

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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- 25X1 1. [] each applicant for entry and exit permits in the Peiping, Tsingtao, and Tientsin area was required to have a residence certificate, two shop guarantor certificates, and two current photographs. After filling out and handing in a permit blank to the local public security bureau or branch bureau, the applicant was issued a pass in one week to one month. An applicant who was not a regular resident in Tsingtao or Tientsin needed the guarantee of two shops properly registered with capital of over JMP 5,000,000 before applying for an entry permit from Hong Kong or Macao to visit Tsingtao or Tientsin.
2. The entry and exit permits issued by Communist authorities in Tsingtao, Tientsin, Peiping, and Shanghai were usually printed on second-grade white paper in black letters and were of the same size, measuring 26 cm by 23 cm. The permits contained the following information: name; occupation; address; photograph, usually sealed with a steel die; and period effective, usually sixty days, or thirty days for a one-way permit.

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3. Permits issued by the provincial or municipal governments in Hupei, Fukien, and Kwangtung, were usually stamped with steel dies. [REDACTED] permits issued by the hsien governments through the public security bureaus were sealed only with wooden seals in blue ink. The permits were not uniform in size or in printing and could be easily forged. [REDACTED] at the request of the border office at Shench'uan (N 22-32, E 114-08), all permits issued in Hupei, Fukien, and Kwangtung, were printed by the provincial or municipal governments, which were then distributed to the hsien governments for issuance. An exit permit to Hong Kong or Macao was kept by the border office at Shench'uan. Entry permits were to be handed to the local public security bureaus or branch bureaus upon arrival at the destination. The issuing offices always kept a duplicate of the permits, but no duplicates were kept at the Shench'uan office.
4. [REDACTED] Canton Public Security Bureau officers were covertly selling travel permits to enter Macao for JMF five to ten millions. Applicants were required to name their guarantors and to show the relationship between the guarantors and the purchasers of the permits. Negotiations took five days.
5. In Macao assistance could be obtained from the Yellow Ox Gang.
6. To purchase a travel permit in Canton for Hong Kong, it was necessary to submit a photograph, pay a money deposit, and remit to an address in Canton an additional sum of money.
7. It was also possible to go from Canton to Macao without a travel permit. In one case where no permit was obtained, the traveler waited at the Macao border for a shipment of the South Seas Tobacco Company which was going from Canton via the North Station, posed as a hired assistant when the shipment reached the border, and was permitted entry into Macao by a gateman.
8. In comparison with other mainland cities, inspection at the Canton railroad station was more thorough. Each parcel and piece of baggage was inspected and the traveler was searched. At other places, spot checks of suspicious individuals were conducted and inspectors did not cross-examine travelers except concerning their baggage. The railroad police made no inspection of berths and compartments.
9. [REDACTED] passengers on the Canton-Kowloon Railroad entering China at Shench'uan were closely inspected. Passengers stood in single file and were questioned two at a time, and those who showed signs of hesitation were detained for further questioning. After questioning, all passengers and their baggage were inspected by a team of two men, one of whom checked all documentation while the other conducted a body search for goods and currency. Few passengers boarded the train at Shench'uan; the majority entrained at Changmut'ou (N 22-53, E 114-06) T'angt'ou (N 22-48, E 114-06), Shihlung (N 23-07, E 113-51), and Nankang (N 23-06, E 113-32). On the train only tickets were inspected and occasionally there were spot checks.
10. Passengers disembarking from the Canton-Kowloon Railroad at the east station in Canton were required to file out in two columns and were given an arbitrary screening by some twenty railroad inspectors.

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11. Hotel guests in Canton registered with the cashier. Police checks were not regular, but the police were usually kept informed of guest activities through a police informant posing as a hotel employee.
- 25X1 12. Spot checks were made on the Canton-Hankow Railroad. [REDACTED] some 200 soldiers boarded a southbound train at Yingte (N 24-12, E 113-21) and searched it for four hours. Every passenger was asked his identity, starting and destination points, and the name of the chairman of his farmers association or the name of his district magistrate.
- 25X1 13. [REDACTED] the Communists imposed various controls and restrictions on inhabitants of Jiyuan (N 24-49, E 113-04), Yangshan (N 24-22, E 112-35), Lochang (N 25-08, E 113-18), and other towns in the North River District. Any villager in this northern Kwangtung area who planned to travel for a distance of more than five li had to apply for a travel permit from the local rural association.

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