



# 葫芦岛百万日侨大遣返

## Repatriation of One Million Japanese via Huludao

辽宁省葫芦岛市政府新闻办公室、辽宁省社会科学院 编

Compiled by the Information Office of Huludao Municipal Government, Liaoning Province and  
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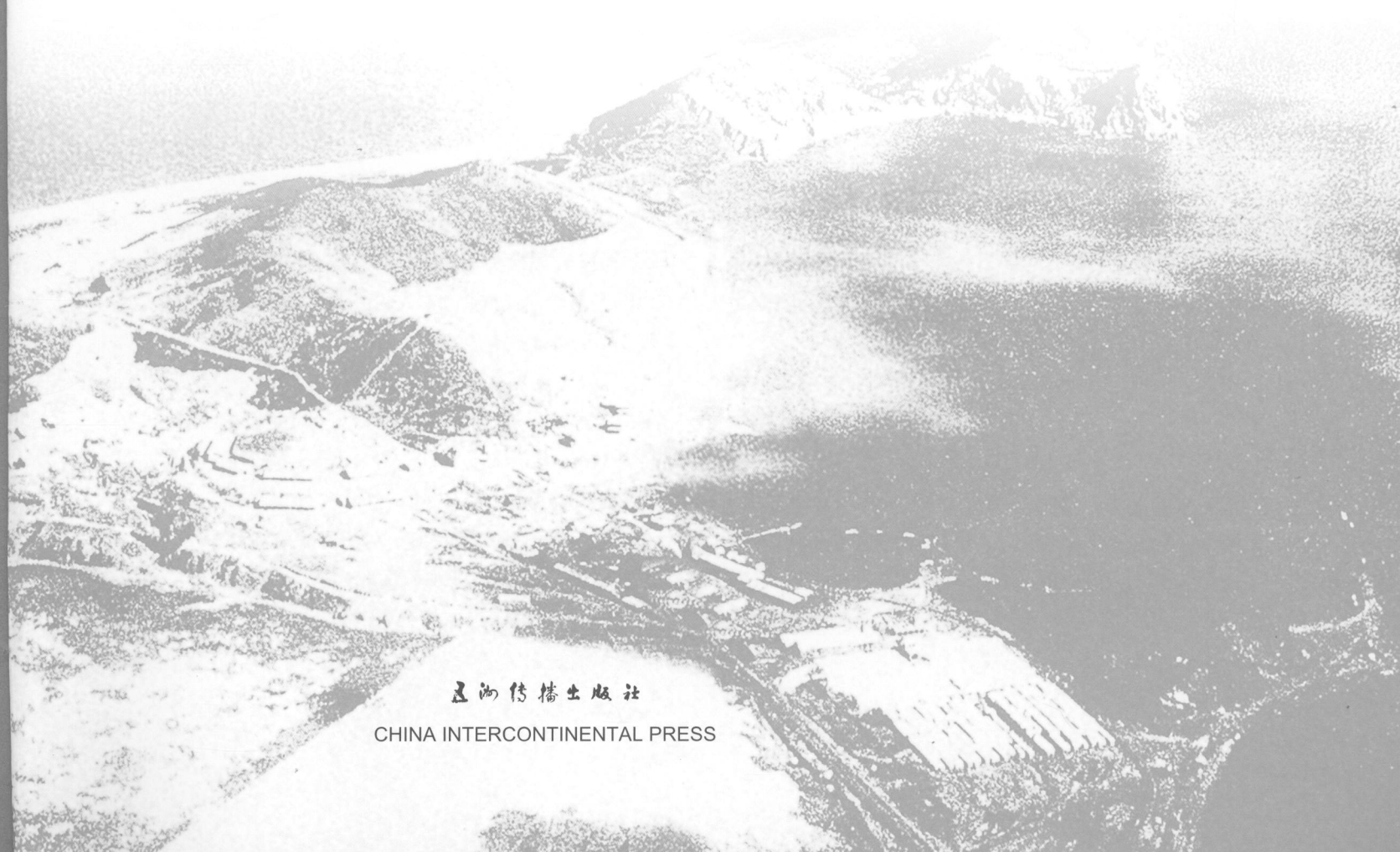
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## 前言

59年前,在中国东北一个不大的港口城市葫芦岛,仁厚的中国人开始将105万敌国的国民,其中包括一些曾经直接伤害过中国同胞的日侨俘送回他们的故乡日本。发生在1946年的这次遣返日侨行动,至今还令许多日本人感动,不断有人越洋过海,前来寻访他们的“再生地”葫芦岛。

葫芦岛地处中国辽宁省西部的锦州湾,东西南三面临海,北端与陆地相接,犹如葫芦漂浮在海面上,故而得名。1908年,清政府曾想在这里建港,后因发生辛亥革命而中断。1930年,张学良与荷兰治港公司签订合同,正式开始建港工程,但第二年因“九一八”事变而中止。日本占领东北后,欲将北票、阜新的煤炭经海路运往日本,遂计划从1936年开始,用5年时间建成该港及其附属设施。然而,在建完第一和第二码头后,第三码头刚修建一半时,战争就结束了。就是这样一个当时尚处于草创阶段的粗陋港口,成为战后百万日侨遣返的出发地。

1945年8月15日,日本宣布战败投降,世界反法西斯战争取得最后胜利。战后的日侨俘遣返,是中美苏等盟国必须解决的一个重要战争遗留问题。当时,滞留在海外的日本人约有660万人,其中军人及军属330万人,民间人士330余万人。仅中国战区就有日侨200余万人、日俘194万人(包括被押往苏联的47万余人)。1945年10月25日,中美双方根据《波茨坦公告》精神,在上海召开会议,就遣返日侨俘问题进行磋商,原则上确定将滞留在各战区

的所有日侨俘一律有组织地遣返回日本。关于中国战区的日侨俘遣返问题,会议规定:按照先关内后关外、分期分批、中国政府负责陆路向港口集中与输送,美军组织船只负责海上输送的办法施行,务期于1946年底完成。

东北地区日侨遣返是中国战区日侨俘遣返计划的一个重要组成部分。在上海、天津、青岛、连云港等地日侨俘遣返基本结束后,东北日侨遣返被提到议事日程上来。东北日侨具有以下特点:一是侨居时间早。日本军国主义为推行其大陆政策,变东北为其殖民地,早在1905年日俄战争结束后,即开始有计划地向“关东州”(今旅大地区)殖民地和“满铁”附属地移民,到1930年,共移民215643人。二是侨民数量多。1931年“九一八”事变,日本武装占领东北,其移民规模不断扩大,截至1944年9月,日本在东北的侨民人数达1662234人。三是分布范围广。到大遣返前,东北全境共有日侨145万人,日侨分布于国民党控制区的有84万余人,共产党控制区的有33万余人,苏军控制的大连地区有27万余人。故此,东北日侨之遣返,较之关内,更具有地域上的广泛性、时间上的紧迫性、任务上的繁重性和组织上的复杂性。

为保证日侨顺利遣返,在美方观察小组的协调下,中国方面先后成立了以李修业将军为处长的国民党东北行辕日侨俘管理处、以李敏然(李立三)将军为处长的东北民主联军遣送日人管理处,三方共同商定遣侨相关问题。三



方协商确定：以葫芦岛为输送港口，自 1946 年 5 月初开始，先输送国民党控制区的日侨，由国民党东北行辕负责组织实施；对于共产党控制区的日侨，则由东北民主联军负责集中，从当年 8 月份开始，在陶赖昭、拉法两地移交国民党当局，再向葫芦岛港口输送；在安东（今辽宁省丹东市）的日侨由民主联军组织，经朝鲜陆路和鸭绿江海运输送。在大连地区的日侨由苏军负责经大连港径直输送。

1946 年 5 月 7 日，第一批日侨 2 489 人，分乘两艘轮船从葫芦岛港驶往日本，标志着葫芦岛日侨大遣返的开始。此后，在东北各地居住和羁留的日本侨民，按照计划陆续集中到葫芦岛港，并从这里登船启航回国。据统计，自 1946 年 5 月 7 日至 12 月 31 日，葫芦岛遣返日侨 158 批，计 1 017 549 人；1947 年 6 月 25 日至 10 月 25 日，葫芦岛遣返日侨 12 批，计 29 627 人；1948 年 6 月 4 日至 9 月 20 日，遣返日侨计 3 871 人。3 年中，葫芦岛遣返日侨共 1 051 047 人。

葫芦岛日侨大遣返，是中美、国共协调合作处理战后问题的结果。中国政府提供了极大的人力、物力和财力，进行遣侨的组织与实施，仅调用火车车皮就达 13 441 辆；美军葫芦岛海军基地司令部在极短时间内，集中日本海轮、第六舰队运输舰，共 120 余艘，驶抵葫芦岛接运日侨，每船运送 1 000-2 000 人左右，共出动 800 余航次。葫芦岛日侨大遣返，充分体现了中华民族的博大胸怀和中国人民的人

道主义精神，特别是葫芦岛这块曾被日本侵略者铁蹄践踏过的土地，在自己还是遍体鳞伤的状况下，无私地张开双臂，接纳了百万敌国侨民，并让他们从这里踏上归国之路。至今，许多日本侨民视葫芦岛为其再生之地。

1949 年新中国成立后，中华人民共和国政府于百废待举的 50 年代初，委托中国红十字会与日本友好团体共同努力协助尚留在中国、愿意回去的日侨由天津、上海、秦皇岛出境，每半月走一批，每批 5 000 人，到 1955 年 3 月底为止，已有近 3 万名日侨回到日本。至此，这项人道主义大工程宣告圆满完成，不仅在日本国内，而且在国际上也产生了极大影响。

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# Preface

Fifty-nine years ago, in Huludao, a small port city in northeast China, 1.05 million Japanese were allowed to return to their homeland despite having worked against China's national interests. Even now the deed still moves many Japanese, and many cross the sea to visit the historic port, their rebivth place.

Huludao lies on the shores of Jinzhou Bay in the west of Liaoning Province. It faces the sea to its east, west and south, and gets its name from its unusual shape, which makes it look like a bottle gourd floating on the water (Huludao literally means 'bottle gourd-shaped island'). In 1908, the Qing (1616-1911) government once planned to build a port there, but it was interrupted by the Revolution of 1911. In 1930, Zhang Xueliang (1901-2002) signed a contract with the Port Construction Company of the Netherlands, authorizing its building. Unfortunately, construction was halted by the September 18th Incident of 1931. After its occupation of the northeast of China, Japan intended to transport coal from Beipiao and Fuxin back to Japan by sea, so it restarted the construction of Huludao Port and its facilities from 1936, planning to finish it in five years. However, when No.1 and No.2 docks were built and No.3 dock had been half completed, the war ended.

Japan's surrender on August 15, 1945 marked the final victory of the world anti-fascist war. The post-war repatriation of Japanese civilians and prisoners of war (POWs) became an important issue to be solved by the Allies, including the United States, the Soviet Union and China. At that time, about 6.6 million Japanese, comprising 3.3 million soldiers and over 3.3 million civilians, were overseas. In the Chinese theater of the war, there were over 2 million Japanese civilians and 1.94 million POWs

(including over 470,000 sent to the Soviet Union). In line with the *Potsdam Proclamation* (July 26, 1945), the United States (US) and China negotiated repatriation for Japanese civilians and POWs in Shanghai on October 25, 1945. They agreed in principle to repatriate all the Japanese in different theaters to Japan in an organized way. In China, it was decided that: those inside the Great Wall should be repatriated before those outside; repatriation should be implemented in installments and groups; the Chinese government would be responsible for getting Japanese repatriates to port, while the US army would organize vessels for marine transportation; both parties aimed to complete repatriation by the end of 1946.

The repatriation of Japanese from China's northeast was an important aspect of the plan, and topped the agenda after that from areas such as Shanghai, Tianjin, Qingdao and Lianyungang was mostly completed. Those in the northeast had arrived in China quite early on since, in order to implement their Continental Policy, Japanese militarists had organized emigration to "Kanto Leased Territory" (a then colony covering Lüshun and Dalian regions) and "Mantetsu" (short for South Manchuria Railway Company, then operator of the Changchun-Lüshun railway) Dependent Territory" after the Russo-Japanese War (1904-1905). Till 1930, a total of 215,643 Japanese migrated to China's northeast. The number of Japanese in the region was large; after the September 18th Incident of 1931, emigration continued to grow till the local Japanese population reached 1,662,234 by September 1944. They were also widely distributed, with over 840,000 in the Kuomintang (KMT)-controlled regions, over 330,000 in the Communist Party of China (CPC)-controlled regions and



over 270,000 in Dalian, controlled by the Soviet army. Compared with that inside the Great Wall, repatriation work in the northeast was urgent, onerous and complex.

To ensure smooth repatriation, the Japanese Civilians and POWs Repatriation Department of the KMT Northeast Headquarters, headed by General Li Xiuye, and the Japanese Repatriation Department of the Northeast Democratic Allied Army, headed by General Li Minran (Li Lisan), were established through the coordination of the US Observation Team. The three sides agreed that: Huludao was to be appointed an expatriation port; from early May 1946, Japanese citizens in the KMT-controlled regions would be transported first, for which the KMT Northeast Headquarters would be responsible; the Northeast Democratic Allied Army would gather Japanese from the CPC-controlled regions and, from August 1945, they would be transferred to the Kuomintang in Taolaizao Town and Lafa Town, then transported to Huludao Port; Japanese in Andong (now Dandong) would be organized by the Northeast Democratic Allied Army to be sent back overland via Korea and through sea route via the Yalu River; Japanese in Dalian would be transported directly to Japan by the Soviet army.

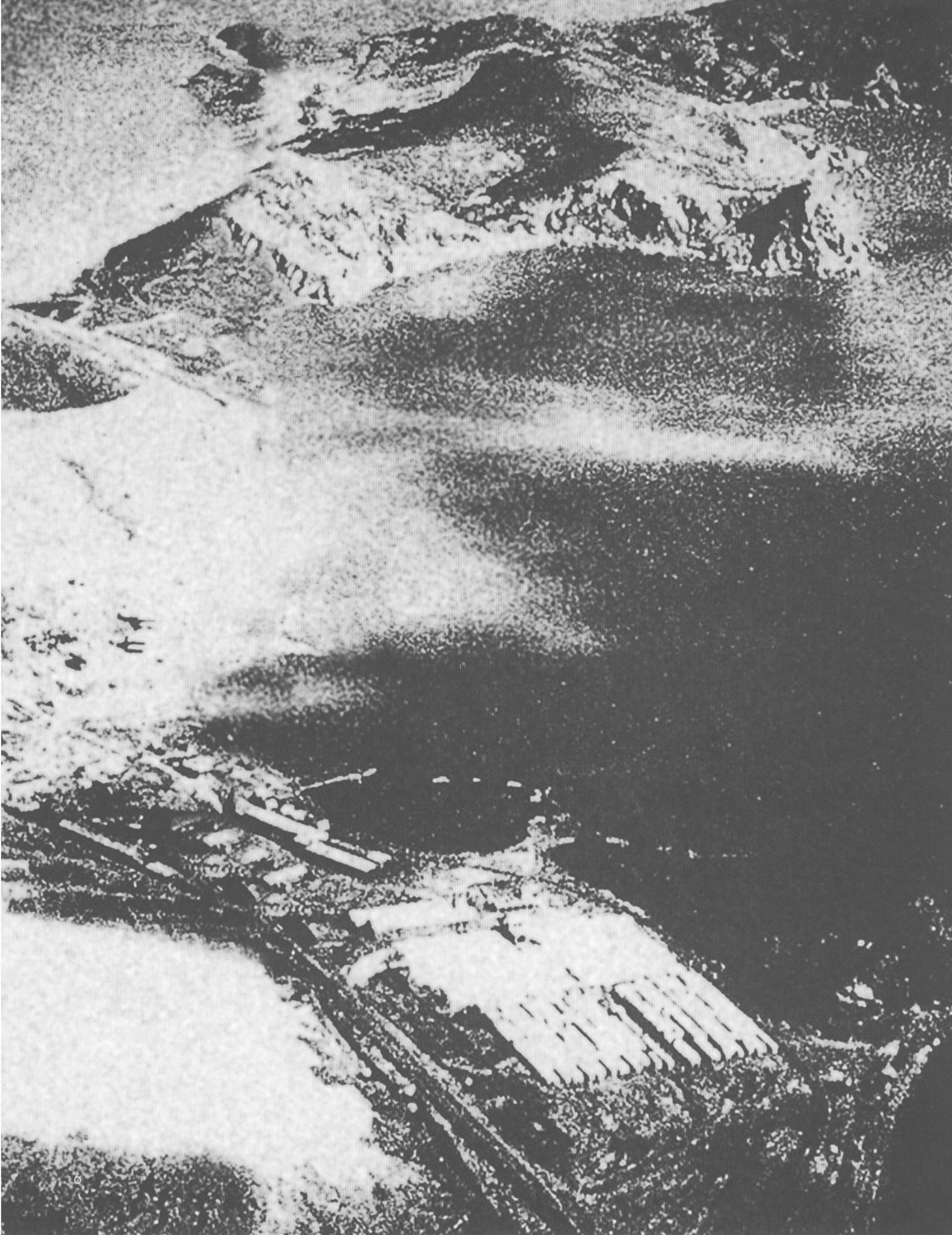
On May 7, 1946, the first group of 2,489 Japanese left Huludao Port on two ships. From May 7 to December 31, 1946, 1,017,549 were repatriated via Huludao in 158 groups; from June 25 to October 25, 1947, 29,627 were repatriated in 12 groups; from June 4 to September 20, 1948, 3,871 were repatriated. A total of 1,051,047 Japanese were repatriated to their homeland in three years.

Massive Repatriation of Japanese via Huludao was a result of

China-US and KMT-CPC coordination to solve post-war problems. The Chinese government provided lots of manpower, material and financial resources to organize and implement repatriation work, transferring 13,441 railway carriages. The Huludao Headquarters of US Navy Base gathered over 120 ships, including Japanese oceangoing vessels and naval transports from its Sixth Fleet, in Huludao in a quite tight schedule. Each ship transported 1,000 to 2,000 Japanese and the repatriation took over 800 voyages. Huludao, once ravaged by Japanese invaders and still a mass of bruises at that time, unselfishly embraced one million citizens of a rival country, sending them back to their homeland smoothly. Many Japanese still regard Huludao as their place of rebirth.

The People's Republic of China was founded in 1949. In 1950s when a thousand and one things waited to be done in the country, Chinese government entrusted China Red Cross Society to negotiate with Japanese associations on repatriation work. They reached that these Japanese would be repatriated through Tianjin, Shanghai and Qinhuangdao. A group of 5,000 Japanese was repatriated every half month. By the end of March 1955, over 30,000 Japanese citizens returned Japan. Till then, the massive humanistic program drew a successful close. It generated great influences in Japan and international community.





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日本向中国东北移民  
**Japan's Emigration to Northeast China**

# 1

## 日本向中国东北移民 Japan's Emigration to Northeast China

早在 19 世纪末,日本就开始觊觎中国东北。1894 年日本悍然发动甲午战争,迫使清政府签订屈辱的《马关条约》,将辽东半岛割让给日本。当时只因俄德法三国“干涉还辽”,才使日本把已到口的肥肉吐出来。随后沙俄强租旅大,修中东路,势力扩张到东北全境。日本为与沙俄重新分割中国东北,于 1904 年 2 月 8 日突然袭击俄国在旅顺口的舰队,2 月 10 日,日俄两国正式宣战。随后,这两个帝国主义国家在中国的土地上进行了一年半之久的厮杀,史称“日俄战争”。1905 年 9 月,俄国战败,被迫签订《朴次茅斯和约》,规定双方以长春为界,以南为日本势力范围,以北为沙俄势力范围。

日俄战争后,日本帝国主义从沙俄手中攫取了在中国东北旅顺大连地区的租借权和从长春到旅顺的铁路及附属地。为了加强殖民统治和进一步扩大侵略,日本统治集团内部开始提出“满洲移民论”。日本陆军大将儿玉源太郎竭力倡导向“满洲移民”。第一任“满铁”总裁后藤新平于 1908 年 6 月向日本内阁总理大臣提出备忘录,称:“进入满洲之我国移民,以今后十年为期,至少为五十万人,若有可能则应达到一百万人以上……如随年积月累,得以移入大量人口,满洲则在事实上成为帝国领土。不仅在以后归还之场合我之利益确定不动,而且或许出现最终不必归还之情况。”随后,日本开始在满铁附属地和关东州等地进行移民试点。到 1930 年,共向中国东北移民 21 万余人。1931 年“九一八”事变后,日本武装占领东北全境。为适应侵略战争需要和加强殖民统治,日本狂热的殖民主义者加藤完治提出了《满蒙六千人移民案》,同时,关东军大尉东宫铁男也提出了“以在乡军人组建吉林屯垦军基干队”的建议。日本政府采纳了他们的方案和建议,于 1932 年 10 月组建了第一个武装移民团,侵入佳木斯附近的桦川县永丰镇。至 1936 年,先后组建五个移民团,总人数达 3 000

余人。其间,日本向中国东北的农业移民尚处于试验和准备阶段,加之这些移民是按军队建制编成,全部配备武器,故称其为“试验移民”或“武装移民”。1936 年 8 月,日本广田内阁把向中国东北移民确立为七大国策之一。在日本拓务省和关东军的主导下,制定了《满洲农业移民百万户移住计划》,拟从 1937 年始,在 20 年内向中国东北移民百万户,500 万人,每五年为一期,分四期施行,史称“国策移民”。第一期计划移民 10 万户,实际移入 8 万户;第二期计划移民 20 万户,但因军事上的失利,计划无法完成。到 1945 年日本战败投降前,国策移民共 10 万户,30 余万人。“国策移民”是由政府组织的“集团开拓民”(甲种移民)、民间组织的“集合开拓民”(乙种移民),以及日本青少年义勇队开拓团(义开)组成。“国策移民”大多数从事农业,也有少数专业移民和铁路警卫移民等。这些移民主要分布在三个地带:一是与苏蒙接壤的边境地带,约占总数的十分之四;二是大小兴安岭内侧和松辽平原外侧,约占总数的十分之五;三是铁路沿线及重镇,约占总数的十分之一。

从“九一八”事变到日本战败投降,日本在中国东北 14 年殖民统治中,除农业移民外,还有在伪满洲国各级政权中任职的政治移民,在铁路、矿山、工厂中的工业移民,在商业、经贸领域的商业移民,从事教育文化事业的文化移民,以及科研、医药卫生领域的技术移民等,总人数在百万以上。

日本帝国主义推行的移民政策,既害人也害己。他们打着“开发”、“开拓”的旗号,强占土地,掠夺资源,给中国东北人民带来深重的灾难,也使日本人民深受其害。因此许多日本移民也是战争的受害者,在日本战败后沦落为难民,一度陷入了极为困难的境地。

Japan began to covet China's northeast as early as late 19th century. In 1894, it launched a war against China and forced the Qing government to sign the humiliating *Treaty of Shimonoseki* in 1895. The unequal treaty ordered the Qing government to cede the Liaodong Peninsula to Japan. However, the land cession was cancelled after the joint intervention of Russia, Germany and France. Later, Russia took Lüshun and Dalian by force, gained the right to build the Chinese Eastern Railway and accordingly expanded its influence to the whole northeast region. To compete with Russia in partitioning the region, Japan launched a surprise attack on the Russian fleet in Lüshun on February 8, 1904. The two empires formally declared war on February 10. In the following one-and-a-half years, they fought the Russo-Japanese War on Chinese soil. Russia was defeated in September 1905 and forced to sign the *Treaty of Portsmouth*. It said that both sides should use Changchun as a bordermark: to its south was Japan's sphere of influence and to its north Russia's.

Its victory in the Russo-Japanese War enabled Japan to seize the Changchun-Lüshun railway, related dependency territory and the right to lease Lüshun and Dalian from Russia. In order to consolidate its colonial rule and expand its invasion, the ruling class of Japan advanced the theory of emigration to Manchuria (the old name for China's northeast). Senior General Kodama Gentaro was an active advocator; Goto Shimpei, the first president of the South Manchuria Railway Company (abbreviated to Mantetsu), sent a memorandum to the then Japanese Prime Minister in June 1908 saying "there will be at least 500,000 Japanese emigrants in Manchuria in the next 10 years, and it might reach one million ... If emigration continues year-on-year, Manchuria will become the actually occupied territory of the Japanese Empire. Our interests can be secured if the territory is returned and we might no longer return it.

" From then, Japan began trial emigration to "Mantetsu Dependency Territory" and "Kanto Leased Territory". To 1930, over 240,000 Japanese emigrated to China's northeast. After the September 18th Incident of 1931, Japan occupied the whole region by force. To suit the need of an aggressive war and strengthen colonial rule, Kato Kanchi, an ardent colonialist, filed the *Bill on Emigration of Six Thousand to Manchuria and Mongolia*. Meanwhile, Toumiya Tetsuo, a senior captain of the Kanto Army, tabled a proposal for organizing home soldiers in backbone teams of garrison and farming troops to farm in Jilin. Their schemes and proposals were adopted by the Japanese government. In October 1932, the first armed emigrant group was established and marched to Yon-

gfeng Town of Huachuan County, near Jiamusi. Till 1936, five groups comprising a total of 3,000 emigrants were set up one after another. Because the agricultural emigration was still in its trial and preparation stage and emigrants were all organized militarily and armed, they were called trial emigrants or armed emigrants. In August 1936, the Japanese cabinet, headed by Hirota Kouki, listed emigration to China's northeast as one of its national policies. Under the guidance of the Ministry of Colonial Affairs and the Kanto Army, the *Plan on Emigration of One Million Agricultural Households to Manchuria* was drafted. The program set the goal of emigrating five million Japanese in one million households to China's northeast in the 20 years after 1937. It was divided into four phases, with every five years as a phase. Those moving to China's northeast under the program were called State-sponsored emigrants. Emigration of 100,000 households was planned in the first phase, but only 80,000 of them were successfully moved. Emigration of 200,000 households in the second phase was not completed due to the end of the war. Before Japan's surrender in 1945, over 300,000 Japanese in 100,000 households had immigrated to China's northeast. State-sponsored emigrants were composed of group pioneers organized by the Japanese government (Type A emigrants), collective pioneers organized by unofficial institutions (Type B emigrants) and youth brigade members (Type C emigrants). The majority of State-sponsored emigrants were engaged in agriculture and some were professionals or railway guards. They mainly spread in three regions: four tenths in the Soviet-Mongolian border area; half in the area between the Xing'an Mountains and Songliao Plain; one tenth along railways and in some important towns.

Apart from agricultural emigrants, in Japan's fourteen-year occupancy of northeast China, there were also political emigrants who worked at all levels of the government of "Manchukuo" (a puppet regime created in China's northeast by the Japanese imperialists), industrial emigrants in the railway sector, mines and factories, commercial emigrants in commerce and trade, cultural emigrants in educational and cultural sectors, and technical emigrants in pharmaceutical and medical sectors. The total number of emigrants exceeded one million.

The emigration policy driven by Japanese militarists brought disaster to the people of both countries. They stole Chinese land and resources in the name of development and pioneering, and brought much suffering to Chinese in the northeast. Many Japanese also suffered from emigration, for many of them fell to victims of the war.



## 早期移民

### Emigration in Early Period

1894年,中日甲午战争前,只有少数日本人来中国东北进行过商业和贸易活动。甲午战争后,日本获得了在中国通商、开埠、关税等特权,来中国东北的日本侨民有所增加,但为数不多,到1902年,大连地区仅有日侨300余人,在全东北也只有日侨1000余人。日俄战争后,日本帝国主义从沙皇俄国手中攫取了在中国东北旅大的租借权和南满铁路的经营权,为推行殖民统治政策和进一步扩大侵略,儿玉源太郎、后藤新平等军国主义分子极力鼓吹向中国东北移民,并迅速设立“关东州民政署”、“关东都督府”、“南满铁道株式会社”等殖民统治机构,很快在大连及满铁附属地出现移民高潮,史称“早期移民”。

关东州民政署,是日本在中国东北旅顺、大连地区设立的第一个殖民统治机构。1905年6月,日俄战争即将结束时,日本在大连设立了“关东州民政署”,隶属于日本满洲军司令部。后隶属于在旅顺成立的“关东都督府”。关东州民政署于1919年改为大连民政署,下设庶务、财务、地方三个课。庶务课内设秘书、文书、法务等系;财务课内设主计(会计)、税务及官有财产等系;地方课内设教育、宗教、兵事、殖民各系。日本向中国东北旅大地区移民事宜就是由大连民政署具体负责的。

南满铁道株式会社,简称“满铁”。日俄战争后,日本为经营所攫取的南满铁路(长春至大连)和扩大殖民侵略,根据天皇敕令,儿玉源太郎、后藤新平等80多名日本军阀、官僚、财阀,于1906年11月26日筹建了“南满铁道株式会社”,总社设在日本东京,第一任总裁为后藤新平。1907年3月5日,“满铁”总社迁于大连,4月1日“满铁”正式营业。“满铁”名义上是经营铁路,实际上是为日本侵略中国东北服务的特殊机关,是服务于日本帝国主义移民侵略政策的先锋队。它不仅控制着南满铁路及其支线的铁路运输,而且兼营煤矿、航运、码头、仓库、炼铁、电力、煤气、森林采伐、建筑业、粮食加工、日用品生产等80多个部门。例如“满铁”经营的大连港,不仅是日本掠夺中国东北资源的主要渠道,而且控制了东北的对外贸易。在日本统治期间,大连港出口货物主要有煤炭、

大豆、豆饼、豆油、花生等,60%以上运往日本,20%运往欧洲各国,近20%运往中国其他港口;进口货物主要是钢铁、日用百货、面粉、纺织品等,70%来自日本,20%来自欧美各国,10%来自中国其他港口。再如“满铁”控制的大连日本制油工业,自日本占据旅大地区的制油业后,中国东北的油坊业的重心由营口转到大连。从1910年至1919年,榨油业占大连工业生产总量的90%,仅1919年当年从大连输出的豆油高达1.8亿公斤,豆饼1500万片(每片20—25公斤)。“满铁”在疯狂掠夺中国东北经济资源的同时,还负责收集军事情报和组织安排日本移民,“满铁”成为日本在中国东北政治、经济、军事上的殖民侵略机构。

随着中国旅大地区和满铁附属地殖民统治的确立,日本移民也纷至沓来。据《满洲开发四十年史》载:1906年大连和“满铁”附属地有日本侨民16000余人。以后逐年增加,1910年为61934人,1915年为84572人,1920年为135470人,1925年为174162人,1930年为215463人。早期移居中国东北的日本侨民主要居住于关东州和“满铁”附属地。他们之中,一部分是铁路职工和行政人员,一部分从事工商业、矿业、农业和水产业,还有少量的自由职业者。从1930年关东州和“满铁”附属地日侨就业情况统计可以看出:当时从事农业的有971人,水产业的有275人,矿业1841人,工业14888人,商业17946人,交通业16279人,自由职业17632人,其他3402人,家务劳动1545人,无职业803人,随从人员139881人。

在日本移民蜂拥中国东北旅大地区的情况下,专门为日本移民服务的职业介绍所、医院、学校、图书馆也应运而生。如“满铁”于1907年创建的大连医院,占地89823平方米,建筑面积45671平方米,住院床位816张,医护人员890人,科室齐全,设备完善,主要收治对象为“满铁”职员及其家属。再如,关东厅为加强殖民地人才培养,于1922年在旅顺工学堂(1910年成立)的基础上,开办了旅顺工科大学,每年招生100人左右。据1941年统计,旅顺工科大学有预科学生320人,

本科学生 260 人。该校毕业的学生可去日本国内任职,也可在“关东州”和伪满洲国各地任职。又如“满铁大连图书馆”,初创于 1907 年,称“满铁调查部图书室”,改建于 1918 年,称南满铁道株式会社图书馆,至 1945 年,该馆藏书近 40 万册,其中不少是从中国各地掠夺来的珍本线装书,也有许多“满铁”派往东北各地的调查员所搜集的情报资料。

在早期移民阶段,日本殖民当局曾在金州(今大连金州区)大魏家屯进行过农业移民试验。1914 年,关东都督府都督福岛安正大将派人回日本国内招募农业移民,实施“日本人移民模范村计划”。1915 年 3 月,共有 19 户农家应募来金州大魏家屯入殖。因为移民多来自日本山口县的爱宕村和川下村,故命名为“爱川村”。后来爱川村移民大多数返回日本,使这次移民试验失败,但为以后的农业集团移民开了先河。

| 1930 年日本早期移民就业情况表<br>Employment Situation of<br>Japanese Emigrants in 1930 |                               |
|--|-------------------------------|
| 职业种类<br>(Type of career)   | 从业人数 (Number of<br>Employees) |
| 农业 (Agriculture)   | 971                           |
| 水产业 (Fishery)  | 275                           |
| 矿业 (Mining)  | 1 841                         |
| 工业 (Manufacturing)   | 14 888                        |
| 商业 (Commerce)  | 17 946                        |
| 交通业 (Communication)  | 16 279                        |
| 自由职业 (Freelance)   | 17 632                        |
| 其他 (Others)  | 3 402                         |
| 家务劳动 (Housework)   | 1 545                         |
| 无职业 (Unemployment)   | 803                           |
| 随从人员 (Entourage)   | 139 881                       |

Few Japanese went to China's northeast for business and trade before the Sino-Japanese War of 1894-1895. As victor of the war, Japan gained the rights of doing business, accessing commercial ports and collecting customs in China. Japanese citizens going to the northeast began to increase, but the total number was still small. In 1902, there were only around 300 Japanese in Dalian and over 1,000 in the whole northeast of China. After the Russo-Japanese War (1904-1905), Japan acquired the rights to lease Lüshun and Dalian and operate the South Manchuria Railway from Russia. To consolidate its colonial rule and further invade China, militarists Kodama Gentaro and Goto Shimpei actively advocated emigration to the region. The Japanese government adopted their advice and set up colonial organizations like the "Civil Affairs Office of the Kanto Leased Territory", the "Kanto Governor's Office" and South Manchuria Railway Company. Soon, an emigration boom took place in Dalian and "Mantetsu Dependency Territory". It is referred to as early-period emigration.

"The Civil Affairs Office of the Kanto Leased Territory" was the first colonial organization set up by Japan in Lüshun and Dalian. In May 1905, as the Russo-Japanese War was going to end, the office was established in Dalian. At first it was under the Japanese Military Headquarters in Manchuria and later subordinated to the "Kanto Governor's Office" in Lüshun. In 1919, it was renamed Dalian Civil Affairs Office. It had business, financial and local sections; the local section contained educational, religious, military and colonial affairs departments. Japanese emigration to northeast China was handled by the office.

In order to run the South Manchuria Railway and expand the invasion after the Russo-Japanese War (1904-1905), over 80 military officers, government officials and tycoons, including Kodama Gentaro and Goto Shimpei, prepared and founded the South Manchuria Railway Company (Mantetsu) on November 26, 1906 upon the imperial decree of Japanese Emperor. Its headquarters was first located in Tokyo and its first president was Goto Shimpei. It moved to Dalian on March 5, 1907 and was officially put into operation on April 1, 1907. Disguised as a railway operator, it was actually a special institution working for Japan's invasion of northeast China and a forerunner of promoting the emigration policy. It not only controlled transportation for the South Manchuria Railway and its branch lines, but also ran businesses in over 80 sectors



| 日本早期移民数量递增表<br>Progressive Increase of Japanese<br>Emigrants in Early Period |            |
|--|------------|
| 年代(year)   | 数量(Number) |
| 1902   | 300        |
| 1906   | 16 000     |
| 1910   | 61 934     |
| 1915   | 84 572     |
| 1920   | 135 470    |
| 1925   | 174 162    |
| 1930   | 215 463    |

including coal mining, shipping, docks, storehouses, steel, power, gas, logging, building, grain processing and commodities production. For example, Mantetsu-run Dalian Port was not only a channel for Japan to loot resources from China's northeast, but also a tool to control foreign trade in the region. During Japan's occupancy of Dalian Port, exports included coal, soybean, soybean cake, soybean oil and peanuts. Sixty percent of them were transported to other Japanese ports, 20 percent to European countries and 20 percent to Chinese ports; the imports were mainly steel, commodities for everyday use, flour and textiles. Seventy percent of them were from Japan, 20 percent from European and American countries and the remaining 10 percent from other Chinese ports. Another example was the oil-extracting industry in Dalian, which was controlled by Mantetsu. After Japan's occupancy of Lüshun and Dalian, the regional edible oil extracting center moved to Dalian. From 1910 to 1911, the production output of the edible oil extracting industry accounted for 90 percent of Dalian's total. In 1919, soybean oil exports via Dalian port were over 180 million kilograms tons and soybean cake exports over 1.5 million pieces (the weight of one piece was 20-25 kilograms). Mantetsu not only stole the resources of China's northeast, but also collected military intelligence and organized Japanese emigration. It actually became an institution for the colonization of China's northeast in political, economic and military aspects.

Following the establishment of colonial rule over Lüshun, Dalian region and "Mantetsu Dependency Territory", Japanese emigrants kept pouring in. *The History of 40-Year Development of Manchuria* said there were 16,000 Japanese in Dalian and "Mantetsu Dependency Territory" in 1906. The number rose to 61,934 in 1910, 84,572 in 1915, 135,470 in 1920, 174,162 in 1925 and 215,463 in 1930. Japanese emigrants in the early period mainly lived in "Kanto Leased Territory" and "Mantetsu Dependency Territory". Some of them were railway employees and administrative staff, some were engaged in commerce, mining, agriculture and fishery, and a few of them were freelancers. According to the 1930 employment statistics of the "Kanto Leased Territory" and "Mantetsu Dependency Territory", 971 were engaged in farming, 275 in

fishery, 1,841 in mining, 14,888 in manufacturing, 17,946 in commerce, 16,279 in communication, 17,632 in freelance, 1,545 in housework, 139,881 entourages, 3,402 in other sectors and 803 had no jobs.

Since lots of Japanese rushed to Lüshun and Dalian, job centers, hospitals, schools and libraries for them had cropped up. For example, the Mantetsu founded Dalian Hospital in 1907. The hospital covered an area of 89,823 square meters, including buildings of 45,671 square meters. It had 816 beds, 890 medical workers and a complete set of departments and equipment. It mainly admitted employees of the company and their relatives. In order to cultivate talent in the colony, "Kanto Department" founded Lüshun Engineering University on the basis of Lüshun Engineering School (founded in 1910) in 1922. It recruited about 100 students every year. In 1941 there were 320 students on preparatory courses and 260 undergraduates. Graduates of the university could win posts in Japan, "Kanto Leased Territory" or "Manchukuo". To take Dalian Library of Mantetsu as another example, it was first established in 1907. Its initial title was Library of Mantetsu Investigation Department. In 1918, it was rebuilt and renamed Library of the South Manchuria Railway Company (Mantetsu). By 1945, its book collection reached 400,000 volumes. Many books were rare thread-bound ones looted from different regions of China. There were also intelligences collected by people sent by the company from China's northeast.

In early-period emigration, the Japanese colonial authority carried out trial agricultural emigration in Daweijia Village of Jinzhou. In 1914, Senior General Fukushima Yasumasa, then chief of the "Kanto Governor's Office", started to recruit agricultural emigrants in Japan and, in March 1915, a total of 19 households were recruited. The village was named Aikawa Village for the majority of Japanese emigrants were from Atago and Kawashita villages of Yamaguchi Prefecture. The plan proved to be a failure since the majority of emigrants later returned to Japan. However, it paved the way for agricultural emigrant group.





南满铁道株式会社第一任总裁、日本向中国东北移民的鼓吹者和推行者——后藤新平  
Goto Shimpei, the first president of the South Manchuria Railway Company, advocator and pusher of Japanese emigration to China's northeast

后藤新平(1857-1929),于1899年任台湾总督府民政长官。因其对满洲事务的主张与当时负责满洲事务的儿玉源太郎向中国东北移民的主张一致,在儿玉源太郎的力荐下,1906年11月就任南满铁道株式会社第一任总裁,同时兼任“关东府”顾问。

Goto Shimpei (1857-1929) was appointed as chief civil administrator of the "Taiwan Governor's Office" in 1899. Because his attitude on emigration to China's northeast was similar to that of Kodama Gentaro, who was in charge of Manchurian affairs at that time, he was recommended to take the position of president of the South Manchuria Railway Company. Goto was also a counselor of the "Kanto Governor's Office" as the same time.

大连“民政署”,是日本设置在旅大地区的殖民统治机构。1905年5月,日俄战争即将结束,日本撤销了旅顺、金州、大连3个军管署,并于1905年6月23日设大连、旅顺和金州3个民政支署,但此时的民政署有民政之名,无民政之实。为了巩固在旅大的殖民统治,日本政府于1919年8月设立大连、旅顺、金州3个民政署,内设庶务、财务、地方3个课,在庶务课下设主计(会计)、税务及官有财产系;地方课下设教育、宗教、兵事、殖民各系。1936年5月大连民政署被废止。

Dalian Civil Affairs Office was one of the administrative organs in Lüshun and Dalian set up by Japan for colonial rule. In May 1905, the Russo-Japanese War was about to end. At that time, Japan withdrew the military control offices in Lüshun, Jinzhou and Dalian and replaced them with civil affair suboffices on June 23 to consolidate its rule. Each office was comprised of business, financial and local sections. The business section covered accounting, tax and government property departments; the local section education, religion, military and colonial affairs departments. In May 1936, Dalian Civil Affairs Office was abolished.



日本设置的殖民统治机构——大连民政署  
Dalian Civil Affairs Office, an institution established by Japan for colonial rule