the republic. The government of the Inner Mongolia Autonomous Region then removed to Kalgan (Chang-chia-k'ou). The Inner Mongolia Autonomous Region comprises the western portion of the former northeastern provinces (Manchuria) and the portions of Chahar, Suiyuan, and Ningsia occupied in the main by Mongolian leagues and banners. Altogether there are ten leagues and 79 banners, having a total area of 1,500,000 square kilometers, and a population of approximately 12 million.

The four leagues that lie wholly or mostly within the former borders of Manchuria, Hsing-an, Hu-na, Che-li-mu (Jerim), and Chao-wu-ta (Jaoda), are spoken of as the Eastern Part of Inner Mongolia.

In the territory of what was formerly the provinces of Chahar, Suiyuan, and Ningsia, there are six leagues, namely, Hsi-lin-kuo-lo (Silingol), I-k'o-chao, Wu-lan-ch'a-pu, Ch'a-ha-erh, Pa-yen-ta-la, and Ning-hsia, which as a group constitute what is spoken of as the Western Part of Inner Mongolia.

Since the four leagues of Eastern Inner Mongolia are so closely related to the Northeast, economically and politically, as well as geographically, the following information concerning them is included in this account of the Northeast. The four leagues, (for administrative districts), have 21 banners, four hsien, and three municipalities, as follows:

The Hsing-an League has four banners, one hsien and one municipality.

<u>Banners</u>	<u>Hsien</u>	<u>Municipalities</u>
Hsi-k'o-ch'ien	T'u-ch'uan	Wu-lan-hao-t'e
Hsi-k'o-chung		(capital for government and party offices)
Hsi-k'o-hou		
Cha-lai-t'e		

The Che-li-mu League has five banners, two hsien. The seat of the government is at T'ung-liao-chieh, but it is not ranked as a municipality.

<u>Banners</u>	<u>Hsien</u>
Tung-k'o-chung	T'ung-liao
Tung-k'o-hou	K'ai-lu
Cha-lu-t'e	
Nai-man	
K'u-lun	

The Chao-wu-ta League has four banners and one hsien. The seat of the government is at Lin-tung-chieh, but it is not a municipality.

<u>Banners</u>	<u>Hsien</u>
Pa-lin-yu	Lin-hai
Pa-lin-tso	
A-lu-k'o-erh-hsin	
K'o-shih-k'o-t'eng	

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The Hu-na League created by the merger of two leagues, Hu-lun-pei-erh and Na-wen-mu-jen, has eight banners and two municipalities.

Banners

Pu-ta-ha
A-jung
Mo-li-ta-wa
Tung-hsin-pa
Hsi-hsin-pa
O-erh-ku-na
Ch'en-pa-erh-hu
So-lun

Municipalities

Hai-lan-sh (the
capital)
Man-chou-li

The northeastern part of this area is, roughly speaking, a rather high plateau and includes the undulating and forest-covered Greater Khingan Range which is the watershed between the Nen Chiang on the east and the O-erh-ku-na Ho on the west. The peaks rise to an elevation of 2,000 meters, more or less. The western slopes of these mountains are generally long and gentle.

In the southeastern part are the grassy plains of the Hu-lun-pei-erh, a great part of which is good tillable land. With occasional rocky hills. The population of Eastern Inner Mongolia is 2,135,620, of which 650,000 are Mongols, and the rest, apart from a few people from USSR c. Siberia, are Han Chinese. Where the majority of the inhabitants are Mongols, the chief official is usually a Mongol. Where there is a substantial mixture, there is a chief and a deputy chief, with the majority nationality determining which shall be chief.

Communications

The Chinese Ch'ang-ch'un Railway cuts across its northern portion, between Harbin and Man-chou-li. At Man-chou-li this railway connects with the Siberian railway system and thus becomes an important artery of international communication. There is a railway from T'ao-an westward to A-erh-shan. The line from Ta-hu-shan crosses Chi-li-mu Meng passing T'ung-liao on its way to Shuang-liao (Cheng-chia-t'un). Although there are some motor roads, for the most part transport is by pack animals. The Chi-li-mu Meng is well provided with postal service, having 23 postal and telegraphic offices, and in addition 15 other postal agencies. There are over 1,400 kilometers of telegraph and telephone lines, with connections to all of the leagues, banners, hsien and cities.

Agriculture

The total area of Inner Mongolia, of 1,500,000 square kilometers, is divided about half between the eastern and western parts. In 1949, about 13,963,000 mou in Eastern Inner Mongolia were being tilled, of which 2,003,640 mou of new land was opened up to cultivation in that year. The production of grain in 1949 amounted to 1,100,000 tons. To increase food production and to overcome the food deficiency in the area, the government in 1950 appropriated 2,000 tons of grain and made agricultural loans amounting to 5,500,000 yuan to enable poor peasants to purchase seed, implements, and farm animals. It is the policy of the government to encourage more intense cultivation of soybeans, wheat, and wet rice as cash crops. In 1950, the total grain production was 1,240,000 tons, consisting principally of kaoliang, corn, millet, and potatoes.

Stock Raising

The Hu-lun-pei-erh plains region is devoted entirely to stock raising. With the aid of the government, by 1949, the number of sheep had increased to over

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800,000, or about twice as many as in 1945. There were also notable increases in the number of horses and cattle. The plans for 1950 call for the following net increases, besides what is sold, eaten or lost.

In Hu-na Ch'i, Hsing-an Ch'i and Che-li-mu Ch'i:

<u>Stock</u>	<u>Numbers Net Increase</u>	<u>Percentage Net Increase</u>
Horses	7,299	4.9
Cattle	49,131	7.8
Sheep	212,711	21.5
Camels	175	3.0
Total	269,316	15.2

For the Chao-wu-ta Meng, the aim is to maintain the present level with no decrease, and to increase it if possible.

The government is establishing experimental stations for breeding, feeding, and veterinary services.

Forestry

In all of Inner Mongolia, there are 90,000 square kilometers of forests, which is about 6 percent of the total area, of 1,500,000 square kilometers. The quantity of lumber in these forests is put at 986 million cubic meters. The amount of lumber harvested during the past few years is roughly as follows: 1948, 90,000 cubic meters; 1949, 200,000 cubic meters; and the target for 1950 is 400,000 cubic meters. The lumber consists mainly of the different varieties of pine, birch, oak, and elm. It is found principally in Hu-na Meng and Hsing-an Meng.

Industry

Industry is not developed as yet to any real extent, except for the work done in tanneries, small blacksmith shops, small-scale food processing shops, and a few small electric light plants. However, it has great possibilities, such as the expansion of tanneries, the manufacturing of leather goods, the exploitation of reserves of 9,300,000 tons of sodium-sulfate, and the production of gold, iron, coal, salt, sodium-carbonate, mica, asbestos, and other mineral products.

In 1950, the government intends to invest in the development of forestry a sum equivalent in value to 95,000 tons of grain, and to build 70 kilometers of logging railways, to erect a plant for processing sodium sulfate, a tannery, canning factories for meat, fish and milk, a factory for hemp products, and some factories for producing woolen goods. The plans for 1950 call for the production of 20,000 tons of sodium sulfate, and a great increase over the 1949 production of 3,000 tons of tinned fish from Ta-lai Lake. Also planned is the building of a birch oil factory in the area of the Hsing-an League forests, the restoration of some distilleries for making alcohol, and the operation of gold mines in Hu-na.

Commerce

In Eastern Inner Mongolia, plus Hsi-ling-kuo-lo Meng and Cha-ha-erh Meng, there are three state-operated commercial companies which deal in grain, animal products, and general stores; also nine league companies, and 14 banner, hsien, and city trading companies. In the other four leagues of Western Inner Mongolia, there are 27 state-operated trading companies (not counting retail sales stores). According to incomplete statistics, there are 3,296 private business concerns.

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The capital of the state-operated retail shops is four times that of private shops. There are 453 cooperative societies in Eastern Inner Mongolia with a capital of 45,300 million yuan.

The exports from Inner Mongolia are grain, livestock, fish, hides and furs, and lumber; its principal imports are cloth, coal, paper, and miscellaneous goods.

Education

In Inner Mongolia, there are a college for military administration and an academy for training cadres; these have an enrollment of over 1,000 students. There are also seven middle schools, with nearly 2,000 students, and 3,730 primary schools, with 182,600 students, which is nearly one half of the number of children of school age. It is planned to have one or two schools for those who have finished primary schools, and to have one primary school in the territory of every banner that is engaged wholly in stock raising. The number of books published in the Mongolian language is increasing year by year. The Hei-meng Jih-pao, a daily newspaper, is published in both the Chinese and Mongolian languages; the publication of other periodicals in Mongolian is also planned. Mobile antiepidemic teams are being replaced by antiepidemic stations. Special attention is being devoted to the curing of drug addicts and those suffering from venereal diseases.

Cities

Wu-lan-hao-t'e, formerly known as Wang-yeh-miao, is on the railway between T'ao-an and A-erh-shan, and near the south bank of the Kuei-liu Ho. It is the seat of the party headquarters for Eastern Inner Mongolia and of the office of the Hsing-an Meng government.

Man-chou-li, also known as Lu-pin, is located near the point where the Chinese Ch'ang-ch'un Railway crosses into USSR territory. It is a large and prosperous center for trade in livestock, hides, and skins, as well as for the export of lumber, vegetables, fish, and coal.

Hailar, also known as Hu-lun, is the seat of the Hu-na Meng government. It is situated at the confluence of the Hai-la-erh Ho and the I-min Ho, 200 kilometers east of Man-chou-li. It is an important station on the Chinese Ch'ang-ch'un Railway, about 700 kilometers from Harbin. It is an important market for livestock, hides, and skins. Kan-chu-erh, K'u-lun, Chita, Hei-ho, and Harbin all lie within the scope of its trade. Its industries include the dressing of hides and skins, making shoes, sheepskin garments, and felt articles; also oil plants, breweries, and slaughterhouses.

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Agricultural and Animal Statistics for Four Leagues of Eastern Part of Inner Mongolia

<u>Leagues</u>	<u>Population</u>	<u>Tilled Area (in mou)</u>	<u>Laboring Population</u>	<u>Work Animals</u>	<u>Other Live Stock</u>	<u>Total Live Stock</u>
Hsing-an	488,137	3,434,490	115,001	80,959	153,975	234,934
Hu-na	345,571	1,545,260	61,246	48,917	109,815	158,732
Che-li-mu	862,952	7,456,030	124,267	230,361	229,148	459,509
Chao-wu-ta	442,960	1,959,570	70,000	57,187	623,042	680,229
Total	2,139,620	14,395,350	430,514	417,424	1,115,930	1,533,404

- NOTES: 1. The source of the figures is the report of the investigation made September 1949 by the Agricultural Department of the Northeast People's Government.
2. The number of animals given applies only to those sections of these leagues where agriculture is carried on.

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