

**FIFTH  
REPORT ON PROGRESS  
IN MANCHURIA  
TO 1936**

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**THE SOUTH MANCHURIA RAILWAY COMPANY  
DAIREN, JULY, 1936**

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# CONTENTS

MAP OF MANCHOUKUO  
DIAGRAMS OF MANCHURIAN TRADE  
TRANSPORTATION MAP OF MANCHOUKUO  
INDUSTRIAL MAP OF MANCHOUKUO

## FOREWORDS

### I POLITICAL DEVELOPMENT

|   | PAGE |
|---|------|
| 1 Political Readjustment in Manchoukuo ... ..               | 1    |
| 2 Reorganization of Administrative Divisions ... ..         | 3    |
| 3 Reorganization of Japanese Jurisdiction ... ..            | 4    |
| 4 Contemplated Relinquishment of Extraterritoriality ... .. | 7    |
| 5 Peace and Order... ..                                     | 11   |
| (1) Progress in Bandit Pacification ... ..                  | 11   |
| (2) Reforms in Police Administration ... ..                 | 12   |

### II FINANCIAL REHABILITATION

|  |    |
|--|----|
| 6 Reform in Manchoukuo's Fiscal Administration ... ..                      | 14 |
| 7 Progress in Manchoukuo's National Budget ... ..                          | 15 |
| 8 Progress in Currency Unification ... ..                                  | 19 |
| 9 Development of Financial Institutions ... ..                             | 21 |
| (1) The Central Bank of Manchou ... ..                                     | 22 |
| (2) Rural Credit Associations ... ..                                       | 24 |
| (3) Banking Activities in General ... ..                                   | 26 |
| (4) Interest Rates ... ..  | 28 |
| 10 Progress in Currency Stabilization ... ..                               | 29 |
| (1) Yen-Yuan Parity ... ..   | 29 |
| (2) Manchoukuo Exchange Control Law ... ..                                 | 31 |
| (3) Revision of Japanese Exchange Control Law ... ..                       | 32 |
| (4) Agreement between Bank of Chosen and Central Bank<br>of Manchou ... .. | 33 |
| (5) Redemption of Bank of Chosen Notes ... ..                              | 34 |
| (6) Question of Abolishing Chaopiao ... ..                                 | 35 |
| 11 Reforms in Taxation System ... ..                                       | 35 |
| 12 Revisions of Customs Tariff ... ..                                      | 38 |
| 13 Reforms in Salt Administration ... ..                                   | 40 |
| 14 Manchoukuo Oil Monopoly ... ..  | 45 |
| 15 Readjustment of Opium Monopoly ... ..                                   | 47 |

### III CONSTRUCTION ACTIVITIES

|  |    |
|--|----|
| 16 General Survey of Construction Activities... .. | 50 |
| 17 Railway Constructions ... ..                    | 51 |

## II

|  | PAGE |
|--|------|
| 18 Extension of Highways ... ..                      | 52   |
| 19 Construction of Rashin and Hulutao Harbors ... .. | 53   |
| (1) Port of Rashin ... ..                            | 54   |
| (2) Port of Hulutao ... ..                           | 55   |
| 20 City Construction Works... ..                     | 55   |

## IV TRANSPORTATION AND COMMUNICATION

|   |    |
|---|----|
| 21 North Manchuria Railway Transfer ... ..                | 58 |
| (1) The Negotiations ... ..                               | 58 |
| (2) Management of the Railway... ..                       | 59 |
| (3) Readjustment of Freight Rates ... ..                  | 61 |
| (4) Transportation of Retiring Soviet Employees ... ..    | 62 |
| (5) Standardization of the Gauge ... ..                   | 63 |
| (6) Payments in Kinds ... ..                              | 65 |
| 22 Unified Management of Manchoukuo State Railways ... .. | 65 |
| 23 The South Manchuria Railway ... ..                     | 68 |
| 24 Extension of Bus Lines ... ..                          | 70 |
| 25 Development of River Transportation... ..              | 72 |
| 26 Expansion of Air Transportation ... ..                 | 74 |
| 27 Renovation of Postal Administration ... ..             | 75 |
| 28 Consolidation of Electric Communications ... ..        | 77 |

## V DEVELOPMENT OF RESOURCES

|   |    |
|---|----|
| 29 Agricultural Development... ..               | 79 |
| (1) General Survey ... ..                       | 79 |
| (2) Causes of Decreased Productions ... ..      | 80 |
| (3) Measures of Agricultural Improvement ... .. | 81 |
| (4) Cotton Cultivation in Manchuria ... ..      | 83 |
| (5) Problem of Moist Beans ... ..               | 85 |
| 30 Improvement of Live-Stocks ... ..            | 87 |
| 31 Manchoukuo Mining Regulations... ..          | 89 |
| 32 Development of Forestry Control ... ..       | 91 |
| 33 Fishery in Manchuria ... ..                  | 94 |
| 34 Expansion of Salt Manufacture ... ..         | 95 |

## VI INDUSTRIAL EXPANSION

|   |     |
|---|-----|
| 35 Manchoukuo Policy of Industrial Control ... .. | 98  |
| 36 Development of Industrial Control ... ..       | 100 |
| 37 General Industrial Expansion... ..             | 106 |
| 38 Progress in Manufacturing Industries... ..     | 107 |
| 39 Japan-Manchoukuo Economic Cooperation... ..    | 108 |

## VII FOREIGN TRADE

|  |     |
|--|-----|
| 40 Growth of Manchurian Foreign Trade ... .. | 112 |
| 41 Trade According to Countries ... ..       | 113 |
| 42 Trade According to Ports ... ..           | 116 |

### III

|  | PAGE |
|--|------|
| 43 Trade According to Principal Commodities ... .. | 117  |
| 44 Manchoukuo-German Trade Agreement ... ..        | 119  |

### VIII IMMIGRATION AND SETTLEMENTS

|   |     |
|---|-----|
| 45 Control of Chinese Immigration into Manchuria ... .. | 121 |
| 46 Chosenese Settlements in Manchuria ... ..            | 125 |
| (1) Chosenese Concentration-Village Movement ... ..     | 125 |
| (2) Chosenese Farm-Settlements ... ..                   | 127 |
| 47 Japanese Immigration and Settlements ... ..          | 129 |

### IX EDUCATION

|  |     |
|--|-----|
| 48 Development of Education in Manchoukuo ... .. | 134 |
| 49 Japanese Educational Work in Manchuria... ..  | 136 |
| (1) Schools for Japanese... ..                   | 136 |
| (2) Schools for Manchurians... ..                | 137 |
| (3) Schools for Chosenese ... ..                 | 138 |
| 50 Educational Work of Missionaries ... ..       | 138 |

### APPENDICES

#### I THE SOUTH MANCHURIA RAILWAY COMPANY

|   |     |
|---|-----|
| No. 1 General Balance Sheet, March 31, 1936 ... ..                    | 139 |
| No. 2 S. M. R. Debentures ... ..                                      | 140 |
| (1) Amounts Issued, Redeemed, and Outstanding ... ..                  | 140 |
| (2) Debentures Outstanding on March 31, 1936 ... ..                   | 140 |
| No. 3 S. M. R. Capital Outlay ... ..                                  | 141 |
| (1) Capital Outlay for the Fiscal Year 1935 ... ..                    | 141 |
| (2) Comparative Growth of Capital Outlay; 1907-1935 ... ..            | 141 |
| No. 4 Receipts and Expenditures ... ..                                | 141 |
| (1) Receipts and Expenditures for the Fiscal Year 1935 ... ..         | 141 |
| (2) Receipts and Expenditures; 1907-1935 ... ..                       | 141 |
| No. 5 Railway Receipts and Expenditures ... ..                        | 142 |
| (1) Railway Receipts and Expenditures: 1907-1935 ... ..               | 142 |
| (2) Passenger Traffic: 1907-1935... ..                                | 143 |
| (3) Freight Traffic: 1907-1935 ... ..                                 | 143 |
| (4) Principal Freight Goods Hauled in the Fiscal Year 1935. ... ..    | 144 |
| No. 6 Receipts and Expenditures for Hotels: 1907-1935 ... ..          | 144 |
| No. 7 Receipts and Expenditures for Harbours: 1907-1936 ... ..        | 145 |
| No. 8 Receipts and Expenditures for Collieries: 1907-1935 ... ..      | 145 |
| No. 9 Receipts and Expenditures for Shale Oil Plant: 1907-1935 ... .. | 146 |
| No. 10 Local Administration Works ... ..                              | 146 |
| (1) Local Administration Capital Outlay: 1934-1936 ... ..             | 146 |
| (2) Receipts and Expenditures: 1907-1935 ... ..                       | 146 |
| No. 11 Educational Activities ... ..                                  | 147 |
| (1) Schools ... ..  | 147 |
| (2) Libraries ... ..  | 147 |

IV

|  | PAGE |
|--|------|
| (3) Circulating Libraries... ..                                  | 147  |
| No. 12 Hospitals ... ..  | 147  |
| No. 13 Personnel ... ..  | 148  |
| No. 14 S. M. R. Employees' Cooperative Society: 1919-1935 ... .. | 149  |
| No. 15 Subsidiary Corporations ... ..                            | 149  |
| No. 16 Affiliated Companies ... ..                               | 149  |

II STATISTICS ON MANCHURIA

|  |     |
|--|-----|
| No. 1 Population in Manchuria... ..                              | 151 |
| (1) Population of Manchoukuo by Provinces ... ..                 | 151 |
| (2) Population of Principal Cities ... ..                        | 151 |
| (3) Population of Kwantung Leased Territory: 1907-1935... ..     | 152 |
| (4) Population of the S. M. R. Zone: 1907-1935 ... ..            | 152 |
| No. 2 Manchoukuo's Budgets: 1934-1936 ... ..                     | 152 |
| (A) General Accounts Budgets: 1934-1936 ... ..                   | 152 |
| (B) Special Accounts Budgets: 1934-1936 ... ..                   | 154 |
| No. 3 Money and Banking ... ..                                   | 155 |
| (1) The Central Bank of Manchou: ... ..                          | 155 |
| (A) General Balance Sheets: 1933-1935 ... ..                     | 155 |
| (B) Amount of Notes Issued and Specie Reserves: 1932-1936 ... .. | 155 |
| (C) Amount of Coins Issued: 1933-1936... ..                      | 156 |
| (2) Rural Credit Associations ... ..                             | 156 |
| (A) Rural Credit Associations: 1933-1936 ... ..                  | 156 |
| (B) Distribution by Provinces: January, 1936... ..               | 157 |
| No. 4 Foreign Trade of Manchoukuo ... ..                         | 157 |
| (1) Values of Foreign Trade: 1907-1935... ..                     | 157 |
| (2) Values of Total Exports and Imports: 1932-1935... ..         | 158 |
| (3) Total Values of Trade, 1932-1935: By Countries ... ..        | 158 |
| (4) Values of Exports and Imports, 1932-1935: By Countries       | 159 |
| (5) Values of Exports and Imports, 1932-1935: By Ports ...       | 160 |
| (6) Bean and Bean Products Exported: 1926-1935 ... ..            | 160 |
| (A) By Ports ... ..  | 160 |
| (B) By Countries ... ..  | 161 |
| (7) Values of Principal Articles Exported: 1935 ... ..           | 161 |
| (8) Values of Principal Articles Imported: 1935 ... ..           | 162 |
| No. 5 Agriculture ... ..   | 162 |
| (1) Land Cultivation, December, 1934... ..                       | 162 |
| (2) Crop Area: 1924-1935 ... ..                                  | 163 |
| (3) Crop Output: 1924-1935... ..                                 | 164 |
| No. 6 Live-Stocks in Manchuria ... ..                            | 165 |
| No. 7 Forest Resources... ..                                     | 165 |
| No. 8 Salt Industry ... ..                                       | 165 |
| (1) Area of Salt Fields: 1927-1935 ... ..                        | 165 |
| (2) Salt Output: 1927-1935 ... ..                                | 166 |
| No. 9 Mineral Output ... ..                                      | 166 |
| No. 10 New Corporations Established: 1932-1936 ... ..            | 166 |

|  | PAGE       |
|--|------------|
| (1) Special Corporations ... ..                                    | 166        |
| (2) Common Companies ... ..  | 167        |
| <b>No. 11 Manchoukuo Postal Administration ... ..</b>              | <b>168</b> |
| (1) Number of Mails: 1932-1934... ..                               | 168        |
| (2) Postal Savings: 1933-1935 ... ..                               | 168        |
| (3) Money Orders: 1933-1935 ... ..                                 | 169        |
| <b>No. 12 Education ... ..</b>                                     | <b>169</b> |
| (1) Number of Educational Institutions ... ..                      | 169        |
| (2) Number of Students ... ..                                      | 170        |
| <b>No. 13 Chinese Immigration into Manchuria: 1923-1935 ... ..</b> | <b>170</b> |
| (1) Entering Manchoukuo ... ..                                     | 170        |
| (2) Leaving Manchoukuo ... ..                                      | 170        |
| (3) Settlers ... ..  | 171        |

### III DOCUMENTARY MATERIAL

|   |            |
|---|------------|
| <b>No. 1 Manchoukuo Oil Monopoly Law ... ..</b>   | <b>172</b> |
| (1) Oil Monopoly Law—November 14, 1934 ... ..   | 172        |
| (2) Regulations Concerning the Purchase of the Equipment<br>of Existing Entrepreneurs in Connection with the En-<br>forcement of the Oil Monopoly Law—November 14,<br>1934 ... .. | 174        |
| (3) Order Concerning the Enforcement of the Oil Monopoly<br>Law—November 30, 1934 ... ..  | 174        |
| <b>No. 2 Second Partial Revision of the Manchoukuo Import and Export<br/>    Tariffs—November 14, 1934... ..</b>  | <b>178</b> |
| <b>No. 3 Organization Law of the Provincial Governments—October 11,<br/>    1934 ... ..</b>   | <b>189</b> |
| <b>No. 4 Organization Law of the Provisional Industrial Research Bureau—<br/>    December 10, 1934 ... ..</b>   | <b>193</b> |
| <b>No. 5 Regulations Governing Foreign Labourers—March 21, 1935 ...</b>   | <b>194</b> |
| <b>No. 6 North Manchuria Railway Transfer ... ..</b>  | <b>195</b> |
| (1) Law Concerning the North Manchuria Railway Loans—<br>March 14, 1935 ... ..  | 195        |
| (2) Agreement between Manchoukuo and the Union of Soviet<br>Socialist Republics for the Cession of the North Man-<br>churia Railway—March 23, 1935 ... ..                         | 196        |
| (3) Final Protocol Entered into by the Governments of<br>Manchoukuo and the U. S. S. R.—March 23, 1935 ...  | 205        |
| (4) Notes Exchanged between Japan and the U. S. S. R.—<br>March 23, 1935 ... ..   | 205        |
| (5) Protocol, Entered into by the Governments of Japan,<br>Manchoukuo, and the U. S. S. R.—March 23, 1935 ...   | 207        |
| <b>No. 7 Through Traffic Across the Tumenkiang Border ... ..</b>  | <b>208</b> |
| (1) Agreement Relating to the Operation of Through Trains<br>Across the Tumenkiang Border and the Simplification<br>of Customs Formalities—May 22, 1935 ... ..                    | 208        |
| (2) Detailed Regulations Based upon Agreement Relating to   |            |



## VI

|  | PAGE |
|--|------|
| the Operation of Through Trains Across the Tumen-<br>kiang Border and the Simplification of Customs<br>Formalities—May 24, 1935 ... ..   | 210  |
| No. 8 Agreement for the Establishment of the Japan-Manchoukuo Joint<br>Economic Commission—July 15, 1935 ... ..  | 215  |
| No. 9 Mining Law—August 1, 1935... ..  | 216  |
| No. 10 Japanese Government's Declaration on the Abolition of Extra-<br>territoriality in Manchoukuo—August 9, 1935 ... ..  | 230  |
| No. 11 Exchange Control Law ... ..   | 231  |
| (1) Exchange Control Law—November 30, 1935 ... ..  | 231  |
| (2) An Ordinance Based upon the Exchange Control Law—<br>November 30, 1935 ... ..  | 233  |
| (3) Administrative Procedure Relative to the Exchange<br>Control Law—November 30, 1935 ... ..  | 236  |
| No. 12 Manchoukuo-German Trade Agreement ... ..  | 239  |
| (1) Arrangement for Manchoukuo-German Trade—April 30,<br>1936 ... ..   | 239  |
| (2) Departmental Instructions Relating to Manchoukuo-<br>German Trade Agreement—May 25, 1936 ... ..  | 241  |
| (3) Departmental Decree Governing Manchoukuo-German<br>Exchange Decree of the Department of Finance—<br>May 28, 1936 ... ..  | 244  |
| No. 13 Japan-Manchoukuo Treaty on Extraterritoriality ... ..   | 245  |
| (1) Treaty between Japan and Manchoukuo Concerning the<br>Residence of Japanese Subjects, Taxation, etc. in Man-<br>choukuo—June 10, 1936 ... ..   | 245  |
| (2) Supplementary Agreement to the Treaty between<br>Japan and Manchoukuo Concerning the Residence of<br>Japanese Subjects, Taxation, etc., in Manchoukuo—<br>June 10, 1936 ... ..   | 246  |
| (3) Agreed Terms of Understanding between the Plenipoten-<br>tiaries of Japan and Manchoukuo, with Reference to<br>the Treaty between the Two Countries Concerning the<br>Residence of Japanese Subjects, Taxation, etc., in<br>Manchoukuo, and also to the Supplementary Agree-<br>ment to that Treaty—June 10, 1936 ... .. | 249  |
| INDEX ... ..   | 251  |

### LIST OF ILLUSTRATIONS

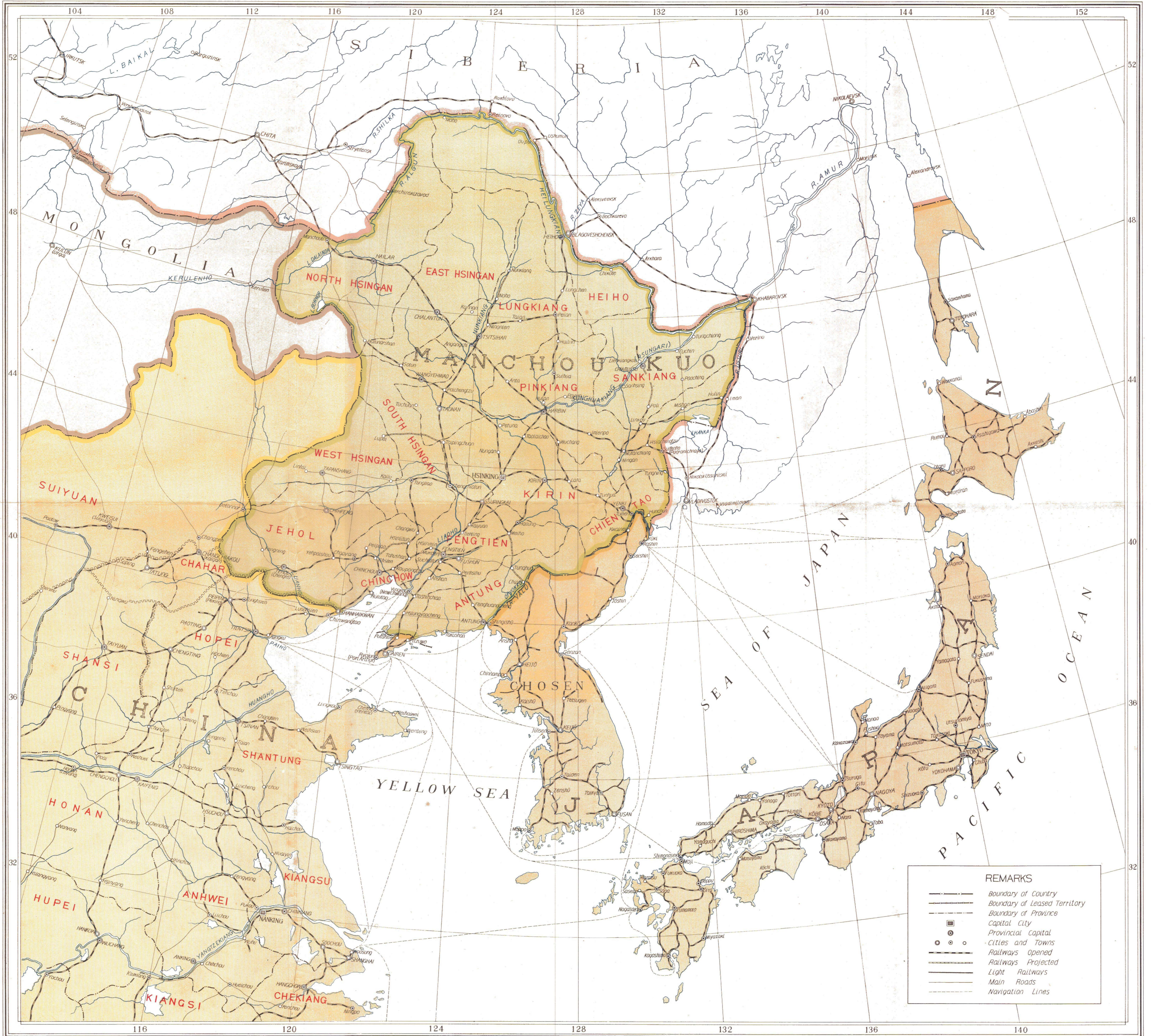
|  | FACING PAGE |
|--|-------------|
| New Hsinking ... ..                                    | 2           |
| The Signing of Extraterritoriality Agreement ... ..    | 10          |
| New Hsinking ... ..                                    | 20          |
| Manchurian Cities, Old and New ... ..                  | 24          |
| Grandeurs of Mausoleums, Temples, and Gates ... ..     | 30          |
| "Asia," the Stream-Lined S. M. R. Super-Express ... .. | 38          |
| Railway and Highway Construction Activities... ..      | 50          |

VII

|   | FACING PAGE |
|---|-------------|
| The Transfer of the North Manchuria Railway ... ..                | 58          |
| Headquarters of Transportation and Communication Activities... .. | 66          |
| Changing Transportation Facilities ... ..                         | 72          |
| Beans, the Chief Wealth of Manchuria ... ..                       | 80          |
| Expanding Industrial Activities in Manchuria ... ..               | 88          |
| Carnival Boat and Train of the General Direction... ..            | 94          |
| Collieries and Iron Works in Manchuria ... ..                     | 100         |
| The Port of Dairen and the New Coal Pier at Kanseishi ... ..      | 114         |
| Spreading Farming Settlements in Manchuria... ..                  | 124         |
| New Deal in Manchurian Education ... ..                           | 134         |

# MAP OF MANCHOUKUO

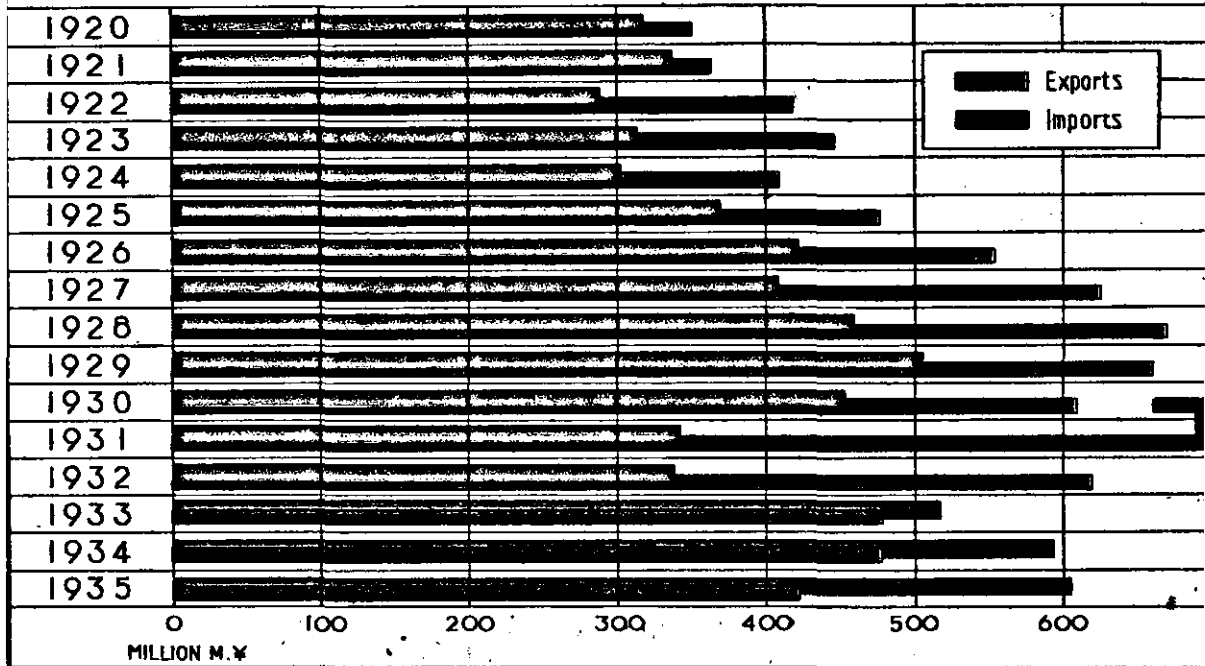
SCALE 1-6,300,000



| REMARKS |                              |
|---------|------------------------------|
|         | Boundary of Country          |
|         | Boundary of Leased Territory |
|         | Boundary of Province         |
|         | Capital City                 |
|         | Provincial Capital           |
|         | Cities and Towns             |
|         | Railways Opened              |
|         | Railways Projected           |
|         | Light Railways               |
|         | Main Roads                   |
|         | Navigation Lines             |

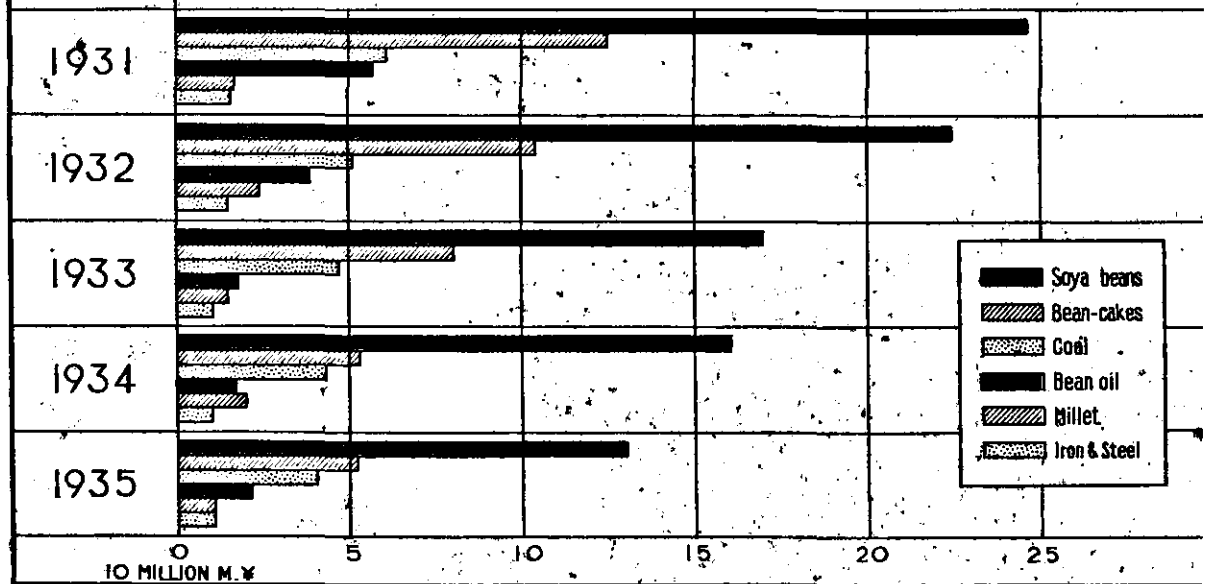
# TOTAL VALUE OF EXPORTS AND IMPORTS OF MANCHURIA

1920—1935



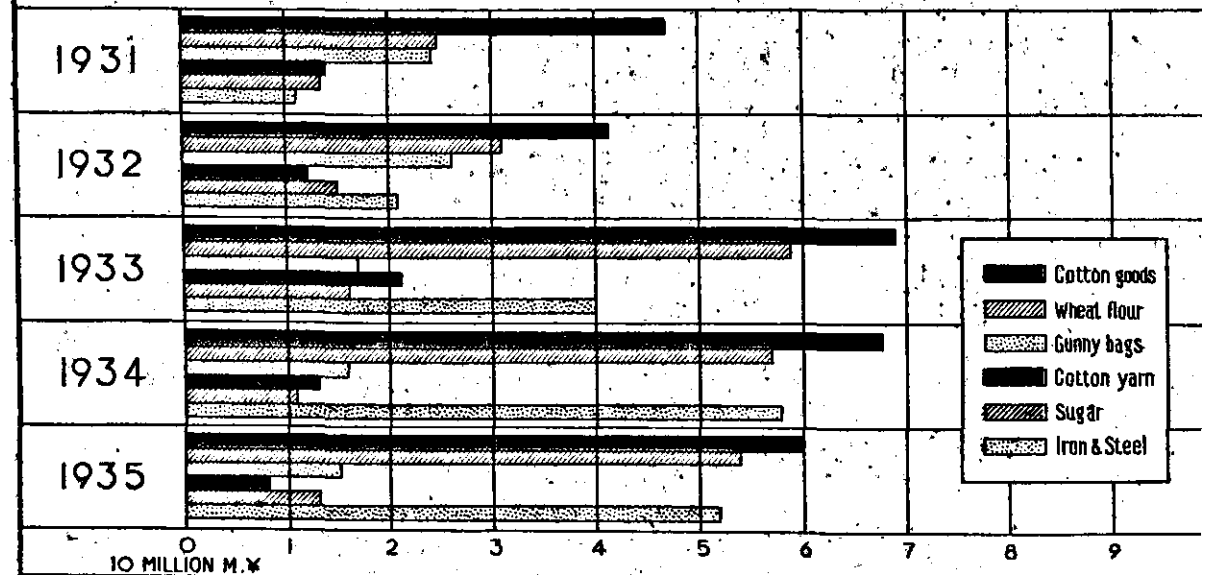
## PRINCIPAL EXPORTS 1931-1935

1931-1935



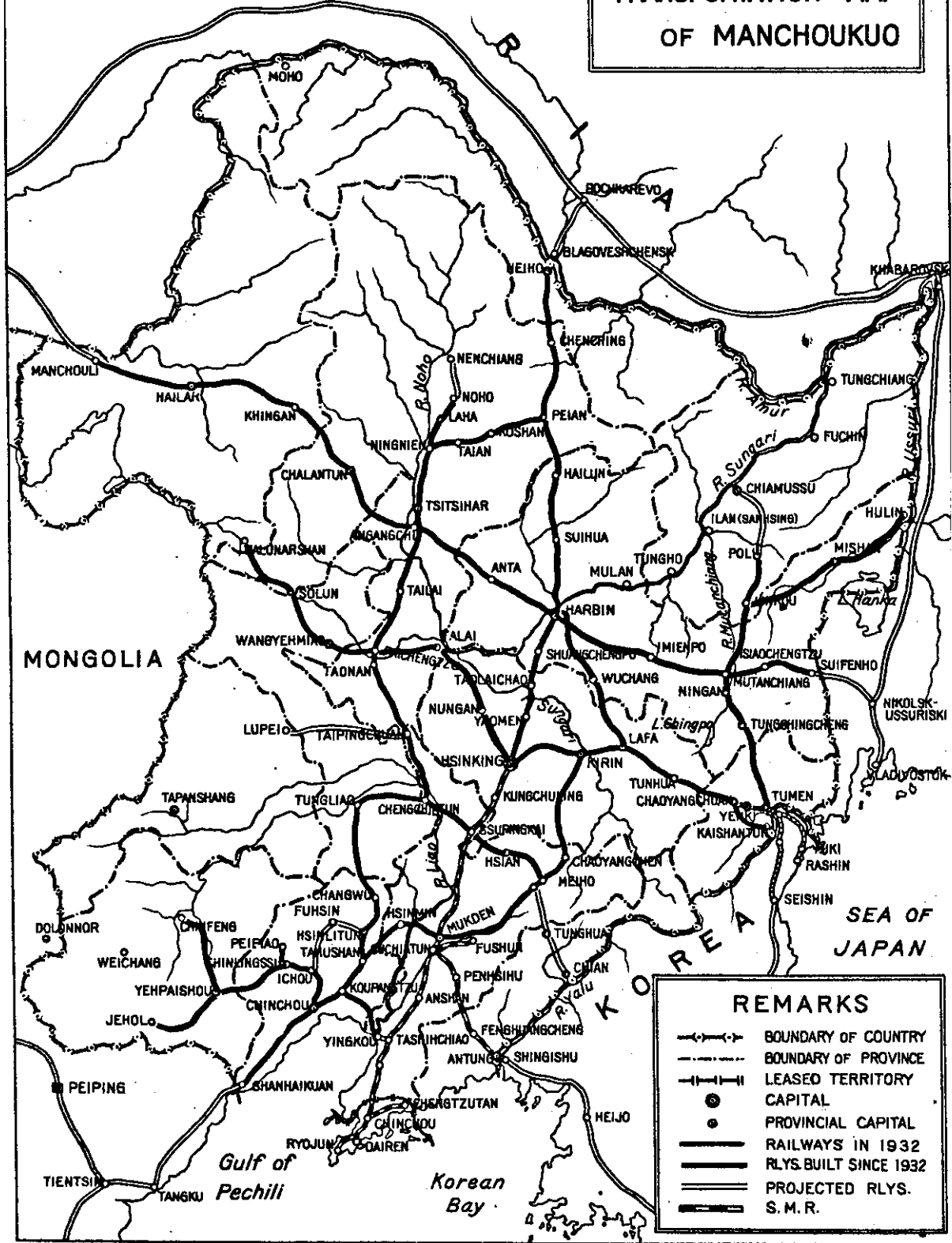
## PRINCIPAL IMPORTS 1931-1935

1931-1935



S I B E R I A

# TRANSPORTATION MAP OF MANCHOUKUO



| REMARKS |                        |
|---------|------------------------|
|         | BOUNDARY OF COUNTRY    |
|         | BOUNDARY OF PROVINCE   |
|         | LEASED TERRITORY       |
|         | CAPITAL                |
|         | PROVINCIAL CAPITAL     |
|         | RAILWAYS IN 1932       |
|         | RLYS. BUILT SINCE 1932 |
|         | PROJECTED RLYS.        |
|         | S. M. R.               |



# FOREWORDS

The Fifth Report roughly covers two years since the appearance of the Fourth Report, namely, from June, 1934, through June, 1936. In some instances the developments were traced back to 1932 for the sake of giving connected stories, while in many others a larger portion of the former Reports had been omitted to avoid unnecessary repetitions and references were made to them instead wherever such appeared to be helpful.

Although the general format of the four previous Reports had been preserved, a few changes were introduced in the present Report. In its general content, a special emphasis was placed upon the economic and financial developments which characterized the period under review and only a general survey was made of the political affairs in so far as they give the necessary background. Cross references were introduced within the Report to clarify the inter-relation of various developments. To avoid an over-abundance of statistical materials in the Report proper, two Appendices were added to the Documentary Material for the exclusive purpose of bringing together statistical materials which, it is hoped, would prove to be convenient and useful as references.

The statistical materials used in the present Report were derived principally from the data prepared by the various branches of the South Manchuria Railway Company, the Statistics Bureau of the Manchoukuo Government, the Kwantung Bureau, and organizations or institutions directly concerned. Excepting the statistics relating to the Kwantung Leased Territory and the S. M. R. Zone as well as the activities of the South Manchuria Railway Company, much of the statistical materials are still estimates and an extensive revision of statistics heretofore accepted as authentic is now progressing under the able direction of the Statistics Bureau of the Manchoukuo Government. This explains occasional differences inevitably arising between the figures given in the previous Reports and the revised figures used in the present Report. Unless they are obviously clear, therefore, the sources of information are generally indicated.

The former compiler had retired after the publication of the Fourth Report and the undersigned compiler assumes the full responsibility for the present Report.

ROY H. AKAGI.

Tokyo, July 1, 1936.

# INDEX

|  | PAGE          |   | PAGE        |
|--|---------------|---|-------------|
| Agriculture .....                        | 79            | Construction Activities .....           | 50-57       |
| Causes of Setback .....                  | 80-81         | City Construction .....                 | 55-57       |
| Cotton Cultivation .....                 | 83-85         | General Survey .....                    | 50-51       |
| Crop Areas .....                         | 163           | Highways .....                          | 52-53       |
| Crop Outputs .....                       | 164           | Hulutao Harbor .....                    | 55          |
| Land Cultivation .....                   | 162           | Railways .....                          | 51-52       |
| General Survey .....                     | 79-80         | Rashin Harbor .....                     | 53-54       |
| Measures for Improvement .....           | 81-83         | Corporations, Newly Established .....   | 166         |
| Moist Beans .....                        | 85-87         | Cotton Cultivation .....                | 83-85       |
| Agricultural Experimental Stations ..... | 83, 89        | Currency :                              |             |
| Air Transportation .....                 | 74-75         | Currency Law .....                      | 19-20       |
| Alcohol Industry .....                   | 101           | Exchange Control Law .....              | 31          |
| Aluminium Industry .....                 | 102           | Redemption of Old Notes .....           | 21          |
| Ammonium Sulphate Industry .....         | 103           | Specie Reserve .....                    | 20          |
| Anshan Iron Works .....                  | 100           | Stabilization .....                     | 29          |
|  |               | Unification .....                       | 19-21       |
| Bandit Pacification .....                | 11-12         | Yen-Yuan Parity .....                   | 29-31       |
| Bandits, Classification of .....         | 11            | Customs tariff .....                    | 28-40       |
| Bank of Chosen .....                     | 33-35         | First Revised Tariff .....              | 39          |
| Agreement with Central Bank of           |               | Second " " .....                        | 39          |
| Manchou .....                            | 33-34         | Third " " .....                         | 40          |
| Notes .....                              | 35            | Daido Alcohol Manufacturing Co. ....    | 101         |
| Banking in Manchoukuo .....              | 26-28         | Dairen Machine Manufacturing Co. ...    | 103         |
| Banking Law .....                        | 26            | Declaration on the Abolition of Extra-  |             |
| Condition of General .....               | 27-28         | territoriality in Manchoukuo, Japanese  |             |
| Reforms in .....                         | 27            | Government's .....                      | 230         |
| Barnby, Lord .....                       | 119           | Dowa Automobile Manufacturing Co. ....  | 103         |
| Beans .....                              | 85-87, 118    |   |             |
| Belgian Trade Mission .....              | 119           | East Asia Development Co. ....          | 101, 126,   |
| British Industrial Mission .....         | 119           | 127, 128, 132                           |             |
| Budget, Manchoukuo .....                 | 15-19         | East Manchuria Rayon Pulp Co. ....      | 104         |
| Bus Lines .....                          | 70-72         | Economic Commission, Japan-Man-         |             |
|  |               | choukuo .....                           | 215         |
| Central Bank of Manchou .....            | 19, 20, 21,   | Economic Construction Program of        |             |
|  | 22-24, 29, 31 | Manchoukuo .....                        | 98-100, 108 |
| Agreement with Bank of Chosen. ....      | 33-34         | Educational Institutes, Number of ..... | 169         |
| Deposits .....                           | 22-23         | Electric Communications .....           | 77-78       |
| Gold Purchases .....                     | 24            | Electric Power Industry .....           | 104         |
| Interest Rates .....                     | 28-29         | Exchange Control Law :                  |             |
| Loans .....                              | 23            | Imperial Ordinances .....               | 231         |
| Organization .....                       | 22            | Japanese .....                          | 32-33       |
| Remittances .....                        | 23-24         | Manchoukuo .....                        | 31-32       |
| Central Institute of Agricultural Asso-  |               | Explosive Industry .....                | 104         |
| ciations .....                           | 82            | Extraterritoriality :                   |             |
| Central Laboratory, S. M. R. ....        | 102           | Contemplated Relinquishment of ...      | 7-11        |
| Cession Agreement .....                  | 196           | Japan-Manchoukuo Treaty on ...          | 11, 245     |
| Chan Yen-ching .....                     | 11            | Japanese Government Declaration         |             |
| Chaopiao .....                           | 35            | on .....                                | 230         |
| Chenping Silver .....                    | 21            |   |             |
| Chi or Banners .....                     | 3             | Financial Institutions .....            | 21-35       |
| Chienchuang .....                        | 26            | Fiscal Administration, Reform in ...    | 14-15       |
| Chosenese Settlements .....              | 125-129       | 1932-33 Budget .....                    | 15-16       |
| Concentration-Villages .....             | 125-127       | 1933-34 " .....                         | 16-17       |
| Farm-Settlements .....                   | 127-129       | 1934-35 " .....                         | 17          |
| City Construction .....                  | 55-57         | 1935 " .....                            | 17-18       |
| Coal mining .....                        | 100           | 1936 " .....                            | 18          |
| Colonization Conference .....            | 132           |   |             |



|   | PAGE         |   | PAGE       |
|---|--------------|---|------------|
| Comparative Table .....                       | 18-19        | Kiep, Dr. Otto C.....                               | 119, 120   |
| Fishery .....                                 | 94           | Kungchuling Agricultural Experimental Station ..... | 89         |
| Foreign Labor .....                           | 123, 124     | Kuoluyin Silver .....                               | 21         |
| Foreign Laborers, Regulations Governing ..... | 194          | Kwantung Bureau .....                               | 5, 6       |
| Foreign Trade of Manchoukuo.....              | 112-120      | Kwantung Salt Experimental Station...               | 96         |
| According to Commodities.....                 | 117-119      | Kyohaku Institute .....                             | 131        |
| "    " Countries .....                        | 113-116      | Labor Control Commission .....                      | 122        |
| "    " Ports .....                            | 116-117      | Liquefaction of Coal .....                          | 102        |
| Growth of .....                               | 112-113      | Live-Stocks .....                                   | 87-89, 165 |
| Values .....                                  | 157          | Horse Breeding.....                                 | 89         |
| Forest Resources .....                        | 165          | Improvement of Pigs .....                           | 88-89      |
| Forestry Control .....                        | 91-93        | Program of Improvement .....                        | 87         |
| Forestry Industry.....                        | 105          | Sheep Raising .....                                 | 87-88      |
| Fushun Collieries.....                        | 100, 102     | Machinery Industry.....                             | 103        |
| General Direction.....                        | 65-68        | Magnesium Industry .....                            | 102        |
| Bus Lines .....                               | 70-72        | Manchoukuo:   |            |
| Establishment .....                           | 65-66        | Administrative Branches .....                       | 2          |
| Improvements .....                            | 66           | Budgets .....                                       | 15-19, 152 |
| Lines Operated.....                           | 67           | Economic Construction Program ...                   | 98         |
| Passenger and Freight .....                   | 68           | Emperor.....  | 1          |
| River Lines .....                             | 72-74        | Foreign Trade .....                                 | 112-120    |
| German Economic Mission.....                  | 119-120      | Immigration into.....                               | 121-125    |
| Germany .....                                 | 115, 119-120 | Judicial System.....                                | 8-9        |
| Gold Mining .....                             | 101          | Local Administration.....                           | 2, 3-4     |
| Gold Production Co. ....                      | 24           | Reconstruction Bonds .....                          | 16         |
| Hishikari, General Takashi .....              | 5            | Ministers .....                                     | 2          |
| Hsinking.....                                 | 55-56        | Mongolian Affairs .....                             | 3          |
| Hulutao .....                                 | 55           | New Provinces .....                                 | 4          |
| Immigration into Manchuria.....               | 121-125      | Postal Administration .....                         | 9, 75-77   |
| General Survey.....                           | 121          | Privy Council .....                                 | 1          |
| Control of .....                              | 121-124      | Trade Agreement with Ger-                           |            |
| Japanese .....                                | 129-133      | many .....  | 119-120    |
| Chinese .....                                 | 170          | Manchoukuo-German Trade Agree-                      |            |
| Industrial Control                            |              | ment .....  | 119-120    |
| Development of .....                          | 100-106      | Manchurian Affairs Bureau .....                     | 5          |
| Manchoukuo Policy of .....                    | 98-100       | Manufacturing Industries .....                      | 106-107    |
| Industrial Expansion .....                    | 106-107      | Mineral Output.....                                 | 166        |
| Industrial Research Bureau, Organiza-         |              | Mining Industry .....                               | 105        |
| tion Law of .....                             | 193          | Mining Law .....                                    | 24, 216    |
| Interest Rates .....                          | 28           | Mining Regulations .....                            | 89-91      |
| Italo-Ethiopian Crisis .....                  | 96           | Moist Beans .....                                   | 85-87      |
| Japan Air Transport Co. ....                  | 74, 75       | Money and Banking .....                             | 155        |
| Japan-Manchoukuo Aluminum Co. ....            | 103          | Mukden .....  | 56         |
| Japan-Manchoukuo Economic Coopera-            |              | Muto, General Nobuyoshi .....                       | 5          |
| tion .....                                    | 108-111      | New Corporations, 1932-35 .....                     | 106-7      |
| Japan-Manchoukuo Joint Economic               |              | North Manchuria Railway.....                        | 58-66      |
| Commission .....                              | 109-110      | Changing of Gauge .....                             | 63-65      |
| Japan-Manchoukuo Magnesium Co.....            | 102          | Law Concerning the N. M. R.                         |            |
| Japan-Manchoukuo Postal Agreement... 9, 76    |              | Loans .....   | 195        |
| Japan-Manchoukuo Pulp Co. ....                | 104          | Management .....                                    | 59-61      |
| Japanese Immigration into Man-                |              | Payment in Kinds .....                              | 45         |
| churia .....                                  | 129-133      | Reduction of Freight Rates .....                    | 61-62      |
| Japanese Investment in Manchuria,             |              | Retiring Soviet Employees .....                     | 62-63      |
| 1932-35 .....                                 | 110-111      | Transfer Negotiation .....                          | 58-59      |
| Japanese Jurisdiction in Manchuria, Re-       |              | Oil Milling Industry .....                          | 104        |
| organization of .....                         | 4-6          | Oil Monopoly:                                       |            |
| Japanese Settlements in Manchuria. 130-133    |              | Law.....  | 172        |
| Judicial System of Manchoukuo .....           | 8-9          |   |            |

|   | PAGE       |  | PAGE    |
|---|------------|--|---------|
| Order Concerning.....                   | 174        | Local Administration Works.....            | 146     |
| Manchuria Petroleum Co. ....            | 46         | Personnel .....                            | 148     |
| Regulations Concerning .....            | 174        | Profit and Loss Account .....              | 70      |
| Oil Refinery .....                      | 101        | Receipts and Expenditures, Collieries..... | 145     |
| Old Currency Adjustment Law .....       | 21         | "    "    "    General.....                | 141     |
| Opium Monopoly.....                     | 47-49      | "    "    "    Harbors.....                | 145     |
|   |            | "    "    "    Hotel ...                   | 144     |
| Peace and Order .....                   | 11-13      | "    "    "    Railway.....                | 142     |
| Police Administration.....              | 12-13      | "    "    "    Shale Oil                   |         |
| Population in Manchuria .....           | 151        | Plant.....                                 | 146     |
| Postal Administration .....             | 75-77, 168 | Subsidiary Companies.....                  | 149     |
| Provincial Governments, Organization    |            | Records during 1934-36.....                | 68-69   |
| Law.....                                | 189        | Steel Industry .....                       | 100     |
| Provisional Industrial Research Bureau. | 93         |  |         |
|   |            | Tahsing Kungsu.....                        | 22      |
| Rashin .....                            | 53-54      | Tangpu .....                               | 24      |
| Rayon Pulp Industry .....               | 104        | Tariff, Manchoukuo Import and Ex-          |         |
| River Navigation.....                   | 72-74      | port.....                                  | 178     |
| Rural Credit Associations .....         | 24-26      | Tatung Forestry Industry Co. ....          | 93, 105 |
|   |            | Tatung Kungsu .....                        | 123-124 |
| Salt:                                   |            | Taxation System .....                      | 35-38   |
| Area .....                              | 165        | Telegraph .....                            | 78      |
| Manchuria Salt Industry Co....          | 96, 105    | Telephone .....                            | 78      |
| Manufacture.....                        | 95-97, 105 | Tenrikyo Village .....                     | 131-132 |
| Reform of Administration.....           | 40-45      | Tensho-yen Settlement .....                | 131     |
| Shale Oil Plant .....                   | 102, 103   | Territory, Name of.....                    | 192     |
| Showa Steel Works.....                  | 106        | Through Traffic Across the Tumenkiang      |         |
| Sino-Manchoukuo Postal Service .....    | 77         | Borders .....                              | 208     |
| Soda Industry .....                     | 103        | Trade Agreement, Manchoukuo-Ger-           |         |
| South Manchuria Alcohol Manufacturing   |            | man.....                                   | 239     |
| Co. ....                                | 102        | Uyeda, General Kenkichi .....              | 6, 11   |
| South Manchuria Railway Company ...     | 68         |  |         |
| Affiliated Enterprises .....            | 149        | Van Loo.....                               | 119     |
| Capital Outlays .....                   | 70, 141    | Veterinary Institute of Mukden .....       | 89      |
| Changes Made, 1934-1936.....            | 69-70      |  |         |
| Debentures.....                         | 140        | Weights and Measures Industry .....        | 105     |
| Educational Activities .....            | 147        | Weights and Measures, Measures on...       | 105     |
| Employees' Cooperative Society ...      | 149        |  |         |
| General Balance Sheet .....             | 139        | Yen-Yuan Parity .....                      | 29-31   |
| Hospitals .....                         | 147        | Yuan .....                                 | 19      |

**CHECKED**  
**2003-04**