



E-ASIA
university of oregon libraries

<http://e-asia.uoregon.edu>

GUIDE
TO MANCHOUKUO



SOUTH MANCHURIA RAILWAY CO.

ILLUSTRATED GUIDE BOOK

FOR TRAVELLING
IN MANCHOUKUO
WITH SKETCH MAP



SOUTH MANCHURIA RAILWAY Co.
DAIREN

PUBLISHED
BY
THE TRAFFIC OFFICE
THE SOUTH MANCHURIA RAILWAY COMPANY
DAIREN

(10,000 Copies March, 1934)

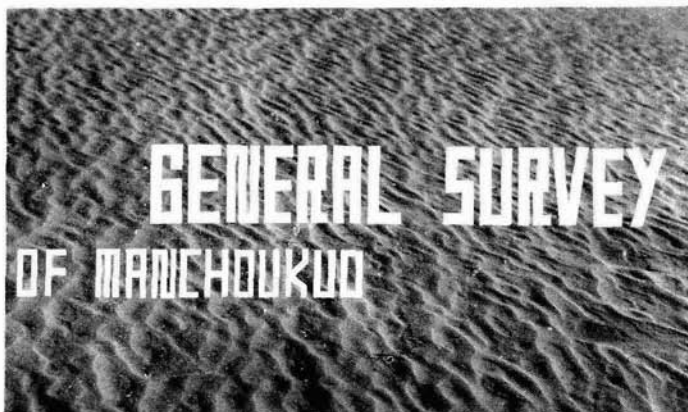
Manchoukuo, the new rising country, which was created in a corner of the Far East by the general will of 30,000,000 people has made a spectacular success in the internal matters such as the maintenance of order, adjustment of communications, stabilization of financial basis and promotion of industry and trade, and externally it has greatly improved friendly intercourse with foreign countries. It is almost beyond our conception that the new country is making so wonderful progress in the cultural phase as well as towards the perfection of its national power in addition to the abovementioned, in spite of its young history, only 2 years having elapsed since its foundation.

Lately an immutable eternal Great Empire "Manchoukuo" made its historic appearance on the memorial day of March 1, 1934 which witnessed the bright dawn of the third year of Manchoukuo's independence, and Emperor Kang Te ascended the imperial throne as ordained by Heaven, in compliance with

the ardent wishes of people who hailed and supported wholeheartedly "Wangtao" which means the "Way of the Benevolent Ruler".

Manchoukuo where an immense capital of more than 2,000,000,000 yen was invested during past 30 years by the Japanese Government, and where the Japanese immigrants numbering 300,000 rendered a great service and contribution to its development, possesses advanced transportation organs and excellent hotels which can well be compared with those in Japan proper and at the same time offers an alluring color of ancient Chinese life together with the interesting customs and costumes of Chosenese, Mongolians, Mohammedans and white Russians, all of which can be viewed at once. It is no exaggeration to say that in no other place, the foreign traveller can find such charming mingling of the modern with the historic and romantic, so comfortable, interesting and instructive, as in Manchoukuo.

March, 1934



Waving of Sand caused by compelling wind

I. PHYSICAL FEATURES

Situation and Division. Manchoukuo extends between lat. $38^{\circ}40'$ and $53^{\circ}50'$ North and log. $115^{\circ}20'$ and $135^{\circ}20'$ East, and occupies a very significant position as the territory bordering Japan, U.S.S.R. and China. It is administratively divided into 5 provinces of Fengtien, Kirin, Heilungkiang, Khingan and Jehol, while it is topographically composed of 5 sections of East Mountainous region, Liaotung Peninsula, Valley of Southern Manchoukuo, Valley of Northern Manchoukuo and East Inner-Mongolia. Most of the mountain ranges including Great Khingan and Changpaishan, in addition to various Southern Manchoukuo mountains traverse from northeast to southwest, and generally low in altitude, those exceeding 1,500 metres being rarely visible. The valleys stretch toward the western and northern directions and mostly of large dimensions. The basins of the river Liao, the river Sungari and the Nouni river are, in fact, a continuation of boundless prairies, and forming everywhere so-called granaries. The rivers may be classified into 2 general categories: those running northward, and southward. Thus, for instance, the river Liao and the Yalu river flowing southward and the river Sungari northward.

Climate, Area and Population. The range of temperature is phenomenally great. In Hsinking, it rises as high as 33.4 centigrade in Summer, and falls as low as 31.6 centigrade in Winter. The air is generally dry, the average humidity at Mukden being 60%. The rainy season is during July and August. On the whole, the rain is scanty, the average being 500 to 700 mm. per

year. Owing to the dust driven by the Mongolian wind, the months from April to June usually witness the days of so-called "endless dust".

The area measures 1,416,093 square kilometres, and holds a population of over 30,000,000 its density being 30 per square kilometre.

II. MANUFACTURING INDUSTRY

Agricultural Products. Soya beans, Kaoliang, Millet, Maize and Wheat constitute the principal portion of agricultural products. The annual productions during 1932 amounted to 4,716,422 metric tons in soya beans, kaoliang 3,722,921 metric tons, millet 2,580,514 metric tons, maize 1,525,389 metric tons, wheat 1,073,557 metric tons.



Harvesting of Beans

Agricultural Establishments. At present, the foremost organization devoting to the improvements of agricultural products in Manchoukuo is the South Manchuria Railway Company. It has established the experimental farms at Hsiungyaocheng, Liaoyang, Tiehling, Kaiyuan, Ssuping kai, Kunchuling, Tatun, Tunhua, Hailung, Chengchiatun, Taonan, Tsitsihar and Hailun, with the Agricultural Department of the Company as a central governing body, and is carrying on the investigations and improvements energetically.

Forestral Products. The timber is principally produced in the forest zone such as the right bank of the Yalu river, the basin of the Hun river, the upper reaches of the Sungari and the Mutankiang rivers, the basin of the Tumen river, along the eastern section of the North Manchuria Railway, Sanhsing territory and the great and small Khingan mountains. The afforested area measures 35,635,000 hectares, and the standing timbers are reckoned as 4,183,830,000 cubic metres according to the estimates in 1932. The important accumulating and distributing points are Antung, Kirin, Hsinking, Harbin and Dairen.

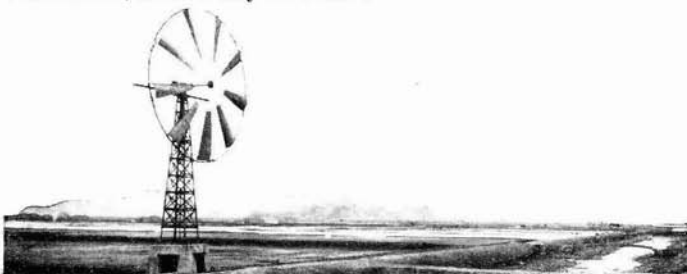
Pasture Products. The leading livestocks in Manchoukuo are oxen, horses, mules, donkeys, sheep, goats, pigs and others. According to the investigation in 1930 except Jehol province, there are in all Manchoukuo 1,605,270 of oxen, 2,437,990 of horses, 742,700 of mules, 478,740 of donkeys, 2,640,560 of sheep, 7,507,190 of pigs. Manchurians have a peculiar fondness for cattle. They regard it as



Timber Yard in Northern Manchoukuo

a "member of family". Every farmer fosters some cattle, and even hens, ducks, geese and bees are elaborately reared.

Mineral Products. Mineral products are in abundance. The mines already discovered reach 2,000 in number. The greater portions of Heilungkiang and Khiangan provinces and some parts of Kirin province are not fully exploited as yet; but even in Southern Manchoukuo where the investigation is comparatively carried through, are found 6 species of metallic minerals and 13 varieties of nonmetallic minerals, among which iron ore, coal, magnesite, dolomite and fire clay are opulent. Anshan and Miaocerhkou are reputed for iron ore, and Fushun, Yentai and Penhsihu for coal. Magnesite is produced in the neighbourhood of Tashihchiaio, dolomite at Dairen and also within the Ryojun Jurisdiction, and fireclay at Yentai and Penhsihu.



Salt-Field in Kwantung Leased Territory

Aquatic Products. The aquatic products industry is divided into 2 great categories, salt manufacturing and fishery. The product districts comprise Yellow Sea shore, rivers, lakes and marshes, among which Yellow Sea shore is conspicuously active in salt manufacture.

III. TRANSPORT AND COMMUNICATIONS

Railways. The first railroad opened to traffic in Manchuria and Mongolia dates back to 1903, which started the operation of a section of the present Mukden-Shanhaikwan line and the whole line of the North Manchuria Railway, inclusive of the lines extending to Dairen and Ryojun of the present South Manchuria Railway. As the years rolled by, the desire of the people for the pervasion of railways grew more and more fervent, and through several stages of its development, it came to embrace the present extension aggregating to 6,644.5 kilometres of broad and narrow gauges in January, 1934. However, on the whole, its smooth development was greatly hindered owing to the misrule of the old warlords, except the South Manchuria Railway and the North Manchuria Railway which accomplished the splendid task on railway operation as the international trunk lines of the Europe-Asia through traffic.

Since the establishment of Manchoukuo, the government entrusted the management of all the State railways in the country together with the construction of new lines to the South Manchuria Railway Company which possesses a long and tried experience in railway operation, in consequence of which the future prospect of the railway enterprise in Manchoukuo is very bright.

The railway lines according to the investigation in January, 1934 are as follows:

South Manchuria Railway	}	Japanese undertaking
Ssupingkai-Tsitsihar Line		
Taonan-Huaiyuawchin Line	}	Manchoukuo State Rlys. under the S.M.R. Co.'s management
Tsitsihar-Peian Line		
Ningnien-Noho Line		
Harbin-Peian Line		
Hsinking-Tumen Line		
Kirin-Mukden Line		
Mukden-Shanhaikwan Line		
Haolikang Railway		
Tsitsihar-Anganghsi Light Rly.		
Kaiyuan-Hsifeng Light Rly.		Manchoukuo private enterprise

Chinchow-Chengtzutuan Rly.	} Japan-Manchoukuo joint management
Penhsiuhu-Ninhsintai Light Rly.	
Tienpaoshan-Tumen Light Rly.	
North Manchuria Railway	} Manchoukuo-Soviet joint management
Muling Railway	



Water Route of River Sungari, Harbin

Water Transportation. The coast line of Manchoukuo is very short and the specially conspicuous rivers penetrating the huge continent, from the viewpoint of water transportation, are the river Liao in Southern Manchoukuo and the river Sungari and its tributaries in Northern Manchoukuo. Besides, there are the river Yalu and Tumen river on the border of Chosen.

Among the above-mentioned rivers, the river Sungari is most important politically, economically and commercially in a territory such as Northern Manchoukuo where the network of railways and public roads are unproportionately in an infant stage. The Manchoukuo government, while keeping a strict vigilance upon the river route, established the Harbin Navigation Association under the semi-government management of Manchoukuo in 1933, which is to exercise an efficient control over the whole navigation matters in the river, and the result has been an animating activity in water traffic.

Now turning over our eyes to the sea-shore, we see the great commercial port of Dairen, the pride of the Far East and the port of Ryojun, both lying in the Kwantung Leased Territory. At the mouth of the river Liao is seen Yingkou harbour which

boasts of its oldest history, and at the estuary of the river Yalu which marks the boundary line between Manchoukuo and Chosen lies Antung.

The detailed descriptions of the afore-mentioned ports are furnished elsewhere in this guide.

Roads. Numerous public roads connecting various cities, towns and villages existed from the time of warlords, besides the highways built mainly for military use, but they were either destroyed or became desolate through the utter negligence of adequate maintainance, so that they were unfitted for passage, and the roads available for motor car traffic totalled not more than 13,200 km. in its entire distance throughout the country. At present, the Manchoukuo government is directing the most serious attention towards the reconstruction and the construction of new roads from the standpoints of national defence and developments of the remote regions.

Air Routes. The pioneer of aviation enterprise in Manchoukuo is the Japan Air Transport Company which opened a regular air service between Tokyo and Dairen in 1929. With the debut of Manchoukuo, its government realizing that the most consistent and efficient means of connecting various places over the immeasurable vast plain of Manchoukuo and of furthering the industrial and cultural developments is to utilize air planes, established the Manchuria Aviation Company, a Japan-Manchoukuo Joint Concern in 1932. At present, the Company is engaged in the transportation of passengers, general cargoes and postal matters on the following routes :



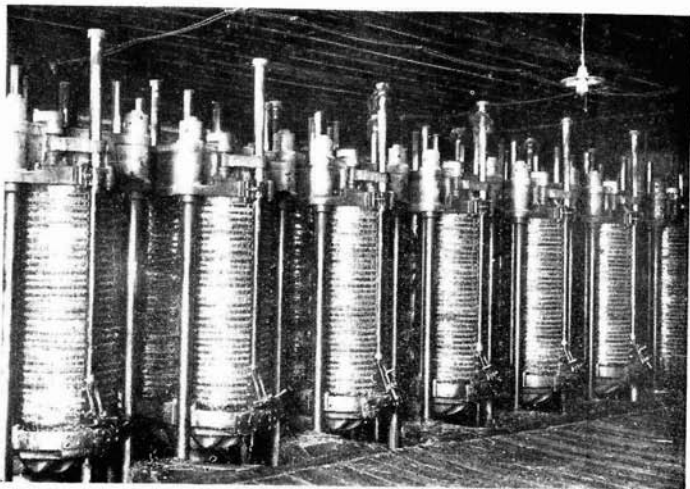
Airdrome, Dairen

Dairen-Shingishu-Tokyo Line
Mukden-Shingishu Line
Dairen-Mukden-Hsinking-Harbin-Tsitsihar Line
Tsitsihar-Hailar-Manchouli Line
Hsinking-Kirin-Tunhua-Tumen Line

Communications. The postal administration which was under the control of the old regime was taken over by Manchoukuo in 1932, excepting those postal affairs in the Kwantung Leased Territory and the South Manchuria Railway Zone, which are executed by the Bureau of Communications of the Kwantung Government as heretofore. And to materialize the perfection of communication services, the Manchoukuo Government established the Manchuria Telegraph and Telephone Company, a Japan-Manchoukuo Joint Concern. The concern is authorized to control and manage all the business relating to telegraph and telephone, both wire and wireless, and also the broadcasting.

IV. COMMERCE AND INDUSTRY

Trade. The trade of Manchoukuo can be divided into 3 scopes, Northern Manchoukuo, Eastern Manchoukuo and Southern Manchoukuo. The Eastern Manchoukuo region carries the transaction through Hunchun and Lungchingtsun, the Northern Manchoukuo



Interior of Oil Mill

region through Harbin, Tsitsihar and Ailun, and the Southern Manchoukuo region through Dairen, Yingkou and Antung. The principal imports are the finished goods such as textiles, machineries, machines, various industrial materials, provisions, kerosene oil, and the exports consist largely of the agricultural products such as soya beans, bean oil, bean cake, etc. which are called the staple goods of Manchoukuo, and of the raw materials such as salt, timber and coal. The values of trade during 1932 are 394,909,000 H.Tls. in exports and 192,992,000 H.Tls. in imports.

Commerce. The business of Manchoukuo merchants are mostly conducted on the old system of "Lienhao" (Joint management), purely Chinese in its organization and other respects. The footings of commercial activities of Americans and Europeans are Harbin, Hsinking, Mukden, Antung, Yingkou, Dairen, Kirin etc., who generally deal in machineries, woolen textiles, cotton, cotton yarns, automobiles, kerosene oil, light oil, provisions, etc.

Japanese reside mainly within the Kwantung leased territory, the S.M.R. Zone and the foreign settlement, and engage in the business of cotton, cotton yarns, sugar, machineries, aquatic products and general merchandise.

Industry. In Manchoukuo where it is endowed with rich natural resources, numbers of industry sprang up as a matter of course.

The principal ones are enumerated hereunder :

Oil and Fat Industry. Bean oil and bean cake which find outlets to various foreign countries are manufactured by "Yufang" (oil mills) throughout the country. The bean oil manufacturing in Manchoukuo has an old history dating back to 300 years ago, and made a signal progress just after Russo-Japanese War, creating a new epoch. In recent years, however, it declined due to the development of oil extraction industries in Europe coupled with the decrease of demand for bean cake in Japan as well as the fall in the market price. In consequence, the amount of export of bean oil was 3,039,531 piculs, and bean cake 31,375,133 piculs in 1931.

Flour Milling. There are two types of flour mills, primitive native mills called "Mofung" (grinding houses) and modern mechanical mills which came into existence about 30 years ago. At the time of the Great War, the activity of this industry was remarkable, but lately owing to the decrease of wheat production and the increase of the cost, an appreciative quantity of foreign

make are imported, and the Manchoukuo production during 1931 is estimated at 4,108,721 piculs.

Brewing and Distilling Industry. From the ancient times, Manchurians have had a predilection for the spirit called "Kaoliang-Chiu" which is extracted from kaoliang in the distillery called "Shaochiu". Its annual production is estimated at 1,780,000 piculs, 18,000,000 yen. It is not only consumed locally, but exported to the Middle China and even as far as the South China and Chosen.

Chemical Industry. The sulphate of Ammonia is mainly exported to the South Sea Islands and Taiwan. Recently with an increasing demand for this article in Japan in view, a project of larger production is under way. The quantity of its production in 1931 is 26,429 metric tons. Besides the above chemical, oil shale and match manufacturing are reckoned among the promising industries.

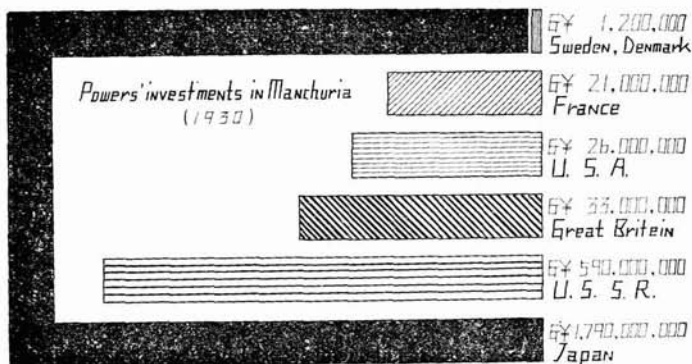
Fabric Industry. Tussak silk constitutes one of the leading exports in Manchoukuo. Since the Great War, its culture made a progress by leaps and bounds, stimulated by a remarkable increase of demand for pongee. The annual output now reaches 10,039 piculs. The Jute spinning, paper manufacturing and woolen weaving are also being operated, but only on a very small scale.

Iron Manufacturing. The Anshan Iron Works which was under the management of the South Manchuria Railway Company produced 269,494 metric tons of pig iron in 1931, and the Penhsihu Iron Works, Japan-Manchoukuo Corporation, 65,620 metric tons in the same year. In June, 1933 the Showa Steel Works was established, which has taken over all the business conducted by the Anshan Iron Works.

Ceramic Industry. The Onoda Cement Company at Choushuitzu in the suburbs of Dairen, had an annual capacity of 157,000 metric tons in 1931, but the ever-increasing demand is causing the deficiency of its supply, and a substantial quantity is yearly imported from Japan proper, China, Chosen, the United States and other countries. A conceivable activity in civil engineering and building construction in the future assisted by the abundant existence of lime stone, the material for cement, and of coal, fuel for its manufacture, is expected to promote a remarkable thriving in this industry.

Tobacco Manufacturing. Tobacco is cultivated everywhere in Manchoukuo, and its quality is generally fine. The aggregate

production in Mukden and Kirin provinces is estimated at 50,000,000 kin (53,000,000 lbs.). The leading factories number 14 and their annual productions are totalled G¥ 17,700,00.

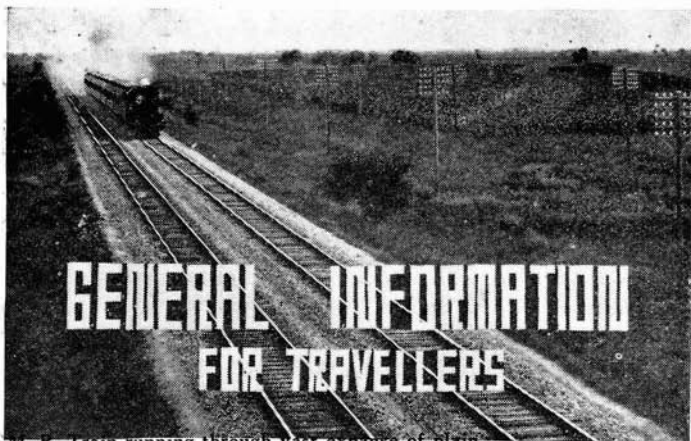


V. South Manchuria Railway Co.

The Story of the development of the South Manchuria Railway Co. is also, to a great extent, the story of the progress of Manchuria in the last quarter-century.

In addition to its extensive railway undertakings which constitute the main business, the Company conducts, as accessory enterprises, coal mines, wharves, warehousing, hotels and other activities. The company is also engaged in educational, hygienic and other public works within the S.M.R. Zone; controls a number of joint-stock companies, electric and gas works, shipping and dockyard companies, etc. Recently the company was entrusted with the management of the Manchoukou State Railways and also with the constructions of new lines, whereupon it established the General Direction at Mukden, business of which was commenced on March, 1933. In autumn of the same year, a part of Northern Line of the Chosen Government Railways was entrusted to the Company's management on the completion of the new line, from Hsinking to Yuki and Seishin ports in North Chosen.

This gigantic company was established in 1906, aiming at general prosperity of all inhabitants in Manchoukou. The authorized capital of the company is 800,000,000 yen, of which 400,000,000 yen is held by the Japanese Government and the other half is allotted for public subscription.



S. M. R. Train running through vast expanse of plain

HOW TO REACH MANCHOUKUO

- 1) From Japan Proper to Dairen.
 - a) The Osaka Shosen Kaisha's liners (5,169-8,188 G. Tons) will be available from Kobe or Moji to Dairen every other day. The distance from Moji to Dairen is covered in two days. Through Ticket may be obtained at the Japanese Railway Stations.
 - b) By regular service of the Japan Air Transport Co. The aeroplane flies from Tokyo to Dairen and vice versa, stopping at Osaka, Fukuoka, Utsunomiya, Keijo, Heijo and Shingishu every day except Monday and on inclement weather.
- 2) From Japan Proper to Antung by rail via Chosen. Through Ticket is available.
- 3) From Japan Proper to Tumen, Kirin and Hsinking by steamer and rail.

The Kita-Nippon Kisen Kaisha's liner "Manshu Maru" (3,053 G. Tons) will be available from Tsuruga to Seishin or Yuki in Northern Chosen, three times per month, covering the distance in 40 hours. From Seishin or Yuki to Tumen, frontier station, by rail.
- 4) From Shanghai to Dairen via Tsingtao.

The Dairen Kisen Kaisha's liners (3,800-4,000 G. Tons) will

- be available every third day. The distance is covered in two days.
- 5) From Tientsin to Dairen by the Dairen Kisen Kaisha's liners in one day. The steamers (1,038-1,270 G. Tons) will sail every third day from both ports.
 - 6) From Peiping to Mukden via Shanhaikuan on the Chinese Government Railways and the Manchoukuo State Railways in 24 hours.
 - 7) From Moscow to Manchouli by the Siberian Railway in 10 days.
 - 8) From Vladivostock to Harbin via Pogranichnaya by rail in 31 hours.

IMPORTANT PLACES TO VISIT AND TIME REQUIRED

Dairen. One day.

Street Scenes, Wharves, Bean Oil Mills, Manchuria Natural Resources Museum, Hoshigaura (Star Beach), Rohkotan (Old Tiger Beach), Parks.

Ryojun (Port Arthur). One day.

Old Forts, War Museum, Manchuria and Mongolia Museum.

Mukden (Fengtien). One day.

Street Scenes, Japanese monument, Walled Town, Manchoukuo Market, Lama Tower, North Mausoleum, North Barracks.

Fushun. Half a day.

Togo or Oyama Pit, Open Cut Coal Mine, Shale Oil Plant.

Hsinking. Half a day.

Street Scenes, Foreign Settlement, Park.

Antung. Half a day.

Yalu River, Yalu Timber Co., Chen-kiang Hill park.

CLIMATE: TIME TO VISIT

Visitors desiring to inspect the industrial developments in Manchoukuo will find it convenient to make their trip in winter, when transactions of the staple products and their by-products, such as beans, kaoliang, millet, etc. are active. The snow-fall is not heavy then. Spring and Autumn are considered to be suitable for sight-seeing, but even in midsummer the heat is not extreme.

The rainy season in Manchoukuo is generally during July and August. However, the rainfall is rather scant, the average being 500 to 700 mm. per year.

YAMATO HOTELS



DAIREN



RYOJUN



HOSHIGAURA (MAIN)



MUKDEN



HOSHIGAURA (DETACHED)



HSHINKING

HOTELS

Undermentioned foreign-style hotels, directly managed by the South Manchuria Railway Co., are highly recommended for foreigners.

They are really fine hotels with every modern convenience and accommodation, excellent cuisine and attentive service. Uniformed "runners" meet every train and steamer to assist the guests in all possible ways. The charges vary according to location and accommodation, the range of rate is from ¥3.00 to ¥30.00 per day, exclusive of meal.

Yamato Hotels located at

Dairen

An imposing five storied building of modern renaissance architecture facing the central circle; from the roof garden a panoramic view of the whole city may be obtained; 3 minutes to station by motor-car; 3 minutes walk to shopping district.

Hoshigaura (*Star Beach*)

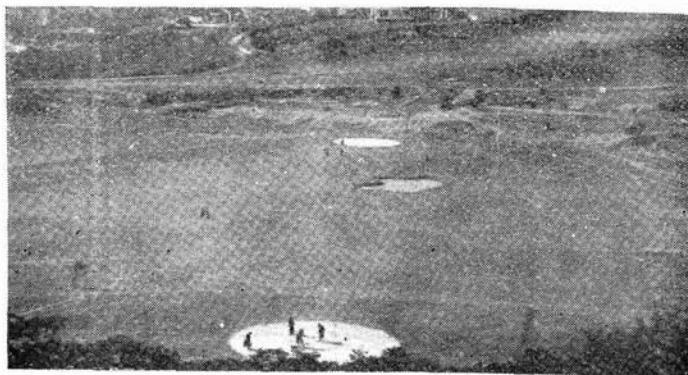
As it is situated in the suburb of Dairen, free bus service to the city is maintained by the Hotel, eleven times a day, distance being covered in 15 minutes. Tram-car is also running, requiring 40 minutes. The room charges are reduced by 50% during from October to March.

Ryojun

The main hotel is located in the new town. The branch hotel at Ohgondai beach is opened from June to September. From station to either may be reached in 4 minutes by motor-car.

Mukden

The three storied building of modern renaissance architec-



Hoshigaura Golf Rinks, Dairen

ture, facing a circular garden was built in 1929 at a cost of ¥1,800,000.00.

Hsinking

It is located only about 3 minutes' walk from the railway station. It is a quiet and cozy hotel with excellent cuisine. The building is surrounded by spacious summer garden. Passengers as a rule take advantage of the spare time before changing to the next train for rest and refreshment.

GOLF LINKS		
Location	Name	Holes
Dairen	Hoshigaura G.C.	18
Ryojun	Ryojun G.C.	6
Anshan	Anshan G.C.	9
Mukden	Mukden G.C.	9
Fushun	Fushun G.C.	9
Antung	Antung G.C.	9
Hsinking	Hsinking G.C.	9
Harbin	Harbin G.C.	9

All the above are of membership system and visitors may be allowed to play under the recommendation of the member.

CURRENCY

In the principal cities along the railway lines, Japanese moneys are generally accepted, the most used being Chosen Bank notes. However, in the Walled Towns and the remote regions, passengers are well advised to provide themselves with Manchoukuo money. It is also to be noted that there are some territories, where local currencies used before the establishment of Manchoukuo are still in circulation.

Monetary Units adopted by various Railways:

South Manchuria Railway.....Gold Yen

Manchoukuo State Railways.....Manchoukuo Silver Yen

North Manchuria Railway.....Gold Rouble

(received by Manchoukuo)
(money or Harbin dollar)

For the purchase of ticket over Manchoukuo State Railways or North Manchuria Railway, it is convenient for a passenger to have a necessary amount exchanged beforehand at the Exchange Shop in Station Compound, and specially in case of entraining on the North Manchuria Railway, sundry expenses such as for meal, gratuity, etc. should be prepared with Manchoukuo money or Harbin dollar.

PASSPORT

Any foreign traveller through Manchoukuo will be required to obtain a Visé from one of the undermentioned offices established by the Department of Foreign Affairs of Manchoukuo :

Dairen Passport Office, 206 Yamagata-dori, Dairen.

Antung Passport Office, on the platform of Antung Station.

Yingkou Passport Office, 7 Houhehyenchieh, Old Town, Yingkou.

Tumen Passport Office, at the Tumen Station.

Manchouli Passport Office, in the compound of Manchouli Station.

Suifenho Passport Office, at the site of Suifenho (Pogranichnaya) Customs Office.

CUSTOMS EXAMINATION

At Antung and Tumen Stations

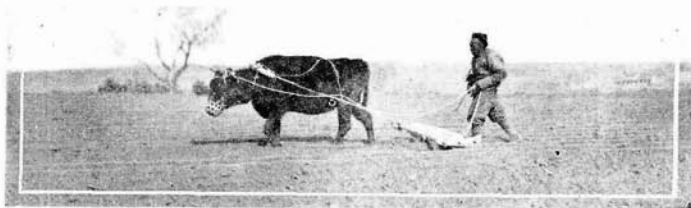
The Chosen and Manchoukuo Customs examinations are held for passengers who enter Manchoukuo from Chosen or Vice Versa. The hand baggage are examined in the car first and the registered baggage are then examined in the examination room on the platform.

At Dairen and Ryojun Stations

The Manchoukuo Customs examinations are held for the passengers who travel north of the Pulantien station, located



Manchoukuo Stilt Dance



close to the boundary between the Kwantung Leased Territory and Manchoukuo.

At Manchouli and Pogranichnaya Stations

The U.S.S.R. and Manchoukuo Customs examinations are held for the passengers who enter Manchoukuo from U. S. S. R. or Vice Versa. The hand baggage are examined in the car first and the registered baggage are then examined in the examination room on the platform.

SPECIAL ADVICE FOR SMOKERS

In the following cases 50 cigars or 100 cigarettes or $\frac{1}{4}$ lb. of cut tobaccos, are admitted free as passenger's own use.

When it exceeds the above limit, the excess will be confiscated.

Examination Stamp must be stamped on the Package for admittance.

1. In the case of passengers who enter the Kwantung Leased Territory (Dairen) by steamer, smokes will be examined at Dairen Wharf.
2. In the case of passengers who enter the Kwantung Leased Territory (Dairen) by rail, smokes will be examined on the train between Pulantien and Dairen Stations.
3. In the case of passengers who enter Manchoukuo, smokes will be examined at the station of Dairen, Antung, Tumen, Manchouli and Pogranichnaya.

FORTIFIED ZONES

The following places are the fortified zones where photographing, drawing, surveying, modelling and aviating are prohibited, unless a permission therefore is obtained from the fortress commandant.

1. Dairen and its vicinity.
2. Ryojun and its vicinity.
3. The vicinity of the Yalu river iron bridge in Antung.

INFORMATION OFFICES ABOUT MANCHOUKUO

- Tokyo :** S. M. R. Office,
1st floor of Marunouchi Building, just at the front of the
Tokyo Station. Tel. (23) 3131-3135.
- Osaka :** S. M. R. Office,
Azuchi-machi sakai-suzi higashi-ku. Tel. Honmachi 1700-
1701.
- Shimonoseki :** S. M. R. Office,
Just at the front of the station. Tel. 1962.
- Dairen :** S. M. R. Traffic Office. Tel. (20) 2365. Japan Tourist
Bureau, 54 Isemachi. Tel. 5554, 4713.
- Ying-kou :** Japan Tourist Bureau,
19 Minami-hongai. Tel. 880.
- Mukden :** Japan Tourist Bureau,
Just at the front of the S. M. R. Station. Tel. 3914, 2863.
- Antung :** Japan Tourist Bureau,
Yamato bashi-dori 2. Tel. 1006.
- Hsinking :** Japan Tourist Bureau,
Just at the front of the S. M. R. Station. Tel. 3393, 4772.
- Harbin :** Japan Tourist Bureau,
78 Kitaiskaya st., Pristan. Tel. 4788, 4513.
- International Sleeping Car Co.,
60 Kitaiskaya, 8 Soongari Prospekt. Tel. 39-78.
- Tsitsihar :** Japan Tourist Bureau,
398 Cheng Yang tai Chieh. Tel. 2442.
- Manchouli :** Japan Tourist Bureau,
Tou Tao Chieh. Tel. 90.
- Shanhaikuan :** Japan Tourist Bureau,
Nankuan Chungchieh. Tel. 99.
- Tientsin :** Japan Tourist Bureau,
Asahigai, Japanese concession. Tel. South 22500, 23833.
- Thos. Cook & Son, Ltd.,
63 Victoria Road. Tel. 30456, 32691.
- American Express Co.
137 Victoria Road. Tel. 30223, 32489.
- China Travel Service,
100 Rue Pasteur. Tel. 30980.

Peiping : Japan Tourist Bureau,
39 Hatamen Street. Tel. East 113, 2283.

Thos. Cook & Son, Ltd.,
Grand Hotel de Pekin. Tel. East 948, 2262.

American Express Co.,
Grand Hotel de Wagon-Lits.

China Travel Service,
10 Hsi Chiao Ming Hsing,
Inside Chienmen. Tel. S.1200, 1560.

Tsingtao : Japan Tourist Bureau,
2 Tang Yi Road. Tel. 2313.

Shanghai : Japan Tourist Bureau,
9 Kuangtung Road. Tel. 15671.

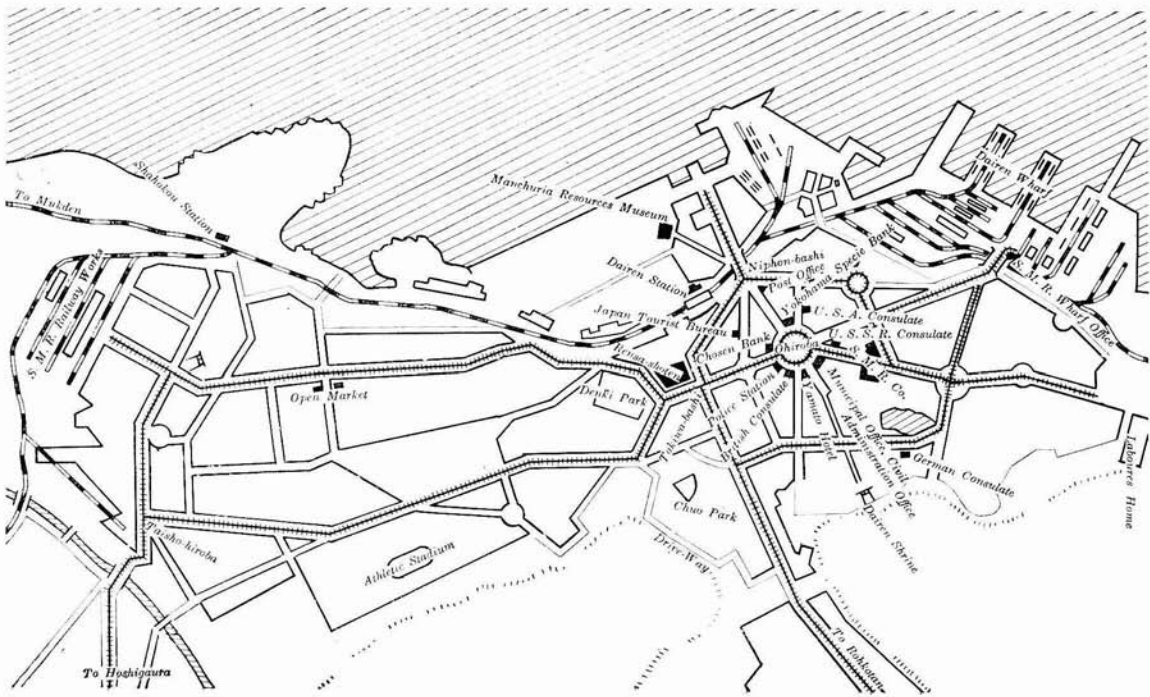
Thos. Cook & Son, Ltd., Central Arcade,
Corner of Nanking & Szechuen Roads. Tel. 62203.

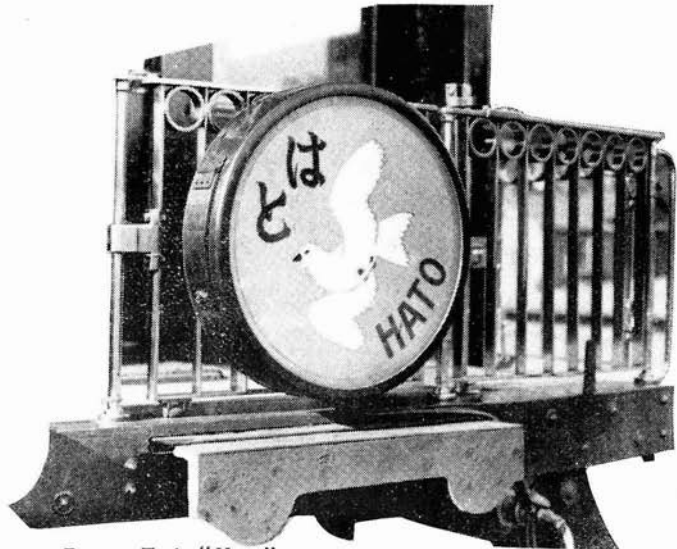
American Express Co.,
15 Kiukiang Road.

China Travel Service,
114 Szechuen Road. Tel. 15264.



Glare of setting sun over vast plain





Express Train "Hato"

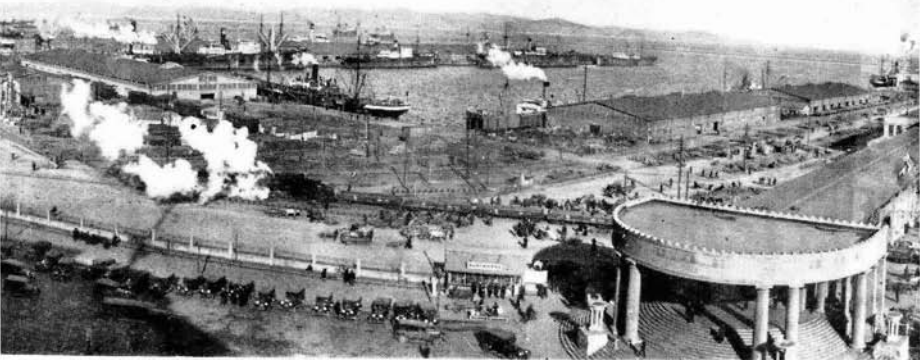
IMPORTANT PLACES

Along the South Manchuria Rly. Lines

DAIREN TO HSINKING

(701.4 km.)

DAIREN. The city of Dairen is located at the end of the Liaotung Peninsula and now occupies an important position in the Far East, being one of the most prosperous ports in the Orient. Its development, however, does not date far back from the present. It was only a fishing village, with a few scattered hamlets here and there, until Russia took steps to build the port city when she obtained a lease of the southern part of the Liaotung Peninsula in 1898. Seven years later, Japan succeeded to the lease of this region. Since then it has steadily grown and expanded as a most modernized city, with a population of 298,153 at the end of August, 1933. The city plan is modelled after Paris, the main streets radiating from several circles like the spokes of a wheel, being intersected by narrower streets. The Ohiroba (central circle), surrounded by main organizations of the city such as Municipal Office, the Yamato Hotel, British Consulate, the Bank of Chosen, General Communication Office, the Yokohama Specie Bank, the Bank of China and the



Port of Dairen

Civil Administration Office, etc. forms a pleasant garden. The Naniwa-cho and Rensa-gai which are the shopping centers of the city, are situated within 3-10 minutes walk from Ohiroba. The urban tramway, running through most of the important streets of the city, reaches the suburban seaside resorts of Hoshigaura and Rohkotan.

Dairen Wharf. Three wharves have been constructed on a large scale with a total length of 6,209 metres which are matchless in the Far East. These wharves can accommodate 38 vessels of 5,000-ton class at a time. The passengers waiting pavilion, which has a capacity for 5,000 persons, was built in 1924 at a cost of 700,000 yen, covering 4,495 square metres. On the wharf compound there stand 72 warehouses, 381,000 square metres, and the open storage area covers 388,525 square metres. Great quantity of beans may be seen stored here during the winter months, when the export of Manchoukuo staple products is in active. The total value of exports in 1932 amounted to 284,240,564 taels while imports reached in value 144,424,158 taels. The number of vessels visiting the port is approximately 5,000 per year.

In July, 1929, a wharf was added at Kanseishi, opposing the main Dairen Wharf, exclusively for the export of coal. The loading capacity is 1,800 tons per hour.

Chuō Park. The expansion of Dairen has caused the removal of its center to the western part of the city. Naturally, so-called "West Park" was renamed "Chuō (central) Park". There is a fine

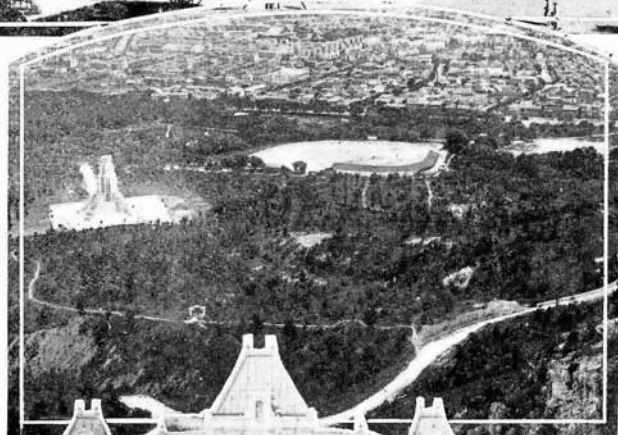


monument on a hillside in the park, dedicated to the Japanese soldiers who fell in the Russo-Japanese War. There are two baseball grounds, besides several tennis courts, public archeryground, etc, in the park.

Denki-yuen (Park). Adjacent to the Chuo Park, there is another small park called "Denki-yuen," which is managed by the S. M. R. Co. Being located on a hill, a splendid view of the city and its environs may be obtained here. In this park there are restaurants, a green house, a zoo, a library, which make it a popular holiday resort.

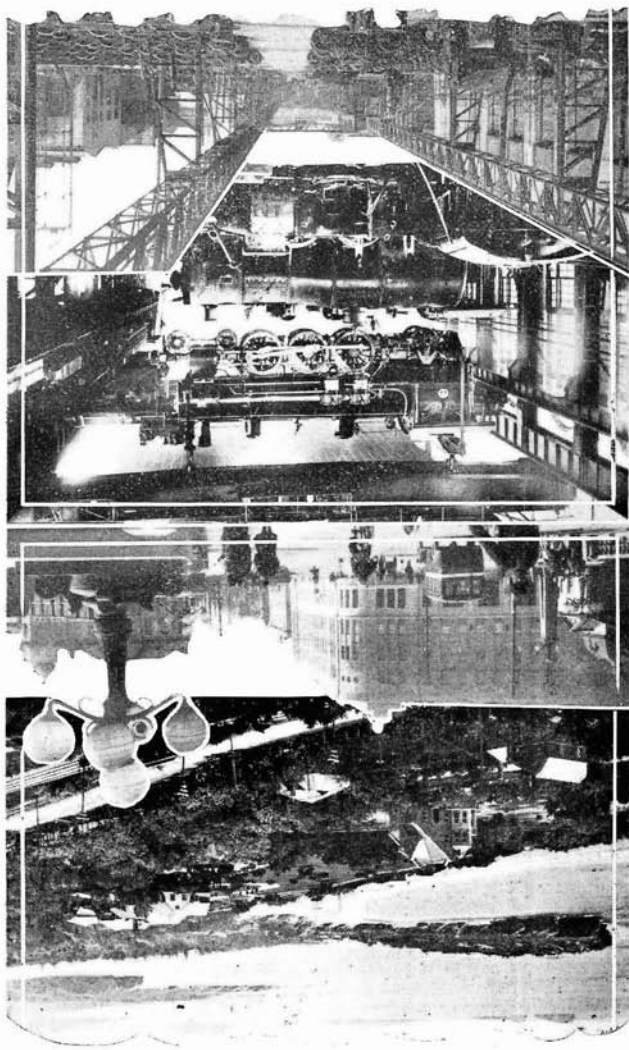
Railway Works is under the management of the S.M.R. Co. The number of shops is about 16. It can accommodate and repair 27 locomotives, 36 passenger cars and 130 freight cars at a time, besides being able to manufacture and repair machine and apparatus of all kinds.

Hoshigaura (Star Beach) is on the seashore, 8 kilometres southwest of Dairen and may be reached by tram-car or by motor-car. The place has many attractive features and enjoys the reputation of being a matchless summer resort in Manchoukuo. In summer the abundant verdure furnishes a charming contrast with the long stretch of white sand bordering the sea which is dotted here and there with picturesque islets. Here cozy villas for renting are built, and a fine hotel, a branch of the Dairen Yamato Hotel, stands in the midst of the park. Recreation grounds and golf links are also laid out.



Dairen. From top:—Central Circle, Chuō Park,
Manchuria & Mongolia Natural Resources Museum

Dairen. From top :—Hoshigaura, Street Scene, Railway works



Rohkotan (Old Tiger Beach) is another seaside resort about 5 km. south of Dairen and may be reached by tram-car. The name "Rohkotan" originated from the shape of a cliff that resembles a fierce tiger howling to the sky.

CHOU-SHUI-TZU is the junction station for the branch line to Ryojun. In the neighbourhood, there is a cement factory of the Onoda Co.

CHIN-CHOU can be reached in 30 minutes from Dairen by express train from where Chinchou-Chengtzutuan Rly. is divided. Motor stages are operated between this city and Dairen several times a day besides the train service, and it has recently grown into an animating city. The history of this city dates back to 108 B.C., but the name of "Chin-chou" was given in 1216. The

Rohkotan



and its
cherry-
blossoms



Gate-way to Chin-chou Castle

city is made up of 2 parts, New Town and Walled Town which occupies the heart of a plain facing Chin-chou bay in the west and shielded in eastern, northern and southern directions by Mt. Ta-ho-shang, Mt. Ping-shan and Nanshan Hill, respectively,

with an immense castle wall running east and west for 793 metres and from south to north for 937 metres.

The road from the railway station to Walled Town forms one of the leading streets of New Town, only 2.1 km. in length, and affords a pleasant walk in Spring and Summer, being lined with refreshing green leaves of willows, elms and acacias. Despite of its old history, the economical development of Chinchou was very slow. However, due to the productive lands around this city and the favourable condition for industrial enterprises, which is furnished by the excellent source of water supply, the industrial development in New Town has indeed been remarkable. There is a large weaving mill of Naigai Cotton Company in the eastern part.

Walled Town occupies the area of 742,197 square metres and its population numbers 17,000. Climbing up the castle wall and looking down from the top of the South Gate, the whole town of Chin-Chou is seen lying spread out in quiet charms. The city still

maintains its ancient traditions unspoilt by the vaunted spirit of modern times and the calm, classic life of the town's people gives the visitor a picturesque and poetical impression. Its manner and condition are honest and hospitable, which is attributable to the oldness of the city and the moral influence of many famous politicians and business men whose birth places were and have been this place. In the vicinity of the 4 corners of the castle lies vegetable garden and grape yard which are provided for an emergency period, as the people outside have to be assembled there. The south, north, east and west streets running crossward in the Walled Town are the flourishing business sections, of which south street is most bustling. There are also in the town the temple dedicated to Confucius, and other temples and many famous ruins.

Nan-shan Hill which is famous for the severest battle of the Russo-Japanese War, lies at the distance of 764 metres from the station. It is a small hill, less than 100 metres high, lying in a plain, whereon is built a fortress, and possesses a most advantageous configuration for military manoeuvres. During the War, the Russian army took up a complete defensive position, believing it will hold out any stronger enemy at least for 6 months. But the Japanese forces opened a general attack at dawn on May 26, 1904, and after hard struggle and desperate fight, occupied the hill in a day at the sacrifice of 4,387 lives. Now it is covered with verdurous pine forest, and on its summit are erected the Japanese Soldiers' Monument and the Russian Soldiers' Monument which can be seen from train window.

Mt. Ta-ho-shang is the highest mountain in the Liaotung Peninsula, 667 metres above sea level, and 3 km. from the station. In the mountain, there are many monasteries and temples, and on its top is found a ruins of the old castle erected in the Kaokouli period (100 B. C.—700 A. D.). It overlooks Pohai Gulf and Yellow Sea on the right and left, and being a best vantage point as an excursion place lying just within 1 day's journey from Dairen, numerous climbers are found during Spring and Autumn.

PULAN-TIEN faces the sea, being located exactly opposite to Fu-chou. About 38 km. east of the station is Pi-tzuwo, a junk port, known for its salt industry. The boundary of the Japanese Leased Territory of Kwantung runs right across the peninsula a several kilometres north of the station.

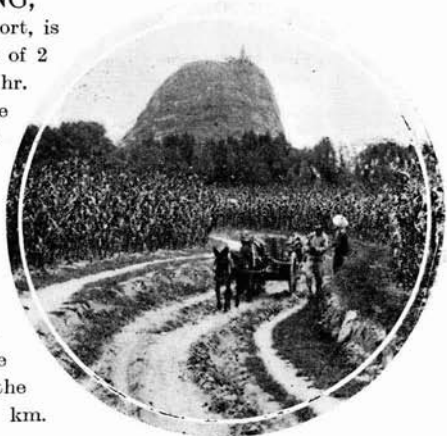


1914
H. H. H. H.

Women of Manchu tribe

HSIUNG-YAO-CHENG,

a well-known spring resort, is located within the reach of 2 hr. 40 mi. from Dairen, 3 hr. 20 mi. from Mukden by the express train "Hato", and raises abundantly the fruits such as apple and pear (brown), which are the noted products of this place. There is an Experimental Farm of the South Manchuria Railway Company. The Walled Town lies at the distance of about 1.6 km. west of the station.



Wan-show-shan, Hsiung-Yao-cheng

Wan-show-shan In the plain 3 km. north-east of the station stands in isolation a gigantic helmet-shaped rock called Wan-show-shan which means a hill longing for the return of ones' own child, and can be climbed from the temple at the foot by sport shoes. The tower on its summit popularly called Suinan Tower which means a tower free from flood disaster is of octagonal semi-lama shape in design, 8.5 m. in height, and can be reached in 30 mi. on foot from the station or the spa. It is vividly seen from the window of the train. An interesting tradition is attached to Wanshow-shan which runs: "In olden times, there lived a widow. One day her darling son went to the capital to try a promotion examination for civil officer who for some unknown reason never returned to his mother. The widow smitten with parental love died at the depth of agony on the rock, crying the name of her son".

Hsiung-yao-cheng Hot-Springs is situated within a drive of 5 minutes from the station by motor car through a shady road fringed with a long row of willows, acacias and poplars on both sides, which gives a delightful refreshing feeling to the tourist. The spa is made up of sand bath and indoor bath, but a distinctive character of this place lies in its sand bath. By digging the source of the Hsiungyao-cheng river, one can see thermal water rushing up in an inexhaustible stream. The rural charm such as taking a sand bath under the clear blue sky or swimming in a

pool is a thrilling pleasure, of which the present-day people who are too accustomed to cultural accommodations have a liking beyond measure. Recently a modern sand bathing place of Italic design covered with glass was provided for the equal enjoyment of sand bathing in winter. In the summer season, campings of school children in the vicinity of the S.M.R. line are held.

The water is colorless, transparent and alkaline, its mean temperature being 50° in centigrade. It is effective for such maladies as rheumatism, chronic eczema, neurasthemia, women's diseases, scrofula, piles, etc., and specially efficacious for gastroenteric diseases and piles.

The hot springs was first utilized by the Japanese army in 1905 and then a hotel came into existence.

TA-SHIH-CHIAO. The Yingkou Branch Line starts from here. Magnesite ore is found 8 km. east of the station. The ore reserves are said to be almost inexhaustible. Niang-niang-miao Temple is in the old temple compound named Hai-yün-ssu, on the summit of Mi-chen Hill, nearly 3 km. southwest of the station. At its annual religious fête held in May, tens of thousand of devotees come to pay homage to the guardian saints.

TANG-KANG-TZU. The Hot Springs can be reached in 1 hr. 30 mi. by rail from Mukden. The name is still fresh in the memory of the world as the place where Their Excellencies Mr. and Mrs. Pu Yi accompanied by their retinue took a repose on the way

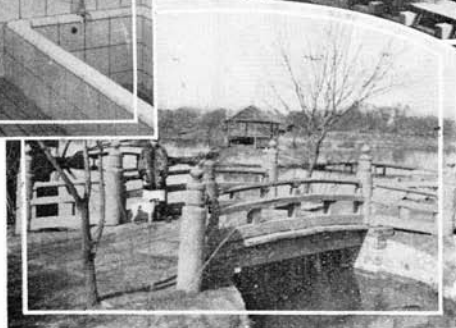
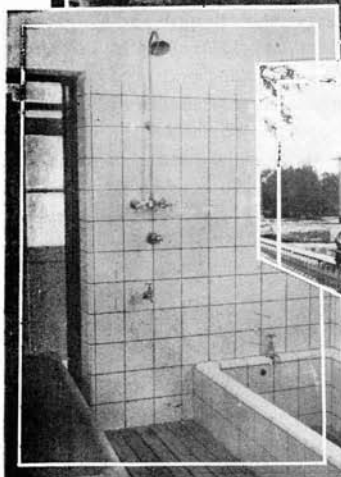


Niang-niang-Miao Festival, Ta-shih-chiao

making their historic entrance to Hsinking to assume the honourable post of Chief Executive of Manchoukuo, the new state. The road stretching 0.5 km. in the north-eastern direction from the station to the Hot Springs is lined with willows on each side, which affords a quiet rural charms in Spring as well as in Summer, when the monotonous croakings of frogs are heard in the rice-fields. The compound of the spa forms a park which is managed by the S.M.R. Company, and where pond and dancing hall are found. The view obtained from Niang-Niang-Miao Temple on a small hill west of the station is indeed splendid, the whole of the spa spreading out beneath the beholder. In May, when the most thrilling Niang-Niang festival is held, the place is thronged with visitors. Towards the eastern direction is seen Mt. Chien, a famous mountain of the Liaotung Peninsula, which finds its eulogies in many poems and songs since some 1,300 years ago. The spa constitutes a most convenient rest-house for those alpinists who conquer the mountain. All hotels are gathered within the premises of the spa and managed by the Tang-Kang-Tzu Hot Springs Company, well provided with up-to-date accommodations and excellent services in addition to its indoor baths.

The sources of springs are five in number, and the water is colorless, transparent and alkaline with a certain percentage of radium emanation, its mean temperature being 73.5° in centigrade. It is efficacious for rheumatism, eczema, scrofula, womens' deceases, hysteria, hemiplegia, myelitis and gastroenteric catarrh. Mineral water is also manufactured in this place. The reputed sulphur mud-bath which finds no equals in the Orient, has widely been utilized by Russians. Recently a new equipment, by which natural hot mud is dissolved into water and made to an ideal bath, and other medical accommodations such as electric-bath water-pressure bath were installed, so that it deserves to be called "Mud-bath Sanitarium" in name and substance. It is effective to chronic rheumatism, neurasthenia, womens' diseases, skin diseases etc. A competent physician gives the necessary directions to bathers after their physical examinations during the hot-springs season, namely from April to October, every year.

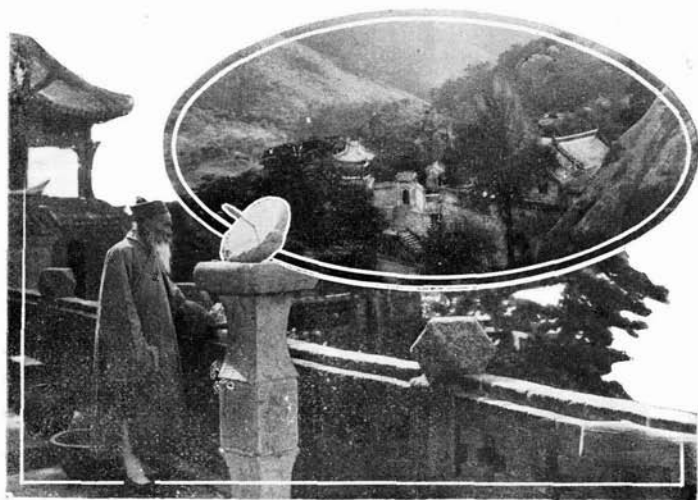
It is said that the emperor Tai-tsu of the Tang Dynasty, during his expedition to Kaokouli, recuperated himself in this spa and that the emperor Kan-lung of the Ching Dynasty also made a stay there. Towards the conclusion of Sino-Japanese War, Japanese soldiers took a rest at this place en route marching from Feng-huang Castle



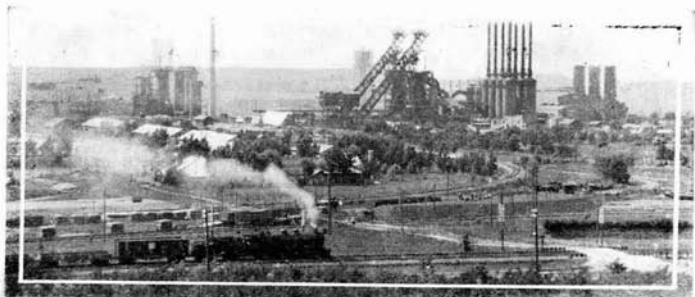
Tang-kang-tzu Hot Spring. From Top:—Main Hotel, Mud-bath, Mud conveyor, the garden.

to Yingkou, and during Russo-Japanese war, the general Kuropatkin established a large sanitarium. After the war, Japanese soldiers made this spa their recuperating place, and during the recent Manchurian Incident, the springs displayed its sacred effect by curing numerous wounded officers and men of Japanese army.

Mt. Chien lies about 13 km. northeast of Anshan or Tang-kang-tzu station and is a branch of the Mt. Chang-pai range. From a distance the whole group presents the appearance of a colossal saw, with one pointed peak after another. Viewed from short distance, its gaunt body is seen to be composed of gigantic rocks and sharp, strangely shaped crags, covered with pine trees, and interspersed by temples and halls of bright red and vivid blue. The quiet and seclusion of this mountain, added to these prominent features, have justly won for it fame as a veritable fairyland. In spring and autumn, the views of Mt. Chien are especially charming. It was only after the Wang-li and Chin-ching eras, during the Ming Dynasty (*about the middle of the 16th Century*) that the mountain began to attract attention, and poets and men of letters made pilgrimages thither in increasing numbers until the Ching Dynasty, when the emperors themselves occasionally honoured the mountain with their visits, thus making it more and more illustrious. In the ravines there are the Five Great Buddhist



Taoist Temple on Mt. Chien



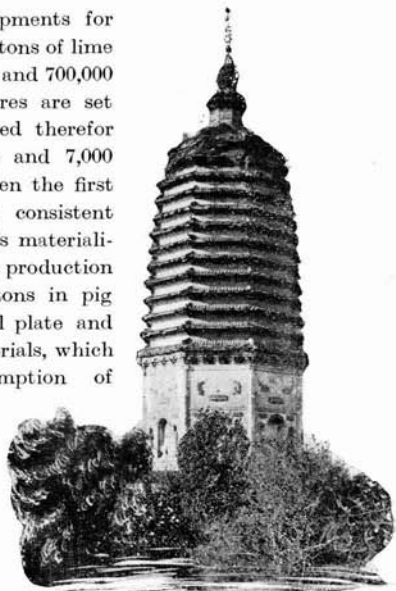
Showa Steel Works, Anshan

Temples and 23 Taoist Temples. The distance to be covered by visitors is about 24 km., just suitable for one day's trip.

ANSHAN may justly be called "The city of iron". The Iron Works which was under the management of the S. M. R. Company was separated from the Company in 1933, and formed into an independent concern under the title of Showa Steel Works with a capital of 100,000,000 yen, which took over all the business carried out by the Iron Works, and is struggling to perform its mission by preparing for the consistent work of steel production.

The iron deposits were discovered in 1909 by the officials of the Geological Institute of the S. M. R. Co. The total deposit of the ore is estimated to be about 600,000,000 tons which generally contains 35%-40% iron. The mines are connected to the works by railway of about 16 km. In December, 1918, the first furnace was completed and pig-iron was first produced in May of the following year. When the construction of the second furnace was almost completed at the beginning of 1920, the price of pig-iron fell from the war-time price of 440 yen a ton to 50 yen, owing to the world wide depression after the war. With a view to adjusting the enterprise to the new condition, a board of investigation was organized in January, 1920 to discover a way of producing iron cheap enough to pay at that price from such a low grade ore as they have at Anshan. Ultimately, the so-called hematite reducing system and magnetic concentration system were invented by a Japanese expert attached to the plant, by which methods the percentage of iron can be increased to 55 on an average. At present, it engages in the production of pig iron exclusively with one 500-tons smelting furnace and two 350 tons smelting furnaces, the capacity of yearly production being 310,000 tons. As an acces-

sory enterprise, the equipments for the production of 400,000 tons of lime stone, 300,000 tons of coke and 700,000 tons of Takushan iron ores are set up, the workmen employed therefor numbering 950 Japanese and 7,000 Manchoukuo people. When the first period planning for the consistent work of steel production is materialized, the capacity of yearly production will swell up to 80,000 tons in pig iron, 200,000 tons in steel plate and 135,000 tons in steel materials, which necessitates the consumption of 700,000 tons of lime stone, 420,000 tons of coke and nearly 1,400 tons of Takushan iron ores, and the increase of workmen to the number of 2,100 Japanese and 8,000 Manchoukuo people is expected. The new elegant



White Pagoda, Liao-Yang

building of the Steel Works was built last Autumn on a site 1.7 km. west of the station at the cost of 300,000 yen. The city which promises a steady expansion in future hold a populace of 21,945 including 8,755 Japanese (report at the end of 1933). There are one Middle School and one new Girls' High School in this city.

LIAO-YANG is one of the oldest cities in Manchoukuo, being well known since the dynasties of the Shang and Yin (1770-1122 B. C.).

Paita Park (White Pagoda Park) is about 0.5 km. east of the station, in the New Town. Here stood the old temple named Kuang-yu-ssu, which was founded during the Tung-han Dynasty. An attractive feature in the park is the well known Paita (White Pagoda), which is a tower of 13 storeys, 70 metres in height, with Buddha images carved on its walls. The Pagoda may be seen to the right of the train bound for Mukden from the south just after leaving the Liao-yang station.

YEN-TAI. The traveller reaches Yentai Coal Mine in 25 minutes by east-bound gasoline car after changing the train here. The mine was once operated by an English and at another time by a

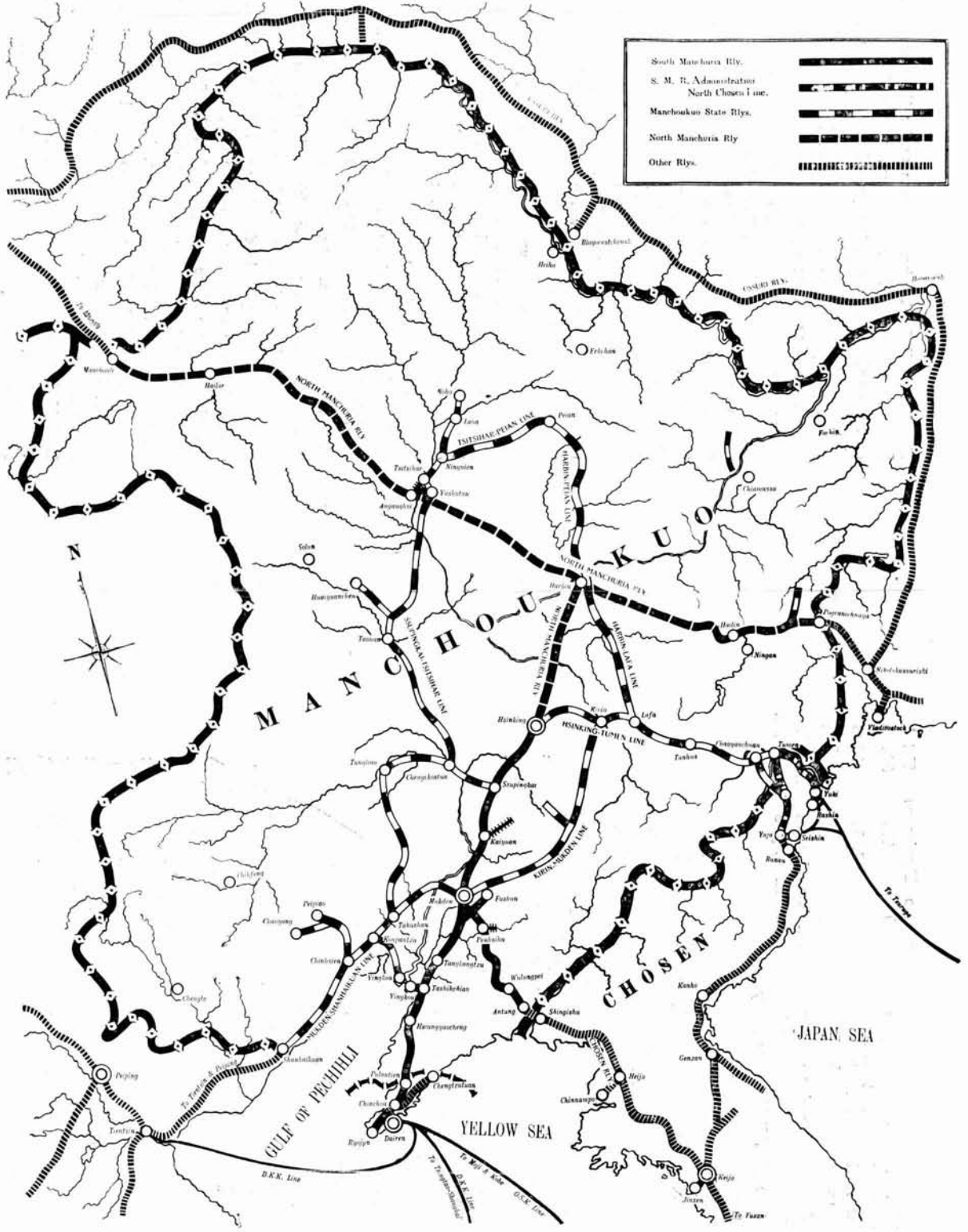
Russian until 1907, when it came under the management of the South Manchuria Railway Company. The coal is semi-anthracite, and the estimated deposit is reported to be 20,000,000 tons. Since the opening of the coal field, about 2,500,000 tons of coal was mined, and the production for the year 1933 was expected to be 170,000 tons which will be increased to 300,000 tons in the near future. Owing to the existence of explosive gas in the mine, and the softness of coal which produces a large amount of dust coal, the scope of its utility was limited, which naturally interrupted the development of the mine in no small degree. However, with the progress of technique in recent days, the danger of gas was completely protected enabling to work it efficiently and in safety. The method of mining was also fundamentally improved by means of coal pick, which increased the production of lump coal. Moreover, a briquette manufactory with a capacity of yearly production of 100,000 tons was established and is supplementing the poorness of this mine.

SU-CHIA-TUN which was heretofore nothing but a mere branching point of the Mukden-Antung line grew into an important place for the control of train operations as a virtual yard station, in sequence of the completion of a modern large engine-house. Since then the inhabitants grew up abruptly till it came to hold 3,200 Japanese residents.

HUN-HO is the junction station for the Fushun Branch Line.

MUKDEN lying in the central part of Fengtien Province, is one of the most important and oldest cities in Manchoukuo and can well boast of its history as the birth place of the Manchu Dynasty which reigned over China for 267 years until the 1911 Revolution. Having the geographical advantage of being located in the midst of a vast fertile field, near the river hun, the city was known as a business center since the year of 1206. In recent years, late Chan-tso-lin and his son Chan-hsueh-liang set here their Government Offices until the Manchurian incident which caused the establishment of Manchoukuo, whose capital was set in Hsinking. Mukden in future will be enlightened as a genuine commercial city, without any fear of political troubles as before. The city is divided into three sections, S.M.R. Zone, Foreign settlement, Walled Town. The population at the end of December, 1933, are estimated as follows:

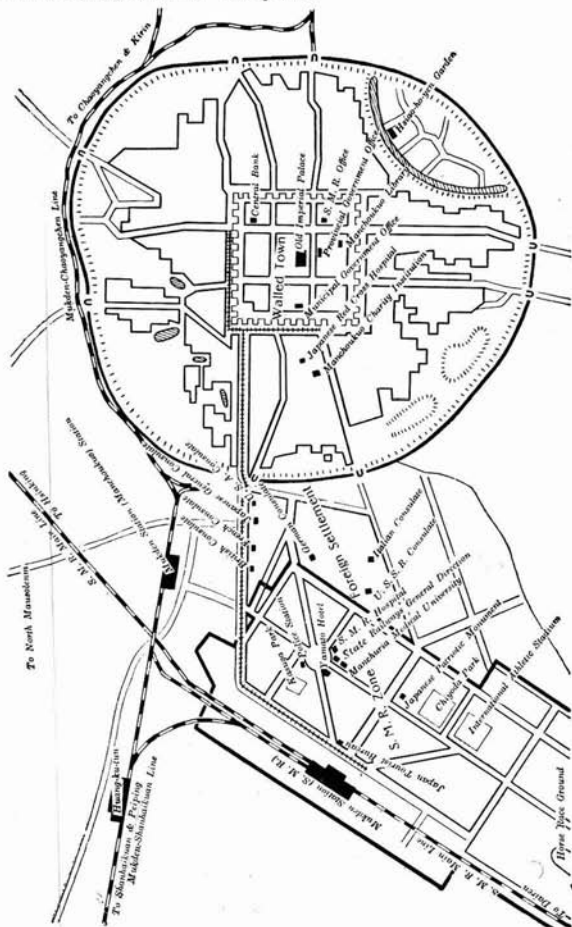
MANCHOUKUO RAILWAY MAP



South Manchuria Ry.	
S. M. R. Administration North Chosen Line	
Manchoukuo State Ry.	
North Manchuria Ry.	
Other Ry.	

	Manchoukuo	Japanese	Foreigners	Total
S, M. R. Zone	16,856	39,320	779	56,955
Foreign Settlement & Walled Town	374,291	14,681	1,201	390,173
Total	391,147	54,001	1,980	447,128

An extensive city construction plan is under project, with a view to establishing a great Mukden which may easily hold a populace of 1,000,000 after ten years.



Sketch Map of Mukden

S. M. R. Zone. Along the railway lines and towards the Walled Town lies the South Manchuria Railway Zone, oblong in shape, covering 13,070,437 square metres. The management of the town and other public enterprises in connection with education, hygiene, etc., are all carried out by the South Manchuria Railway Company. According to the city plan, the industrial quarter is designed at a westward part of the trunk line of the South Manchuria Railway. The southern part of the Zone is the residential quarter, the eastern part is the educational circle where the Manchuria Medical University, middle school, girls' school and primary school are situated; the center part is the commercial quarter where is traversed by the main streets, Naniwa-dori, Chiyoda-dori etc. each about 37 metres wide and macadamized. Kasuga-cho which intersects Naniwa-dori and Chiyoda-dori is recently added as the most flourishing shopping center. In the midst of Grand Circle at the end of Naniwa-dori, there stands Russo-Japanese War Monument, 18 metres high.

Memorial Monument for the Japanese Warrior. The attractive monument in shape of hexagonal pyramid standing in the large compound near the Chiyoda Park was erected to the memory of the Japanese who gave their lives at Mukden and its vicinity for the sake of their country in the Russo-Japanese War. Men and Soldiers who fell in the Manchurian incident were also added here.

Foreign Settlement. It lies between S. M. R. Zone and Walled Town and is called "Shang-fu-ti". There are Japanese, British, American, French, German, Austrian and U.S.S.R. consulates, around which the business stores and firms of respective nationality are located, in each of which a special atmosphere of its own is discernible. Japan Red Cross Society Hospital, Mukden Station of Manchoukuo State Railways etc. are found here.

Yellow Temple. "Shihsheng Temple" located outside the Hsiao-hsi-pen gate (the outer west gate) and northward of the Mukden Park, is commonly called "Huang Temple" which means "Yellow Temple" on account of the yellow tiled roof. The temple erected by the imperial order about 300 years ago on a large scale, having a vast precinct, covered with old trees, has long been admitted as the head Lama temple among those in Manchoukuo. The bow and arrow used by Emperor Tai-tsungwen, the second ruler of Tsing Dynasty, are said to be preserved in this temple. The grand festival is held on the 14th of January in Lunar calendar every year.

Manchoukuo beauties



Picturesque Spots in North Mausoleum, Mukden

Walled Town, 3 km. east from S.M.R. station, is surrounded by walls, roughly 5 km. in length and about 10 metres in height, their top being so broad that field guns may be mounted. With in these walls are the old Palace, where T'aitung the Second Emperor of the Ching Dynasty took up his abode about three hundred years ago. All the antiques of rare value associated with the Ching Dynasty are now in Peiping, but the imposing buildings are still to be seen here, which inspire the imagination of the visitors. While the city is rapidly being modernized, it still preserves its traditional Manchoukuo aspect. Ssuningchieh and other large streets are in the bustling center of the city, which has undergone a complete reconstruction, and electric cars are now running where the outer walls once stood, and several wide roads now traverse the town in all directions.

West Tower. There are four Lama Towers, North, East, South and West in the suburbs of the Walled Town. They were built by the imperial order and dedicated to the Guardian-God of the capital. The West Tower, standing in the Yen-Shou Temple on Hsi-ta street, is the representative of them and less decayed compared with others. The embossed carving of a lion is seen on the side of the tower, so magnificent as to remind a tourist of the period when the Lamaism prevailed.



**View from the
Mukden Station**

**Street Scene,
Mukden**



The Imperial Mausoleums

In the suburbs of Mukden are two mausoleums — East and North—dedicated to the emperors of the Ching Dynasty, as it was here that the Dynasty was founded. The Tung-ling (East Mausoleum) is about 16 km. northeast of the city on the top of Tien-chun-shan hill. It was built in 1629, being dedicated to the First Emperor Tai-tsu of the Ching Dynasty. The Pei-ling (North Mausoleum) is about 6.5 km. north of the Walled Town amidst a dense forest. This mausoleum was erected in 1643 to mark the graves of Emperor and Empress Tai-tsung, the second ruler of the Ching Dynasty. The tomb is encircled by walls, 546 metres in



Manchu doll in native costume

circumference. The luxuriant verdure, together with the red-tiled, vermilion-colored towers here and there, gives a dignified air to the government tombs. Few people go to the East Mausoleum, but North Mausoleum enjoys a daily popularity among the visitors and natives as well.

TIEH-LING. As the northeastern side is skirted by the river Chai which joins the river Liao at a point 3 km. northwest of the city, Tiehling had been a great grain market until recent railway development deprived her of her prosperity. Lung-shou-shan (Dragon-Head Hill) is the only recreation ground in Tiehling. The hill was named after the tradition that a certain warrior slained



Dragon-Head Hill, Tieh-ling

a huge dragon for the safety of the natives and buried its head there. On the summit are an ancient Manchoukuo temple and a nine storied old pagoda. It commands a wide panoramic view of the city and its vicinity.

KAI-YUAN. The opening of the railway has made this city the great accumulating and distributing center for the staple products, more than 654,621 tons of which being consigned to the railway from this place. The long trains of Manchurian carts loaded with beans streaming into the city is an interesting sight in winter. It is also the terminus of the Kaiyuan-Shie-fen Light Railway (63.70 km.).

SSU-PING-KAI. Being surrounded on all sides by fertile plain and very conveniently situated for communication with Mai-mai-kai, Pa-mien-cheng and Cheng-chia-tun, which are great markets for kaoliang and beans, Ssu-ping-kai has developed into an important center for such commodities. Moreover, it is the starting point of the Ssuping-kai-Tsitsihar line. The prosperity of Ssu-ping-kai has been much enhanced and its future development seems certain. This city is also historically noted, as it was here that the Japanese and Russian Commissioners met together at the close of the Russo-Japanese War to discuss plans for the withdrawal of troops and the transfer of the railway.

Soya Beans in Osier Bins →
Kai-Yuan



Soya Beans stored in the Hsinking Freight Yard

KUNG-CHU-LING. The S.M.R. Co. established the Agricultural Experiment Station here in 1913, and various experiments, investigations and researches are conducted with a view to the improvement and promotion of agriculture in Manchuria and Mongolia.

Of all experiments, the most serious attention has been paid to improve the Manchurian soya beans. After a series of experiments, this station succeeded in obtaining two species of the beans best adapted to Manchuria, which were adopted

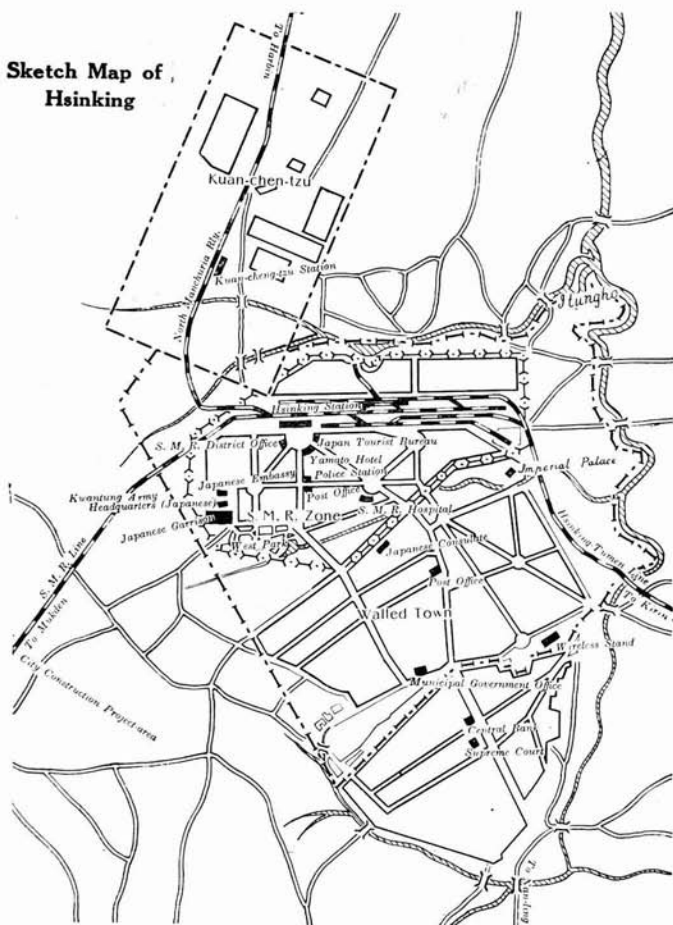


Agricultural Experiment Station, Kung-chu-ling

as standard seed beans. In the field of stock farming, the station is improving the poor native breeds of sheep and hog. In the case of sheep, they crossed a superior Merino breed imported from abroad with the native Mongolian and obtained a fixed cross of a superior stock which yields better and more wool. Similarly, the native hogs were crossed with superior Berkshire breed. Improvement of Mongolian pony and cattle is also being undertaken at this station.

To the origin of the name "Kun-chu-ling", the following interesting legend is attached. The word "Kun-chu" means a imperial princess and "Ling" stands for a peak of mountain. About 200 years ago, the imperial princess of the Second Emperor of Chin Dynasty engaged to Mongolian royal family, and when the imperial car reached a point 4.3 km. north of the city on the way from the Peking palace to the Mongolian king's residence, she was suddenly caught by illness and breathed her last, notwithstanding all cares and nurses of her suits, whereat her remains was buried there, and her burial place was named "Kun-chu mausoleum". Now the imperial shrine stands on the summit of Kung-chu-ling hill. The whole territory is a high land and forming a water shed between Southern Manchoukuo and Northern Manchoukuo, it came to be called Kun-chu-ling. The traveller either visiting or passing this city will notice a row of ornamental dragons on the roof of the station building. It is said that Manchoukuo dragons vary in kind,

Sketch Map of, Hsinking



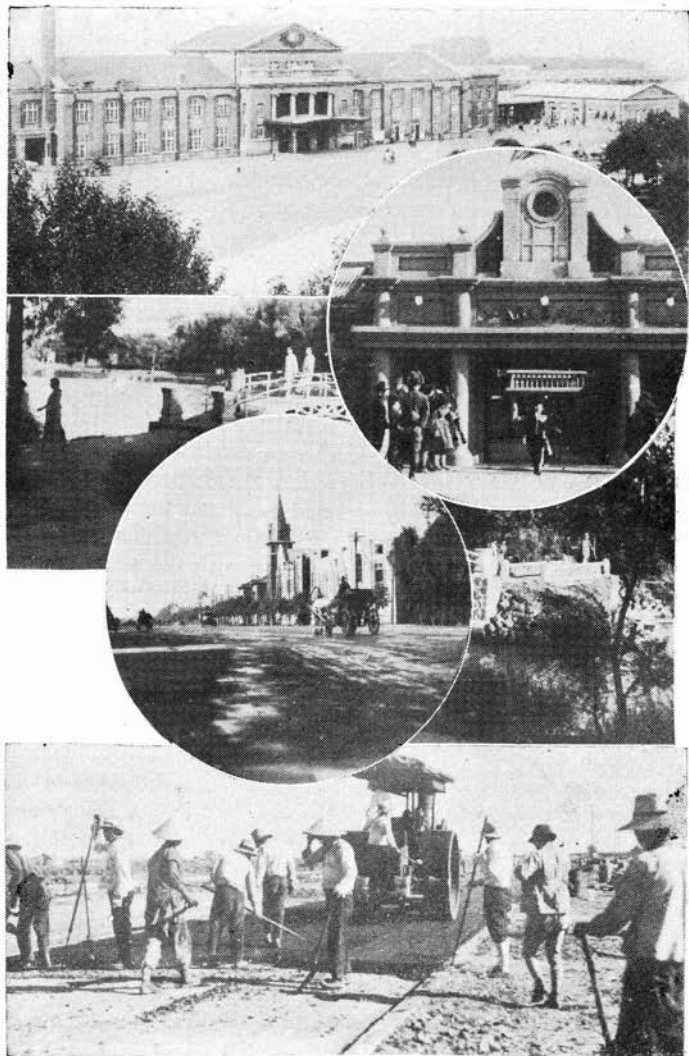
but the one found here is an "ascending dragon" which has a special liking for high place, and this place which is located 203 metres above sea level with the same height as 203 metre Hill at Ryojun will perhaps be found to be a finest abode for these dragons. HSINKING is the capital of Manchoukuo. It forms a junction point of international traffic, upon which converge the South Manchuria Railway, the North Manchuria Railway and Hsinking-Tumen line, and is specially important in point of its being the connection station on the trunk line interlinking Europe with Asia. Upon the

completion of the Hsinking-Tumen line which opened the communications of North Chosen ports with Manchoukuo, its importance was greatly increased both politically and commercially, combined with its economical value which is manifested by the rich fields called the "granary" of Northern Manchoukuo and the forest zone lying in the back-land.

The city which only a couple years ago was comparatively a small town was already converted into one of leading metropolises, with a population of 150,000. Still it is assuming the beauty of a modern city with ceaseless steps. An extensive first period city construction plan was already started, which may embrace a populace of 500,000, and when it is completed, the city will present a gorgeous modern European city. All buildings except those for memorial purpose are not allowed to have the heights above 20 metres, in consideration of the time of emergencies such as earthquake and other natural calamities. The plan not only aimed at the perfections of economical, cultural, sanitary organs and of machines for the preservation of peace, but also is prepared for a margin so as to cause no inconvenience, even in the case that the population may exceed 500,000 in future.

The origin of the city dates back not so far, it was only over one hundred years ago. Until that time, the region was a mere pasture land belonging to a Mongolian prince, wherein Hans established a town called Changchunpu, 7 km. north of the present city. In 1825 Changchun Prefectural Office was established in the walled compound. Thence it was called Changchun remaining a lone town till the advent of Manchoukuo. In 1899, with the completion of the southern section of the Chinese Eastern Railway and Kwanchengtzu station, constructed in accordance with the treaty concluded between China and Russia, its economical value came to be recognized, which caused a marked increase of the population reaching 70,000 in number. Later in 1910 the South Manchuria Railway Co. bought up the uncultivated area between Walled Town and Kwanchengtzu, which was constructed to the present S.M.R. Zone. On the other hand, the Chinese Government framed a Foreign Settlement between S.M.R. Zone and Walled Town, and around S.M.R. Zone. Immigration was encouraged which favoured by the geographical advantage, brought a wonderful prosperity to this place. Thus, the present large city came into existence.

The S.M.R. Zone occupies a large area of 23,175,900 square metres including airdrome, parade ground and government premises,



Hsinking. From Top:— Hsinking Station, Imperial Palace, West Park, S.M.R.Zone, Capital Construction underway.

and is popularly called "Toutsokou" among the Manchoukuo people. With the completion of railway connections and along with the progress of the city plan, large elegant edifices were built by a purely Japanese hand. The city is well arranged with blocks of 96 metres by 192 metres having the East Circle and South Circle. On the west side of Chuodori are located government offices, schools and staffs' residences, and the east side and the northern part of the railway are apportioned for commercial, industrial and wharf sections, among which Yoshino-machi and Nihonbashi-dori are most flourishing.

Nishi-ken (West Park) lies at the end of Chuo-dori in S.M.R. Zone, occupying an area of 1,122,000 square metres, and owned by the South Manchuria Railway. It was constructed in 1916 and is the largest recreation ground in Hsinking, covered with verdurous woods, and provided with modern designs, wherein are pond, flower bed, green house, fountain, rest house, zoo, baseball ground, stadium, swimming pool, golf rinks and play ground.

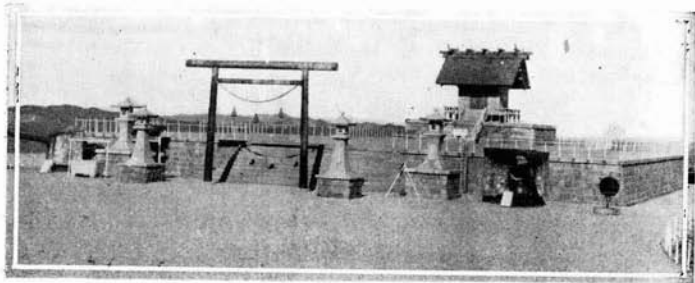
The Foreign Settlement occupies an area between the North Gate of the Walled Town and the S.M.R. Zone. It is a flourishing business section with well-constructed roads and large stores, and where are found 2 large markets, theatres and Japanese Embassy. However, its prosperity was brought about with the establishment of the Industrial Development Company in 1911 under the auspices of the governor, with stock holders of wealthy merchants and high officials.

The Walled Town was originally encircled by a lofty wall of irregular oblong shape, 4.5 metres high and 9.1 km. in circumference with 9 gates for entrance in order to defend bandit raid, and which was built in 1866 by the contributions of the citizens. The greater portion of the wall was, however, destroyed, and its boundary has somewhat become obscure. The main streets are Pei-ta-kai and Nan-ta-kai thronged always with men and carriages, where stand large stores in a row with various novel sign-boards hung up.

RYOJUN BRANCH LINE

(From Choushuitzu to Ryojun 50.8 km.)

SHIA-CHIA-HO-TZU, one of the most popular sea-side resorts in Manchoukuo, is located within thirty minutes by train bound for Ryojun from Dairen. Its gentle waves and shallow sandy beach won a reputation as a most suitable bathing beach, especially, for



Charnel Shrine, Ryojun

children and women. The S. M. R. Co. provides every line of accommodations in summer to facilitate visitors. Several special trains are daily operated during the season.

RYOJUN called "Port Arthur" by foreigners is widely known by the memorable siege during the Russo-Japanese War in 1904. The name "Port Arthur" was given in 1857 in honour of the Duke of Connaught, then young Prince Arthur, to commemorate his visit here when the war was declared against China by Great Britain and France, and the combined fleet made it their naval base for operation against China.

The city is divided by the railway and Monument Hill into two sections, New and Old. The New Town extends along the whole north coast of the West Port. The chief features are the offices of the Government, the Yamato Hotel, the Technical University, the Manchuria and Mongolia Museum and Kourakuyen Garden. The Old Town faces the East Port and has been much modernized since the Japanese occupation. The business establishments, the residence of the Governor, the local Civil Administration Office, the Naval Depot, the head-quarters of the Fortress, the War Museum, the Red Cross Society's Hospital, etc. are located in this section.

Ogondai Bathing Beach (Golden Beach), situated in the southeast section of Ryojun, may be reached within 30 minutes on foot from the station. Ogondai Branch of the Yamato Hotel is open during the summer season.

Monument Hill (Haku-gyoku-san):—Grand Monumental Tower and Charnel Shrine for 20,696 Japanese soldiers who were killed in the siege of 1904 are located here. The height of Tower is 66.5 metres from the foundation. A fine panoramic view of the port and city may be obtained from the hill. The place may be reached in a few minutes from the railway station by motor-car.

War Memorial Museum is in the Old Town and may be visited conveniently en route from Monument Hill to the North Fort of Tung-chi-kuan-shan.

From April to October, it opens 8 a.m.—5 p.m. on the days, excepting April 1 and 29, and on the winter days between November and March, it will be closed on November 3, January 1 and February 11 in addition to every Monday and the day following the National Holidays. Entrance fee: 10 sen per adult; 5 sen per child. The Museum building had been used as the officers club under the Russian regime. Traces of bombardment on the building by the Japanese artillery may still be seen, the holes at the entrance and another in the hall left by shell penetration being prominent.

203 Metre Hill is about 6.5 km. west of the station. Of all the principal defensive positions of Ryojun, this was the highest and occupied a point of vital strategic importance. Here the Japanese and the Russians fought hard for more than hundred days, the casualties on both sides numbering over 14,000. On the summit stands a monument dedicated to the Japanese who fell here, with a Chinese poem, composed by the late General Nogi. The poem was rendered into English by Mr. H. J. Mullett-Merrick as follows:

203 METRE HILL

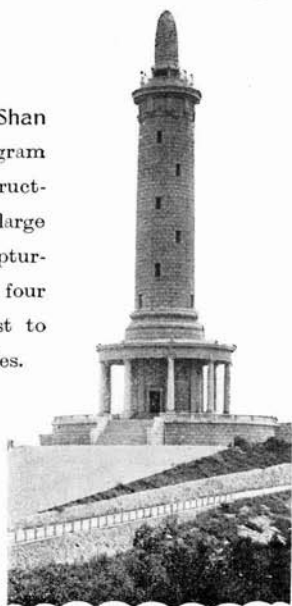
203 Metre Hill is steep.
But the steepest place has been climb'd
By warriors bold with a will to dare
And vict'ry firm set in their mind.

No fame without effort ever was won.
And to do a glorious deed
A man must be ready to bear all ills
And to hardships to give no head,

Shells, corpses, and blood covered the Hill:
Its contour was moulded afresh:
Such tragedy ne'er was known on the earth
Since the gods descended in flesh.

This Hill has thus become sacred to all
As long as the ages shall roll.
To-day regive it a new name to bear:
The glorified "Hill of Thy Soul."

North Fort of Tung-Chi-Kuan-Shan is very seldom omitted in the program of visitors to Ryojun. Russians constructed here a complete fort on a very large scale. The Japanese succeeded in capturing the fort on January 1, 1905, after four general attacks made during August to December, 1904, with heavy casualties.



Grand Monumental Tower, Ryojun

YINGKOU BRANCH LINE

(From Tashih-chiao to Yingkou 22.4 km.)

YING-KOU (Newchwang) is located on the south bank of the river Liao, 22.5 km. from its estuary, and is the end of the line which branches off at Tashihchiao station. The terminal Station of the branch of the Mukden-Shanhaikuan Line is on the opposite bank of Yingkou, which bears the same name as Yingkou station of S.M.R. line. Being conveniently situated, Yingkou long enjoyed great prosperity as a point for landing commodities transported down the river Liao from the interior of Manchuria and Mongolia. In 1858, it was opened as a lone port in Manchuria and is now struggling to hold its own, against Dairen and Antung. The customs returns for 1932 showed an aggregate of 125,676,270 Taels. The city is divided into 2 sections, the S.M.R. Zone and the Old Town, and is a lanky city with an area of 8 km east and west by 2.3 km. south and north. In the S. M. R. Zone is Toa Tobacco Company which

runs the business in a large scale. The Old Town is surrounded by a mud wall and moat, where are found many Manchoukuo people's stores, the business of which is very active. The population is about 115,000.

Yingkou Wharf. This port has more than 30 wharves along the bank of the Liao, and is formed of 2 general divisions, steamers' anchoring section and Junks' mooring section. The former occupies the water area of 5,900 metres x 750 metres, and the latter is located in the lower stream adjoining to the former. The navigation is permitted only during day and prohibited during night, being liable to be endangered by the bar. Owing to the impossibility of navigation caused by the freezing of ice from November to March every year and to the considerable activity of Dairen port, the development of the port was greatly narrowed down. But the superior position it holds in the coast trade with China can never be underestimated. The principal exports are bean oil, bean cake, kaoliang and coal, its leading imports being cotton and cotton yarn, flour, food stuffs, tea, petroleum and hardwares. It is a special feature of this port that the imports always exceed the exports, which seldom occurs in the port of Dairen or Antung.

FUSHUN BRANCH LINE

(From Hun-ho to Fushun 48.9 km.)

FUSHUN is quite well known for its collieries. The collieries were already mined by Koreans some 7 hundred years ago for fuel used in manufacturing earthen-wares. Since then, it was utterly neglected till the year 1900, when Chinese commenced its



River Port of Yingkou

mining. Later the right of mining was acquired by the Russian Far East Forestry Company. But, while the preparations were still incomplete, the Russo-Japanese War broke out, which caused the temporary suspension of its operation. After the War, in 1907, it was transferred to the South Manchuria Railway Company which carried on its business till the present day. The city was first built on a cultivated field north of Chien-shan Hill, which was then named Chien-chin-chai city. However, the site being found to lie just on a coal stratum, with the materialization of "Open Cut," the shifting of the city was begun in 1920 completing it in 1929. The total area of the present city covers 41,500,000 square metres, and forms a modern civilized city. There are 1 middle school, 1 girls' school, technical training school, etc. The population numbers about 70,000.

Fushun Collieries. The geological chronology belongs to the Oligocene period of the Tertiary Era. The coal field covers the area of about 601,600,000 square metres, running lengthwise east and west for 17 km. and crosswise from south to north for 4 km. The coal is bituminous, and contains a large amount of volatile matters. The total deposit is roughly estimated at 953,000,000 tons, the average thickness of the coal seam being 40 metres and at some part reaching even 125 metres. There are 2 large pits, "Oyama" and "Tōgō", besides many others. The outstanding feature which cannot be overlooked by visitors is 'the open cut mining' which may well pride itself upon the world. The daily production of the whole coal seam reaches 20,000 to 25,000 tons, and the employees working in the collieries number 3,000 Japanese and 30,000 Manchoukuo people. A recreation ground is provided on an immense tract covering about 82,650 square metres west of the city at the cost of more than 100,000 yen by the authorities of the collieries for the amusement of Manchoukuo employees.

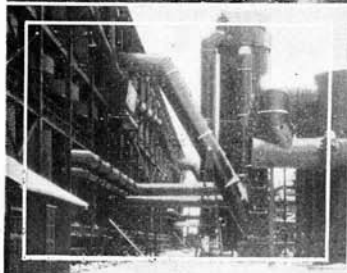
The Open Cut. In the larger and thicker seam lying on the west side of the coal field, where the seam is covered comparatively with thin layers, open cut mining is applied. Ku-chengtzu Open Cut, the representative of all open cuts, is located at the western part of the coal field, running east and west for 5 km. The deepest part of this open cut lies 350 metres under the surface of the earth, and in case of reaching to this point, the dimension of open cut will cover a vast area of 5 km. east and west by 1 km. south and west, and the quantity of coal to be mined will reach about 130,000,000 tons, and of soil, sand and rocks to be

removed, 230,000,000 cubic metres, totalling in quantity 2.5 times as much as the soil digged for excavating that famous Panama Canal. It is surmised that such a time will arrive after 30 years, when coal is mined 3,500,000 tons per year.

Oil Distillation Plant (Oil shale Industry). The existence of oil shale which was known as a combustible stone has been noticed since 1909, and several investigations for extracting oil therefrom were undertaken by various quarters. In 1925, the method of dry distillation by internal heating was discovered, from which time oil distillation work was conducted.

The oil shale is widely distributed on the surface of coal seams in the Fushun Collieries, the thickest part comprising 140 metres, and the total quantity is estimated at 5,400,000,000 tons of which

Open Cut Mine, Fushun



Shale Oil Plant, Fushun



Iron Works, Pen-hsi-h

the quantity to be removed for carrying out the open cut amounts to 320,000,000 tons. At present, the material used for this work comes wholly from the shales taken by open cut. The percentage of oil contained in shale differs according to seams, the highest lying on the top seam and the lowest on the bottom seam. Thus in the shale taken within 2/3 of upper seam, 6% of oil is contained.

MUKDEN-ANTUNG LINE

(From Suchiatun to Antung 260.2 km.)

PEN-HSI-HU is famous for the production of coal, iron ore and lime. The coal is anthracite and semi-anthracite, and is used chiefly for smelting of iron ores. The annual output is roughly estimated at 520,000 tons. The iron ore, for the most part, is of magnetite, the output being roughly estimated at 80,000,000 tons. The history of the iron mine at Pen-Hsi-Hu may be traced back as early as to 1833 when the Chinese worked it in a primitive way. After the Russo-Japanese War, the late Baron Okura took control and the industry is now worked in co-operation with Manchoukuo interests.

CHIAO-TOU is known as the most beautiful and quietest retreat on the line. Three kilometres south of the Chiaotou station, there is the "Angler's Hill" which is also famous for its beauty and picturesqueness. The place may be observed through the train window. To the north of Chiaotou rises a steep mountain named Fu-chin-ling through which is cut the longest tunnel (1,489 metres) on the S.M.R. line. The section between Chiaotou and Lien-shan-kuan stations, lies along the picturesque gorge of the river Hsi. As the train proceeds, peak after peak passes in rapid succession,



"Angler's Hill," near Chiao-tou



Hills of Feng-huang

with silvery stream meandering through, collecting in quiet, silent pools or rushing into turbulent, seething rapids; the whole sight affords a charming view. In late autumn the gorgeous tints of the foliage can hardly be surpassed.

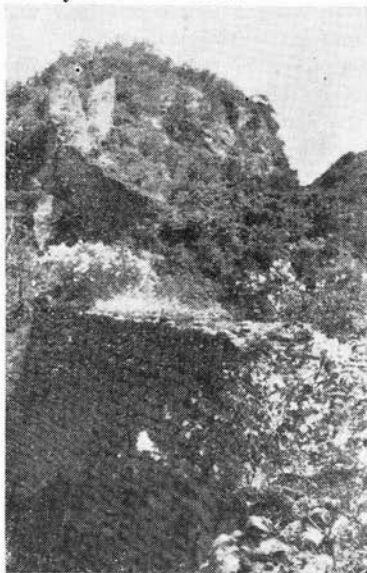
FENG-HUANG-CHENG. From the ancient times, the castle-town of Feng-Huang-Cheng has been established amidst the largest basin along the Mukden-Antung line. Many a people here engages in the cultivation of tobacco leaves, organizing a guild among themselves who have a joint drying place for their own use. There is the S. M. R. tobacco experimental firm in this town. On a small hill west of the railway station, stands a monument underneath of which the ashes of Japanese soldiers who gave their lives in the vicinity during the Russo-Japanese War are buried, and which may be viewed from the station.

Walled Town lies at the distance of 1 km. north-east of the station. It is formed of 2 sections, one inside the wall and the other outside the wall. The wall which has the circumference of 2 kilometres and the height of 6 metres was built in 1481, and inside the wall are found government offices, high officials' residences, temples and shrines which afford a fascinating atmosphere of antiquity. The streets outside the wall are fairly large, and Nan-ta street and Shan-tung street form a commercial quarters. The town

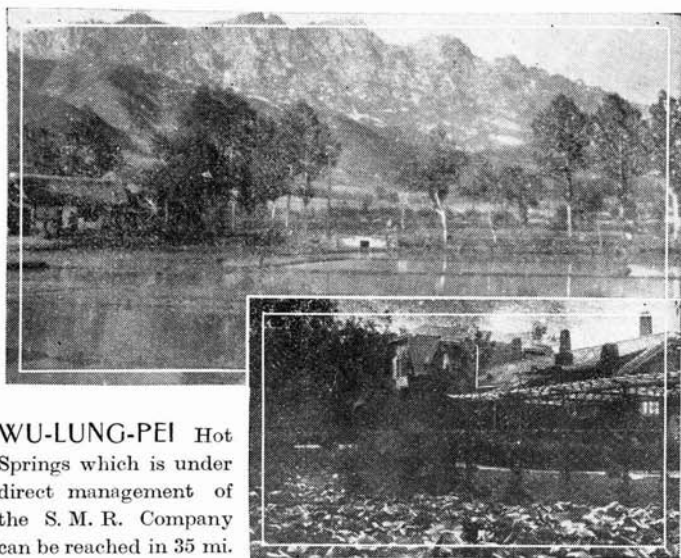
preserves much of its ancient burgensic appearance which is well manifested by the crooked roads, the old wells along the roads, grain market day and the charcoal market day. Close to the eastern end of the city is seen the Confucius Shrine built about 50 years ago, a conspicuous edifice along the Mukden-Antung line, the grandeur and magnificence of which never fails to draw the attention of travellers.

Mt. Feng-Huang. The mountain of curiously shaped crags and peaks with the altitude of 930 metres towering high on the west of the railway station is Mt. Feng-Huang. Walking along the railway line for nearly 2 km. the traveller reaches a village from where the ascent of the mountain is usually made. The mountain is made up of granites, and ascending the passage along the ravine through which a placid mountain stream is gently flowing, numerous gigantic rocks are seen on the crests and shoulders of the mountain, which offers an awe-inspiring, but picturesque view. In Autumn, it is adorned with crimson foliage, and the traveller may enjoy 1 day's pleasurable trip to this mountain. For visiting all the temples in the mountain, more than half a day is required, but those visiting the Head Temple only can cover it easily in 3 or 4 hours.

KAO-LI-MEN. Kao-li Castle stands within 2.2 km. north-west of station. It is a large stone-castle built about 1,500 years ago, with a remains of part of wall about 2.1 metres high and the tracts called Tung-men-chi and Hsi-menchi where the foundation stones are still lying, indicating the positions of the ancient castle gates. The beauty of the castle which vies with Feng-huang mountain came recently to be known, and is filling the zest of mountaineers. The distance from the foot to the summit is not so far, being only 17.7 km. but the climbing is rather difficult for women and children, and it requires a guide.



Ruins of Kaoli Castle



WU-LUNG-PEI Hot Springs which is under direct management of the S. M. R. Company can be reached in 35 mi. from Antung and 5hr. from Mukden by train.

Mt. Wulung and Hot Springs

Recently various cultural equipments were added, and it ranks among the best hot springs in both appearance and substance. The springs lies at the distance of 327 metres from the station, passing a road cut through rice-fields. The white-painted Wu-lung bridge across the Sha river and the row of verdant trees on the bank afford an invigorating air and rural tranquility. During Spring and Summer, sweet-rushes and lotus blossoms are in full bloom, and when the monotonous tune of frogs' croakings and the soft music of singing birds are heard or the glimmering lights of fire-flies are seen breaking intermittently the darkness of night, one feels almost like travelling amidst a Japanese farming village rather than in Manchoukuo. In Autumn, mushroom hunting is started, which is an alluring outdoor pleasure specially loved by Japanese. Towards the north is visible Wu-lung mountain, around which the whole view of the hot springs is assembled. It is said that the name originated in the shapes of the peaks resembling the backs of Wu-lung (five dragons). The bather may obtain a novel impression by climbing Mt. Wu-lung or the historically noted Kao-li castle or Mt. Feng-huang for which a competent guide can be secured by applying to the spa hotel.

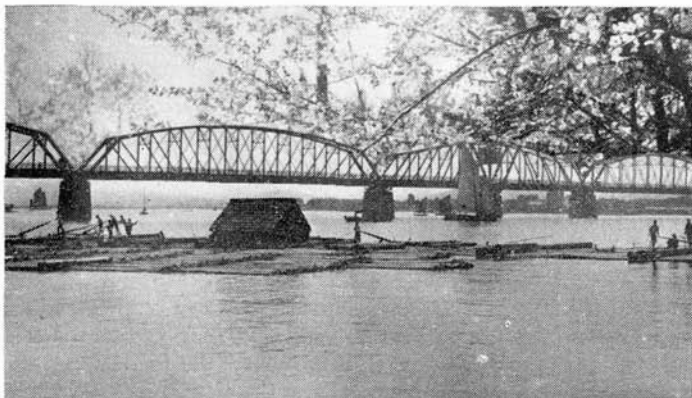
The spa is colorless, transparent and alkaline, and 70° C in temperature. It is specially efficacious for skin diseases, neurasthenia and rheumatism, and also effective for gastric and intestinal diseases, anaemia, Womens' diseases, eczema, wound, piles, scrofula, asthma and bronchial catarrh. The spa is said to have already existed at the time of Tan Dynasty (about 1,300 years ago), and during the Russo-Japanese war a sanitarium was established for the recuperation of wounded soldiers. Right after the war, a hotel was run by a Japanese ex-soldier, which was transferred to the S.M.R. Company in 1917.

Mt. Wu-lung is located at the distance of 2.4 km. north of Wu-lung-pei station and can be conveniently climbed from Lao-ku-kou village although it takes 5 hours to cover the both trips to and from its summit owing to its poor road. The summit is divided into five peaks with strangely shaped crags and rocks soaring above cloud, where a distant panoramic view may be commanded, and from which Shingishu of Chosen is seen over the Yalu river. The mountain is famous for its crimson autumnal tints.

ANTUNG lies on the north bank of the upper Yulu 26 km. from its estuary. Here the traveller sees the wide variance of costume on each bank of the river, where the blue dress of Manchoukuo people on one side makes a striking contrast with the white clothes of Chosenese on the other side, and is struck with a pleasing amazement on observing a remarkable change of customs and even scenes brought about by the boundary of Manchoukuo and Chosen which is marked only by a stream. It is connected with Shingishu on the opposite bank across the iron bridge, 944 metres in length, and each appears like the extension of the other. It is the second largest trade port in Manchoukuo next to Dairen, and the total value of trade in this port during 1932 was estimated at 56,941,682 H.T. The most important article of import is cotton which occupies about 50% of the total value of import, and the principal commodities of export are millet, bean cake, tusser silk, beans and timber, of which bean cake, timber and tusser silk are most noted as the 3 special products of Antung, and which are regarded to constitute a life of Antung. Accordingly, there are 21 oil mills, 17 saw mills, 43 tusser silk factories and other industrial enterprises such as paper mill and match factory, all of which are active. The city is divided into S.M.R. Zone and Old Town. The Old Town is crowded with Manchoukuo people's stores and hold a populace of 112,500. The S. M. R. Zone adjoins to Old Town, with

the streets around the railway station running in all directions and hold a population of 65,900.

Chen-kian Hill which lies behind S.M.R. Zone is the best vantage point for view in Antung and one of the leading recreation grounds in Manchoukuo managed by the South Manchuria Railway Company. In the vast ground covering 330,600 square metres are planted numbers of flower trees interspersed with verdurous leaves of pine trees, where visitors are constantly seen all the year round. Especially in Spring, when the cherry blossoms are in full bloom, the place is changed into a scene of merriment and mirth. There are Antung Shrine, Rin-zai Temple and Japanese Soldiers' Monument in this ground.



Antung :— Yalu River and Chen-kian Hill



Farming village with time-honoured wall gate



Canoe on River Sungari, Kirin

IMPORTANT PLACES

Along the Manchoukuo State Railways

SSUPINGKAI-TSITSIHAR LINE

(571.4 km.)

& CHENGCHIATUN-TUNGLIAO BRANCH LINE

(114.1 km.)

The construction of this lines which traverse the vast Mongolian plain south and north, connecting so called "Granary of Northern Manchoukuo" with the South Manchuria Railway, dates before the independence of Manchoukuo.

According to the period and order of construction, it may be classified into the following 3 stages:

1. Ssupingkai-Taonan Line and its branch, Chengchiatun-Tungliao Line.

Opened to traffic in 1923 by the Treaty of 1913 concluded between Japan and China.

2. Taonan-Sanchienfang Line.

Completed in 1926 in accordance with the Agreement made in 1924 between Mukden Government and the South Manchuria Railway Company.

3. Sanchienfang-Tsitsihar Line.

The aforementioned Taonan-Sanchienfang line was originally planned as a line between Taonan and Tsitsihar and in 1928 upon reaching an understanding that the North Manchuria railway may be crossed, the line between Sanchienfang and Tsitsihar was constructed. The present line running further up to north-east and outskirting the granary region of Northern Manchoukuo in half-moon like shape reaches Harbin.

CHENGCHIATUN was originally a lone village which following the influx of Hun immigrants developed into a central market of Mongolian trade. Later a wharf was built at the terminal point of the Liao water route, which side by side with the opening of Ssuningkai-Chengchiatun line elevated it into a flourishing town. However, affected by the developments of Taonan and Tungliao, its prosperity was greatly diminished, remaining now only as a transit market. The town is poorly constructed with the peculiar features of Mongolian customs. The principal buildings are: Japanese Consulate, Police Station, S.M.R. Office, Agricultural Experiment Station, Bank, etc. The population numbers 42,000.



“Obo” Hill in suburbs of Chenchiatun

“Obo” Hill. The city possesses a famous hill composed of stone-pile named “Oboshan” lying on a point 4 km. west of the town with the altitude of about 24 metres, on the summit of which a pyramid-shaped stone-pile is found, a hypothetical line drawn from it to the similar pyramid on another “Obo” marking the boundary of an individual Mongolian principedom. The surrounding rural charms with the cattle roaming tranquilly can be commanded from its

summit. The word "Obo" originally meant a protuberant ground, although "Obo" commonly shown to travellers is a tutelary god of village. On some place stands "Obo" deified for the safety of travellers and insuring favourable weather.



Tunghiao

TUNGLIAO lies at the end of the Chengchiatung-Tunghiao branch line, and also is the terminus of Tahushan-Tunghiao line. It was formerly a pasture land belonging to a Mongolian Prince, known by the name of "Paintaora" which was derived from a Mongolian word meaning "arable land". Later it was opened to public utility.

The present town is surrounded with a mud wall of 2.6 km. east and west by 2 km. south and north, on a point 4 km. south-east of the river Liao and has well arranged streets. Being situated in the fertile plain of vast extent, where only a sandy hill is seen, with numerous highways to several Mongolian prefectures, it has grown into a large traffic center of Mongolian trade in only 20 years period. The town is active in the transaction of agricultural products, Mongolian oxen, horses and sheep as well as furs etc., and preserves the traces of Mongolian life in the form of procession of caravans and in the Mongolian stores with sign-boards bearing Mongolian letters.



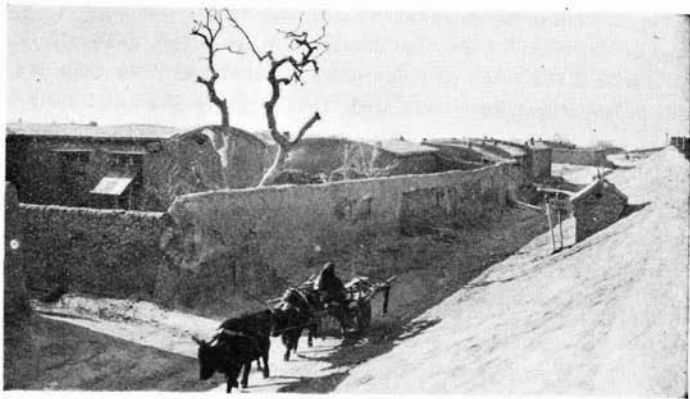
Maolin Miso Tunghiao

Maolin Miao which is the famous household Lama fane of a Mongolian prince lies at the distance 43 km. west of Tungliao and is within the reach of 1 day drive by carriage. The fane is built in so stupendous scale with the gorgeous Fore and Rear shrines, and other stately small temples wherein besides the Living Buddah, nearly 700 priests were living and practiced daily religious austerities. Every year on April 18 and July 15 in lunar calender, the exciting festivals used to be held there. But recently the edifices were unoccupied, and the Living Buddah is now living at a villa in the north-east corner of Tungliao.

TAONAN constitutes a local emporium, and administrative and industrial centre. It was called "Sachigaimoto" in Mongolian dialect, meaning the tree of magpie which used to be a target of travellers, and on which numberless magpies gathered to perch in the evening. The tree still stands, though it is withered. The town is encircled by a high wall and orderly arranged with checker like streets. Most of the houses are built of mud in which the Mongolian custom is reflected. The busiest thoroughfare is Hsinlungtakai where large stores stand in a row. The population numbers 50,000. There are the S.M.R. Office and the Local Office of Japanese Consulate. The leading industry of this town is the pasture products manufacture, and the productions of hide, leather, shoes, boots and others reach quite a large quantity. In the Taor river fishes are found in abundance. At Su-chin-zu 20 km. east of the city lies a ruins of ancient castle where old tiles and coins are sometimes unearthed.



Taonan



"Sachigaimoto", Taonan

TSITSIHAR (Lungchiang) is a castle town of strategic importance originally built for the purpose of defending the northern frontier of Manchuria against the invasion of Czarist Russia. It was called Puhkui in the olden time, the name being still in use among natives. The present name was derived from Tsitsihar, a Defence Army Quarters, stationed on the right bank of the river Nonni. Since 1682 when the general of Heilungkiang Province transferred his administrative seat here from Merugen, it held the position of administrative and military center for more than 200 years. The city which lies en route leading to Heiho is the important link with Hailarerb in the west, Hulan in the east and Petuna in the south as well as a significant point of railway traffic. It is still in an infant stage of industrial development, and is at present nothing more than a consuming city. The city is divided into 2 parts, Inner-castle and Outer-Castle. The Inner-Castle was formerly built of wood, which was rebuilt to the present design in 1908 with the wall of about 3 metres high, having 4 gates in the east, west, south and north. At its south-eastern corner is seen the gracious shrine of Confucius towering high. There stand Prefectural Office and other Government Premises and Officers' Residences. The Outer-Castle was originally encircled by a mud wall which was later destroyed. It forms a business section in a striking contrast with the Inner-Castle which is essentially an office quarter. At the western end of the city lies Lungsha Park which commands the splendid view of the river Nonni from the watch-tower standing in the park. The principal buildings in this city are Japanese



Lungsha Park, Tsitsihar

Consulate, Police Station, Japanese Resident Association, S.M.R. Office, U.S.S.R. Consulate and N.M.R. Office. The population totals 70,000.

HSINKING-TUMEN LINE

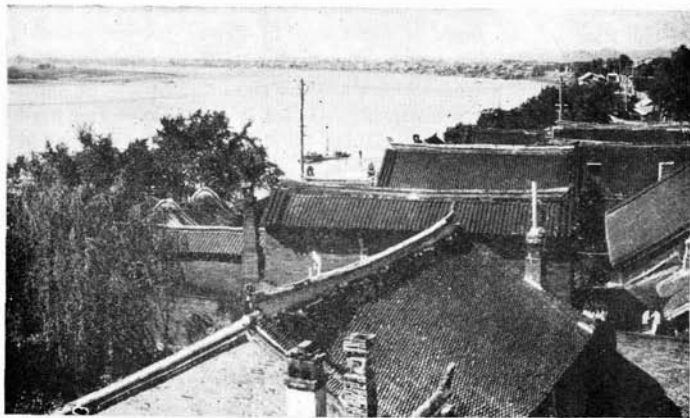
(528.0 km.)

This line runs from Hsinking, the capital of Manchoukuo, to Tumen, the frontier of Manchoukuo through Kirin, Tunhua and the large forest region of the Eastern Manchoukuo and then the extensive fertile plain of Chientao. It also forms the trunk line of the shortest cut from Manchoukuo to Japan proper, crossing the Tumen river and via North Chosen Railway reaching either Yuki, Rashin or Seishin which are the significant ports of Japan Sea, and from where steamship service is available. The whole line was completed in 1933 and can be classified into the following 3 stages according to the period and order of construction:

1. Hsinking-Kirin Line.
Opened to traffic in 1912 by the Treaty of 1905 concluded between Japan and China.
2. Kirin-Tunhua Line.
Opened to traffic in 1928 by the Treaty of 1925 concluded between the South Manchuria Railway Company and the Department of Communications of China.
3. Tunhua-Tumen Line.
Opened to traffic in 1933 as a Manchoukuo State Railway.

By the way, the Hsinking-Tumen Line has a bright future which is further augmented by the opening of the Harbin-Lafa Line this Spring, running between Harbin and Lafa, a way-station on the Hsinking-Tumen Line, and forming an important route for Northern Manchoukuo produces to North Chosen ports.

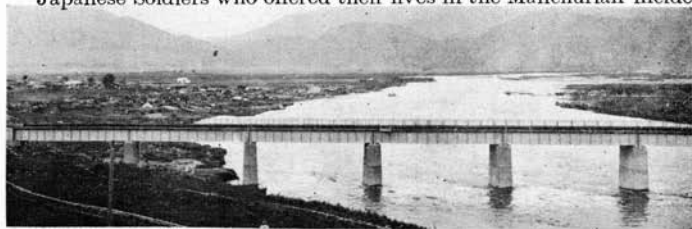
KIRIN. The city lies at a distance of 127.7 km. from Hsinking and can be reached in 3 hours by train. It is constructed on the left bank of the river Sungari, very famous for its scenic beauty. The name Kirin originated from a Manchu word "Chierin-ura" which means "Along the great river". Besides being the political center of Kirin province, it is an accumulating and distributing point of Kirin timbers, and also active in the transaction of tobacco leaves, etc. The city is divided into 2 parts, Foreign Settlement and Walled Town. The Foreign Settlement embodies the area between the station and the Walled Town, in which stand the Oriental Hospital, Japanese Consulate General, etc. The Walled Town is enclosed by a lofty wall save the portion constituting the bank of the river, and forms a commercial quarter wherein many large streets are seen. In the middle of the bank stand the military and civil governor's offices. On the opposite bank of the river facing the city is Chiangnan Park, a recreation ground, covered with aged trees, where an agricultural experiment station is established. From Peishan (North Hill) lying towards the



Kirin City & River Sungari

western end of the castle, its whole view as well as the picturesque silvery stream of the river Sungari can be commanded. On the slope of the hill are built Emperors' shrines. Toward south-western direction about 4 km. from the city, lies Hsiao-paishan (Small White Hill) on which the Chanpaishan temple is seen, where the general of the Kirin Province used to pay homage every year. At its foot are seen lovely tame-deer roaming delightfully. About 8 km. north from the city, just on the opposite bank of the river Sungari lies Lung-tan-shan, on the summit of which Lung-feng-shan, a Buddhist temple is visible, whence a magnificent view of the river Sungari noted for its autumnal colour is obtained. The population is 113,374 including 5,443 Japanese.

TUNHUA constitutes an important point politically, economically and commercially, only next to Kirin, on the Hsinking-Tumen line 338.1 km. distant from Hsinking. On a point 2 km. from the station flows the river Mu-tan-chiang which has played a very important role in the accumulation and distribution of the products raised in this territory from the olden time. The chief products are timber and cereal. The outstanding feature of this town is that no heavy wind blows as in most other places of Manchoukuo and the rainfall is comparatively abundant, which is attributable to the richness of forests and its lying in the basin formed by the surrounding mountains. The town lies in the center of the basin encircled by a mud wall, and occupies an area of 485,950 square metres. The streets are well arranged, where stores stand in a row, although it still bears an appearance of rural town. The population totals 15,000. On the north of the middle between the station and the street quarters are found Paotai-shan Hill from which the whole view of the Tumen basin can be commanded, and on which stands the Patriotic Monument dedicated to the Japanese Soldiers who offered their lives in the Manchurian incident.



Tumen Railway Bridge

account of which it is popularly called "Chuan-Hsing Castle". The castle has been well known from the time of Tang dynasty (618-907 A.D), and since the period of Ming dynasty (1368-1626 A.D), it became the political center of Liaohsi region as a point of strategic importance outside the barrier, besides being the greatest marketing place of cereal and furs. Within the wall stands the octagonal white tower of Kuangchissu (Buddhist Temple) with 13 floors, which was built during the Liao era (907-1113 A.D), although it lies mostly in ruins at present.

SHANHAIKWAN is a junction point of Manchoukuo State Railways and Chinese Government Railways, half way between Mukden and Peiping. Facing the Gulf of Pechihli in front and with a high peak on the back and the Great Wall on the north-east, it forms a natural barrier gate of both mountain and sea, where many wars were waged from of old. The city is divided into 4 sections and encircled by a wall of 4.8 km. in circumference. Besides being a strategic point of national defence, it is also an accumulating and distributing center of products. There are stationed Japanese, English, French, and Italian garrisons. The beach is famed for a good sea-bathing. The population totals 41,000.



Castle Gate, Shanhaikwan at eastern extremity of Great Wall



Wharf along River Sungari, Harbin

IMPORTANT PLACES

Along the North Manchuria Railway Lines

(1721.4 km.)

In accordance with the Treaty of 1896 between Russia and China, Russia set her hand for the constructions of the trunk line from Manchouli to Pogradichnaya through North Manchuria, and the South Manchuria line branching off from Harbin to Ryojun and Dairen, and completed them in 1902, of which the line south of Hsinking was transferred to Japan by the terms of the Portsmouth treaty after the Russo-Japanese war. Since 1902 the railway executive carried out not only the railway business, but also functioned the military, administrative and judicial matters in the railway zone as a Russian government organ. However, with the recognition of U. S. S. R. by the Chinese government upon the collapse of Czarist Russia, it was organized into a Russo-Chinese Joint Railway in accordance with the Soviet-Chinese and the Soviet-Mukden agreements in 1924 continuing its business as a purely commercial organ, which was further reorganized into a Russo-Manchoukuo Joint Concern under the new name of North Manchuria Railway after Manchoukuo's independence.

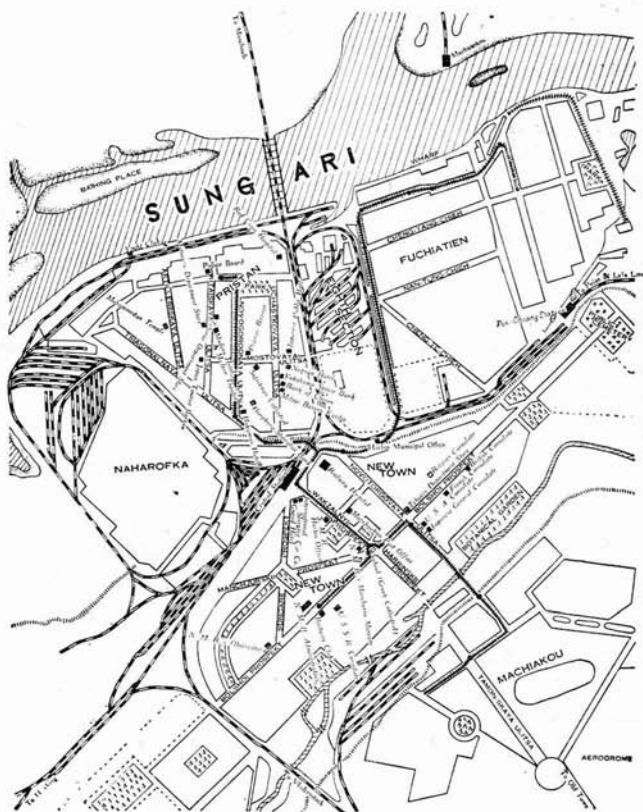
HARBIN. Being a converging site of the eastern, western and southern sections of the North Manchuria Railway, it occupies a place of sui generis in Northern Manchoukuo in the spheres of traffic and economic activities. It was a poor hamlet on the right bank of the river Sungari till the completion of the Chinese Eastern Railway in 1896. Since then, it has grown up wonderfully as the basis of economical expansion of Czarist Russia, thereby exercising her decisive influence upon the living modes of the natives, which till today bears the testimonies on cultural and industrial phases of the city. After the Russo-Japanese War, its progress was so phenomenal that it now boasts one of the most thriving cities in Manchoukuo. It is noted for its gaiety, concerts, dancing and theatricals. The city is divided into 7 sections, namely New Town, Machiakou, Old Town, Pristan, Fuchiatien, Eighth Section, and Nahalofka. The total population according to the census made on August 30, 1933 is reported as follows:

Japanese	13,100
Soviet Russians.....	25,000
White Russians.....	29,000
Manchoukuo people.....	350,000
Others	1,000
Total.....	418,100

Among the others are included more than 30 different nationalities such as English, American, French, German, Italian, Hollander, etc.



Greek Cathedral, Harbin



Sketch Map of Harbin

New Town extends from the Central Station towards the east and south, and occupies the central eminence of the city. This section is built after European fashion with much tint of Russian taste and is known as "Novy Gord" by Russians. The North Manchuria Railway Administration, The Post Office, Greek Cathedral and many important buildings are in this part. Novotorgowaya street is a very flourishing business quarter. On the north-eastern extremity lies the Russian Cemetery bearing the alien colour.

Machiakou lies to the east of New Town and extends over the Machiakou river. It was founded by the "White Russian" after the Russian Revolution, and now forms a residential quarter

of Russians and Manchoukuo people. The Russo-Japanese Association College, the Race Course and Aerodrome are in this part.



New Town, Harbin

Old Harbin is situated at the south-eastern end of the city. It was originally established by Russian, and once occupied a prominent position as a business center, but with the shifting of the center towards New Town and Pristan, it practically lost its importance, remaining now as a singulary industrial quarter. There are the official residences of the North Manchuria Railway, the garrison barracks, some flour mills, and bean mills. Far towards the west is seen the monument erected by the Japanese residents in memory of the gallent Japanese military spies, Yokogawa and Oki, who plotted to blow up the Nonni River Bridge during the

Russo-Japanese War and were shot where the monument now stands. In the vicinity, there is the site where a fierce battle between Japanese and Chinese troops took place during the recent Manchurian incident.

Pristan is the real commercial quarter of Harbin, and its streets are lined by flourishing stores. The Commercial Association, The Produce Exchange, Banks, Markets, Factories, Parks and places of amusement are found in this quarter. In Kitaiskaya, the shopping center stands side by side the magnificent buildings of spacious department stores.

Fuchialien lies close to Pristan along the river Sungari, and is a pure Manchoukuo Town which developed to the present state along the progress of Harbin within only 30 years. It is a large town extending from First Road to Twentieth Road, where all kinds of vehicle are seen coming in and out in succession. Electric cars are running from the central station. This town was established by Chinese after the European model, and is said to be next to Shanghai in its accomplishments. Much importance is attached to the point that it will eventually come out to occupy a commanding position in the distribution of North Manchurian produce.



Manchouli Station

MANCHOULI is a town of Manchoukuo bordering U.S.S.R. The passenger to or from Europe needs to change car at this point. The railway station is much larger in proportion to the size of town, due to the fact that the station was first built and then the town developed in sequence. This town is fringed by mountains

on three sides. On an eastern hill is seen a stupendous wind mill which offers a spectacular scene to the visitor. The streets are orderly laid out after the U.S.S.R. fashion. The part south of the station forms a residential quarter, while the northern part constitutes a business section. The town is specially noted for the transaction of Tarbakan fur and the distribution and accumulation of fishes caught in Darai lake.

POGRANICHNAYA (Suifenho) is located at the terminous of the eastern section of the North Manchuria Railway on the boundary of U.S.S.R. and Manchoukuo. The city is built on a mountain slope, a typical U.S.S.R. "Hill Town". There stand Soviet Consulate, Railway Club, S.M.R. Office, etc.



Pogradichnaya

CONTENTS

	Page
GENERAL SURVEY	5
Physical Features. Manufacturing Industry. Transport and Communications. Commerce and Industry. South Manchuria Railway Company.	
GENERAL INFORMATION FOR TRAVELLERS	15
How to reach Manchoukuo. Important Places to visit and time required. Climate: Time to visit. Hotels. Golf Links. Currency. Passport. Customs Examination. Special Advice for Smokers. Fortified Zones. Information Offices about Manchoukuo.	
IMPORTANT PLACES ALONG THE RAILWAYS	
SOUTH MANCHURIA RAILWAYS	
Dairen-Hsinking Line	25
Ryojun Branch Line.....	54
Yingkou Branch Line	57
Fushun Branch Line.....	58
Mukden-Antung Line	61
MANCHOUKUO STATE RAILWAYS	
Ssuingkai-Tsitsihar and Tungliao Branch Lines	68
Hsinking-Tumen Line	73
Mukden-Shanhaikwan Line	76
NORTH MANCHURIA RAILWAY	78