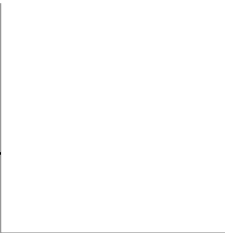


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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Korea	REPORT	
SUBJECT	Conditions in Ch'ongjin, North Korea	DATE DISTR.	10 March 1955
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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Reconstruction - General

1. Reconstruction in Ch'ongjin is limited to the repair of buildings (with the party symbols displayed on their fronts), some administrative buildings, schools, and buildings occupied by troops. New construction is limited to new dwellings and large cooperative stores. Many slums and shanties are still prevalent, but devastated areas have for the most part been cleared.¹ Each day new houses are being built, and the placement and arrangement of the buildings indicate that the work is being carried out according to a definite plan.² A great deal of effort has apparently been employed in reconstruction of dwellings in the centers of Sunam-dong and Ch'ongnam-dong. Many small houses have also been built in the Ch'onma-san and Ch'onsong-ni quarters and work has been accomplished on the central market.
2. Groups of Chinese workers are available for the reconstruction and rehabilitation of buildings used by the government, schools and colleges. Seven Polish engineers, wearing civilian clothes with no distinguishing insignia, are also in Ch'ongjin preparing plans for the restoration of bridges and for the improvement of electrical installations.³
3. The repair work which has been undertaken on administrative buildings and warehouses is also significant. The many smokestacks surrounded by ruins and the port conditions show how industry has been paralyzed and practically annihilated by the war. In the Yongson-myon area some smokestacks appear to be active, but the extent of the activity has not been determined. Large numbers of workers have often been seen converging in this area and the furnaces glow day and night.⁴

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Conditions of Ports

4. Western Harbor (western part) has been completely demolished. The ground is covered with twisted machines, pipes and cylinders, and no attempt has been made to clear away this scrap. Small fishing boats are being constructed in a wooden shed at the entrance to the port, but only a few workers are employed on this project. There has also been total destruction of the installations in Western Harbor (eastern part), and judging by the debris still on the ground (tanks, cylinders, pipes, furnaces), there is reason to believe there were large depots in this area. The following shipping has been observed in the port of Western Harbor: 15 flat-bottomed boats, still usable; 6 medium-sized steam barges, quite worn but still running; and 12 boats being repaired, well worn but still usable. Also observed was a heap of small fishing nets made of net and bamboo, but this material is not in use at present. There is very little activity in the port other than that of employees engaged in sorting and gathering the scrap iron and repairing the boats mentioned above. On the other hand, in Western Harbor (eastern part) the construction of new fishing boats of the lighter type is in full production at the Ch'ongjin Shipbuilding plant at the forward wharf designated "O-Hang." According to propaganda notices, this firm has already completed its scheduled program for the year, because of "the new organizational methods and the interest displayed by the workers in the present system." Four medium-sized lighters have been launched recently and 10 are under construction. A relatively large labor force is occupied with this work.⁵
5. The port of Central Harbor (eastern part) is used only by fishermen, who have a total of 8 sail boats and 2 boats of the steam-driven lighter type. There is very little activity at this port other than the repair of a third type of boat, 12-15 meters long, and the fishing itself. The dike was broken at one point and has not been repaired, although several enormous blocks of concrete lying nearby could be used to seal the breach. The lighthouse is intact but not in operation. At Central Harbor (western part) a large shed is being repaired. The framework has been set up but no interior fittings are yet visible. Other than a large crane on rails which appears intact, everything in this area has been razed. One can still observe the fortifications around the radio station tower, with their camouflaged entrances that blend with the terrain. No permanent coast guard has been set up on this coast line because of the lack of motor boats, and North Korean troops are not concerned with surveillance. The only activity in Central Harbor (western part) is that of the fishermen.

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6. At the little port of Eastern Harbor (fishing harbor) the fishermen live in poor huts or barracks and have only little flat-bottomed boats propelled with one oar, of which there are 48. When the fishermen return with their catch, a controller notes the contents of the boat and arranges for unloading it. Except for a small quantity for the personal needs of the fishermen, all the catch is taken by the cooperative. The nets are in good condition but there are none in reserve. The installations for drying the fish and the nets are haphazard and in poor condition. The fishermen do not fish regularly.⁶ In the port there is a small workshop which contains a lathe in good condition, but the other tools are quite rudimentary. Work on fortifications has been started in the rock facing north and south, but is not underway at present. Despite numerous observations conducted at irregular hours during both day and night, no coast guard has been observed in this area.

Cooperatives

7. More than 50 percent of the families engaged in fishing along the coasts are organized in cooperatives or mutual aid groups, although last year only 24 percent were organized.⁷ The fish along the coast are excellent and appear to be prolific wherever found. Several groups of fishermen are occupied in drying a flat fish which is later packed in rice straw. There are indications that this is a fish used in manufacturing ink (Ink Fish). The bundles of packed fish are loaded into freight cars at the Ch'ongjin railroad station by employees of the cooperatives, but it has been impossible to ascertain the destination of the shipments.
8. The success of cooperatives in agriculture is a guarantee that soon all farmers will take part in it.⁷ Although it is still in the experimental stage, the peasant recognizes its superiority and has confidence in this method which will better his standard of living. The solution to the problem of the poor peasant depends on the education given in the districts, the trained groups which develop from them, and on the purchase of agricultural products by the state. The necessity of having groups thoroughly trained in Marxism and Leninism, having a thorough knowledge of agriculture, and who are faithful to socialism, explains the presence of Russian advisory groups. There is a lack of farm implements among the North Korean troops and the compulsory workers. Only antiquated and coarse implements are available (shovels, pickaxes, picks, scrapers, etc.). The necessity for improvising leads to interesting methods of working which permit the eventual accomplishment of the work, though it is performed slowly and irrationally.
9. It is apparent that the cooperative method of rice harvesting with its greater production yield and higher revenue stimulates interest among the peasants.⁷ Cooperative farms are already in the process of being established, and the cooperative efforts of the peasants in ditch and dam irrigation has already brought encouraging results.

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Collective and Obligatory Work

10. [redacted] near the Sunam-dong quarter, an organization of obligatory workers consisting of boys and girls of high school age was observed. Their work consisted of clearing the terrain, and they evidently received orders directly from a Russian technical adviser.⁸
11. School children are used to carry bricks. Primary school girls had to carry some bricks each day from those lying along their route to school, and within a week an imposing stack had been collected at no expense whatsoever. A large number of men, women and young girls have been engaged in digging foundations for new construction and for canals, while other groups have been transporting construction materials. In addition, more than one hundred persons are working along the principal highway leading to Eastern Harbor (fishing harbor), in the radio station tower area, preparing paving stones, crushing other stones, and hauling them in two-wheeled carts. A short distance away other groups are demolishing walls and retrieving the bricks. Altogether there are about 300 persons engaged in these projects. This work is organized under military supervision, and soldiers carrying side arms act as guards. One supervisor gives the order for rest periods to all the groups working in the area.

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Seishin Airfield

12. Seishin Airfield has one packed-earth runway, about 800-1000 meters long and 15-20 meters wide. Two small buildings serve as a waiting room and as an administration office for Chinese personnel attached to the airfield. A fuel dump (cans and drums) and a temporary radio station are located about 400 meters west of the buildings. The radio station consists of a small cabin and of radio equipment mounted on a vehicle (similar to a mobile transmitter). About 70 meters east of the buildings an enormous metal hangar is under construction. Its framework has been completely replaced, and though the roof has not yet been mounted, some of its components have already been brought to the area. This hangar may be completed by spring. Six tank trucks are stored in the hangar.
13. The perimeter and the approach to the airfield are guarded by North Korean troops who have recently constructed small shelters of mud and brick. The airfield itself is guarded by a force of well-camouflaged Chinese troops equivalent to one company. These Chinese guards conceal themselves in small shelters dug into the soil, which appear to follow the natural configuration of the ground, and emerge occasionally when a plane lands or departs. The only aerial activity observed has been the arrival of a Neutral Nations Inspection Team plane and mail delivery.⁹ The clearing of the runway in winter is done by more than 100 North Korean men and women under the supervision of a member of the Chinese Communist Forces (CCF). The work is accomplished with shovels and wooden scrapers; no machines are employed.

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Prison (Eastern Harbor-Fishing Harbor)

14. More than 350 Korean prisoners live inside a rectangular-shaped prison in the Eastern Harbor area. It is permanently guarded by North Korean troops, and a sentry tower has been built on each corner. Inside the courtyard the prisoners do masonry work and prepare firewood, while outside, under guards armed with submachine guns, they dress lumber for construction work. Occasionally these groups are transported in trucks to town to perform various kinds of common labor, such as carpentry for dwellings. Poles for telephone and electric lines, and grates and cast-iron doors for furnaces are made in the prison; the latter might explain the recent installation of smokestacks in the courtyard.
15. Despite close observation no details have been obtained concerning these prisoners, other than the fact that they wear noticeably-worn army clothes and attend numerous gatherings held regularly inside the prison. It is not known whether they are North Korean soldiers doing forced labor or under strict discipline, or whether they are South Korean prisoners. Three or four women wearing uniforms with yellow epaulets have been seen regularly in the area. They are allowed to come and go freely, and are probably assigned to the kitchen and food storage department.

1. Comment. The collection of bricks from destroyed houses appears to be included in the general duties of the population toward rehabilitation. 50X1-HUM
2. Comment. In view of the devastation produced by the war it is evident that reconstruction of dwellings has been extensive.
3. Comment. FBIS on 8 November 1954 states that P'yongyang radio reports 6 Polish engineers, including one city planning expert, one architect, one geological engineer, and one transportation engineer arrived in P'yongyang on 5 November to assist in the rehabilitation of Ch'ongjin.
4. Comment. According to a map, this is the Yongsong-Myon-Japan Iron Works. The continual glow of the furnaces might indicate that work is conducted on a 24-hour basis.
- Comment. This might be the KIM CHAEK IRON WORKS, formerly a subsidiary of the former Japan Iron Works and Mitsubishi Iron Works, according to another American agency. 50X1-HUM
- reconstruction of the KIM CHAEK Iron WORKS is scheduled to be completed in February 1955. In FBIS of 10 November 1954 P'yongyang Radio states that the works has been producing coke, and that from April 1955 the furnace will be operating.

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5. [Redacted] Comment. [Redacted] on 18 June 1954, 55 Chinese Communist technicians arrived in Ch'ongjin to work at the Ch'ongjin shipyard instructing North Korean workers in building fishing craft.

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6. [Redacted] Comment. More than likely the fishermen are obliged to do other work.

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[Redacted] Comment. [Redacted] in off-seasons fishermen in the Ch'ongjin area rarely obtain jobs in other fields but spend the time repairing nets and boats and drinking with other fishermen; that these fishermen are often criticised for their drinking habits, and that it is said they would not be so poor if they would save their money. [Redacted]

7. [Redacted] Comment. These remarks appear to be in keeping with Communist propaganda previously issued to the effect that cooperatives are making tremendous strides and are enjoying overwhelming success.

8. [Redacted] Comment. Since a number of small dwellings and administrative buildings were constructed in this area, it is possible that the project might be an agricultural school. Irrigation work is probably included in the obligatory labor.

9. [Redacted] Comment. [Redacted] the reopening of international air line service between Korean and Russian air line transportation companies was established on 18 May 1954 when the National Civil Air Line began operating between P'yongyang and Ch'ongjin. Officials, materials for reconstruction, and other cargoes were to be transported.

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