

III. THE EXPANSION OF CAPITAL CONSTRUCTION

Socialist revolution and socialist construction in China are interrelated and accelerate each other. As the former scores rapid successes, the latter shows brilliant achievements.

The poverty and ignorance of old China left an extremely difficult but important task for the liberated Chinese people. They had to rapidly change the backwardness of China's national economy in order to make the country rich and strong and bring happiness to the people. China, a backward agricultural country, had to be gradually turned into a great socialist country with a highly developed modern industry, modern agriculture and modern science and culture. In the execution of this great task it was necessary, apart from making full use of the existing productive equipment and developing its potential, to carry out new large-scale capital construction, set up new industrial branches, especially those of heavy industry, provide the various departments of the national economy with new equipment and technique and build strong socialist material and technological foundations.

After a short period of rehabilitation of the national economy following the founding of the People's Republic, large-scale planned economic construction began in 1953. In the nine years between 1950 and 1958, state investments in capital construction in the economic and cultural departments totalled 89,500 million yuan, of which 7,800 million were for the period of rehabilitation, 55,000 million for the period of the First Five-Year Plan and 26,700 million for the year 1958. The average annual investment during the First Five-Year Plan period exceeded the total investment during the rehabilitation period, while the investment in the single year of 1958 was close to 50 per cent of the total investment for the First Five-Year Plan period.

The central task in China's transitional period is to carry out socialist industrialization, and the basic policy for socialist construction is to give priority to the development of heavy industry. Of the more than 86,000 million yuan the state invested in capital construction of which 43.8 per cent was for heavy industry. The balance was divided as follows: 8.6 per cent for agriculture, forestry and water conservancy, 15.3 per cent for communications, transport, post, and tele-communications, 9 per cent for cultural, educational, and public health work and urban public utilities, and 16 per cent for other construction.

The state paid great attention to economic construction and cultural development in the areas inhabited by the national

minorities. In the nine years between 1950 and 1958, the state invested 7,160 million yuan in capital construction in these areas, constituting 8 per cent of the total state investment in the same period.

The huge investment in capital construction provided a reliable material and technical guarantee for the high-speed development of China's national economy. In the nine years from 1950 to 1958, the new fixed assets in the whole country amounted to 71,900 million yuan, constituting 80.3 per cent of the total investment in capital construction during this period. Of this figure the new fixed assets in industry amounted to 34,360 million yuan, constituting 76 per cent of the total investment in industrial capital construction. Such new fixed assets in industry during the nine years were 2.7 times the total fixed assets in industry that old China accumulated over a period of 100 years.

Between 1950 and 1958 more than 50,000 factory and mining construction projects were wholly or partially built and went into operation, of which over 1,000 projects were above-norm¹, large and modern. Of the above-norm factory and mining construction projects completed and already in operation, 113 were constructed with Soviet assistance and more than 40 with the assistance of other fraternal countries--the German Democratic Republic, Czechoslovakia, Poland, Hungary, Rumania and Bulgaria. During the period of the First Five-Year Plan one large factory or mining construction project went into operation every three days on the average, and in 1958 nearly two new projects began to operate each day. The more important of the large, modern factory or mining enterprises completed and functioning in the last ten years are: the iron and steel works at Anshan and Panki, the special steel works in Tayeh, the heavy machine-building works in Shenyang, Fushun, Taiyuan and Wuhan, the electrical machinery works, the boiler works, and the linen mill in Harbin, the steam plant in Chungking, and motor works in Changchun, the fertilizer plant and dye-making plant in Kirin Province, the thermal power stations in Taiyuan, Kirin and Loyang, the hydro-electric power stations in Kuanting, Shihtsetan, and Ulapo, the Pingan colliery in Fuhsin and the Hsingantai colliery in Hokang, the paper mill in Kaimusze, the sugar mill in Paotow, etc. The Anshan Iron

¹To facilitate management and control of major capital construction projects, the state has, in the light of actual conditions in China, set an "investment norm" for every category of capital construction. Any construction project, whether it is new, rebuilt, or restored, is classified as "above-norm" or "below-norm" according to whether its invested capital is above or below the "norm" figure. The norm of investment in capital construction for heavy industry ranges from 5 million to 10 million yuan and that for light industry from 3 million to 5 million yuan.

and Steel works which is capable of producing more than 5 million tons of steel this year, has become one of the ten largest steel works in the world, i.e. with an annual production capacity of more than 3 million tons.

The large-scale industrial construction has brought about conspicuous increases in production capacity. In the period of the First Five-Year Plan alone, the figures for newly increased production capacity of major industrial products (calculated according to the designed annual production capacity) were as follows: electric power (installed capacity), 2,469,000 kilowatts; coal mining, 63,760,000 tons; petroleum, 1,312,000 tons; synthetic coal, 522,000 tons; steel rolling, 1,650,000 tons; lorries, 30,000; synthetic ammonia, 137,000 tons; cement, 2,610,000 tons; machine-made paper, 250,000 tons; machine-processed sugar, 620,000 tons; spindles, 2,010,000; and looms, 55,000. During the great leap forward in 1958, the newly increased production capacity in a large number of industries exceeded the total increase during the First Five-Year Plan period.

Such a rapid increase in production capacity was inconceivable in old China. It took 60 years prior to 1949 to build up a production capacity of only 1,000,000 tons of steel. The capacity for steel making achieved in the past decade in New China is more than eleven times that of old China. The power industry of old China had a history of 70 years, but by 1949 it had a generating capacity of less than 1,900,000 kilowatts. The power-generating capacity achieved in the past ten years in New China is more than three times that of old China. The textile industry increased relatively faster in old China, but in the 60 years from 1890 to 1949, only 5,000,000 spindles were set up, while in New China, 3,107,000 spindles were added in the nine years from 1950 to 1958--62 per cent of the number set up in 60 years in the old days. Thus, it can be seen what a great leap the socialist system has brought to China's social productive forces.

Large-scale industrial construction has begun to change the backward industry of old China. Not only have existing industries been considerably strengthened, many hitherto non-existent industries were built capable of producing modern metallurgical equipment, mining equipment, power-generating equipment, aircraft, motor vehicles, tractors, modern machinery, high-grade alloy steel metallurgy, important non-ferrous metals, new chemicals, etc.

Large-scale industrial construction has also begun to change the extremely uneven geographical distribution of old China's industries. In those days, industry was mainly concentrated in a few coastal areas, while in the vast hinterland there was practically no modern industry to speak of. Now things are different. In vast remote border regions and the far interior like Inner

Mongolia, Shensi, Kansu, Sinkiang, Szechuan, Yunnan, etc., a series of modern factories and mines have been built or are being built. In many old cities and desolate wildernesses long rows of factories and chimneys have appeared. In the deserts and isolated mountains, where human beings rarely came in former days, oil wells and mines have been opened. In 1949 the gross output value of industry of the interior regions was less than a quarter of the gross output value of the country's industry; in 1958 it constituted more than one-third.

Geological prospecting has achieved brilliant successes over the last ten years. In the nine years from 1950 to 1958 drilling work in the whole country exceeded 22,000,000 metres--130 times the total (about 170,000 metres) done in nearly half a century before liberation. By the end of 1958, the estimates of the newly proved reserves throughout the country included more than 80,000 million tons of coal, more than 8,000 million tons of iron ore and considerable quantities of non-ferrous metals, petroleum and other minerals. During 1958, a nation-wide mass campaign to search for and report on mineral deposits greatly facilitated geological prospecting work. In a number of areas which had been considered lacking in minerals, large quantities of valuable mineral deposits were discovered. The results of geological prospecting and general surveys undertaken by the state and the people on an extensive scale have proved that China is a country with extremely rich mineral resources.

The achievements in the development of agriculture, forestry and water conservancy over the last ten years were also unparalleled in history. To protect agricultural production against the most serious floods and drought, the state, after the founding of the People's Republic, took up water conservancy construction as a vital task in organizing agricultural production. In the seven years between 1952 and 1958 alone, the state spent 4,900 million yuan on water conservancy construction. Of this sum, 1,960 million yuan were spent in 1958, 105 times the largest expenditure for water conservancy incurred in any one year by the reactionary Kuomintang government. Many large reservoirs and dams have been built on principal waterways where floods had frequently occurred, such as the large reservoirs at Meishan, Futseling, Hsianghung-tien and Motsetan in Anhwei Province; the reservoirs at Tahofang in Lianoning Province; the reservoirs at Nanwan, Poshan, Paisha and Panchiao in Honan Province; the reservoirs at Touho in Hopei Province; the reservoirs at Kuanting, the Ming Tombs and Miyun in Peking; and the reservoirs at Taihangti and Tongpinghu in Shantung Province. In addition, over a dozen large sluice gates were built such as the Sanho dam, the diversion gates and flood regulating gates of the Chingkiang flood diversion project, the Tuchistai diversion gates, the Tuliuchien River diversion gates, etc. The water conservancy project at the Sanmen Gorge which is the key project

in the gigantic engineering undertaking for the permanent control of the Yellow River, began its work in April 1957, and this year it started to check floods. These large water conservancy works play a very important role in preventing floods, storing water, irrigation and power generation. They effectively help develop industrial and agricultural production.

In the past ten years, most of the river embankments have been repaired or reinforced. Permanent control has been virtually put on the rivers which used to cause frequent floods, such as the Huai, the Yi, the Shu, the Yungting, the Taching, the Liso, etc. The state also makes plans for the whole basins of the Uangtse and the Hai Rivers, the Grand Canal and other large and medium-sized rivers. Extensive surveys and investigations of waterways have been conducted and rich and valuable geological and hydrological data were obtained to facilitate the planned development of water conservancy work and permanent control of floods. Simultaneously as the state carried out large-scale water conservancy construction, the broad masses of peasants have undertaken a large number of small-scale irrigation projects on a more extensive scale than they had ever done before. In the nine years between 1950 and 1958 the total of over 70,000 million cubic metres of earthwork and masonry were completed for water conservancy in the whole country. This was equal to the work of excavating 400 Panama Canals or 960 Suez Canals. If such earthwork and masonry could be connected in one line in one cubic metre volume, it would be 1,770 times as long as the equator.

In communications, transport, post and tele-communications, the achievements in the past ten years were also impressive. By the end of 1958 there were 31,193 kilometres of railway lines in operation in China, an increase of 42 per cent over 1949. In the nine years between 1950 and 1958, over 16,500 kilometres of trunk lines, double track lines, branch lines, and special lines for certain establishments were built or rebuilt. Of this figure, 3,564 kilometres of tracks were laid in 1958 alone, double the trackage laid in 1957. The principal lines are: the 505-kilometre Chengtu-Chungking Railway, a dream of the people of Szechuan in forty years before liberation; the 669-kilometre Paochi-Chengtu Railway, a difficult engineering feat calling for numerous tunnels through high mountains; the Yingtian-Amoy Railway which crosses the mountainous areas of Kaiangsi and Fukien; the Tienhsui-Lanchow and Paotow-Lanchow Railways over the vast Northwest; the Chining-Erlien Railway stretching to the People's Republic of Mongolia and the Soviet Union; and the Laipin-Munankuan Railway to the border of the Democratic Republic of Vietnam. Over 1,000 kilometres of tracks have been laid on the Lanchow-Sinkiang Railway which cuts across the Northwest border region, climbs over the Wushao Range 3,000 metres, above sea level, and passes vast swamps and alkaline lands. Work has begun on the Szechuan-Kweichow, Neikiang-Kunming, Hunan-Kweichow and Yunnan-Kweichow Railways which traverse the great

Southwest. Side by side with the building of new lines, the technical equipment of the existing lines has been supplemented or overhauled. Many double-tracks have been laid and traffic, capacity expanded. The Yangtse River Bridge at Wuhan, a gigantic engineering project, connecting the Peking-Hankow and Canton-Hankow Railways was completed and open to traffic in October 1957, two years ahead of schedule. Thenceforth, the "natural barrier" between the north and south was bridged.

Likewise, the construction of highways has been unprecedented. By the end of 1958, 400,000 kilometers of highways in the country were in use, an increase of five times over 1949. Worthy of special mention is the building of the Sikang-Tibet, Chinghai-Tibet and Sinkiang-Tibet Highways successively opened to traffic some time ago. The extremely difficult and hazardous engineering work done 3,000 metres above sea level would have been an unusual feat anywhere in the world. These highways have brought the Tibetan people closer to the other fraternal nationalities in the country and established closer contact with other regions, thereby increasing economic and cultural contacts. Between the rural districts and medium-sized and small cities many lower grade roads have been built. In 1958, 97 per cent of the county towns could be reached by motor vehicle.

Many inland rivers were dredged, new canals were built and new waterways were opened for navigation in the last ten years. The Grand Canal connects five large waterways, the Hai, the Yellow, the Huai, the Yangtse and the Chientang, but it has been silted up in many places for over 100 years. Dredging and reconstruction work began in Shantung and Kiangsu in 1958 and will continue section by section.

With the rapid progress of economic construction, the state has built a large number of houses for workers and other employees and done much in construction for social amenities and culture. New cities have risen in different parts of the country and old cities have changed their shabby appearance. In the nine years between 1950 and 1958 more than 410,000,000 square metres of floor space were added to the urban dwellings throughout the country. In not a few cities the new buildings have greatly increased over the total of old buildings. Urban public utilities have expanded rapidly. In nine years the length of pipes for running water increased by over 8,100 kilometres, the drainage system was expanded by over 4,000 kilometres and city roads were extended by over 7,600 kilometres.

In the nine years between 1950 and 1958, new school buildings for higher educational institutes increased their floor space by 11,720,000 square metres as a result of state investments in capital construction. This additional building space is 3.5 times as

much as all the floor space for higher educational institutes in old China. New buildings for middle schools and normal middle schools increased by 17,720,000 square metres, 3 times as much as all buildings for such schools that existed in old China.

With the speedy progress of socialist construction, the personnel engaged in building work, prospecting, and designing has increased as never before. By the end of 1958, the number of workers and other employees in building construction reached 5,336,000, amounting to 5.4 times the number of 1952; the number of workers and other employees in administratively independent prospecting and designing organizations increased 7 times in comparison with the end of 1952. The number of geological prospecting personnel exceeded 420,000 by the end of 1958, 14 times the 1952 figure and 530 times the geological personnel before liberation. As the ranks of the workers and other employees in the building industry swelled continuously, their technological equipment improved and increased and their labour productivity rose conspicuously. In 1958 the fixed assets for equipment per building worker increased 2.7 times compared with 1952 and the building workers' labour productivity increased 59 per cent over 1952. The technical level of prospecting, designing and construction has improved greatly. Since 1958 China has been able to make her own designs for the larger and technically more complicated industrial establishments such as an integrated iron and steel works with an annual production capacity of 3,600,000 tons of steel; a colliery capable of producing 3,000,000 tons of coal a year; a hydro-electric power station with a capacity of 1,000,000 kilowatts; a thermal power station with a capacity of 650,000 kilowatts; and a paper mill producing 300 tons daily. In 1958 a much greater number of inventions and innovations in designing and building were introduced by the workers and other employees who had thrown off all the shackles of their old way of thinking and broken away from set traditions and hard and fast rules. In that year, by introducing and popularizing more efficient building methods aimed at achieving greater, quicker, better and more economical results, many important projects went into operation, ahead of schedule, saving large sums of money. For example, the blast furnace in the Wuhan Iron and Steel Works with a daily output of 2,000 tons of pig iron, scheduled to be built in two years, was completed and went into operation in 14 months as a result of quick working methods. The increase in the number of personnel in capital construction and the improvement of their working efficiency and technology have created favourable conditions for the speedy development of socialist construction.

INCREASE IN TOTAL INVESTMENT IN CAPITAL CONSTRUCTION

	<u>Total investment</u> (million yuan)	<u>Index Numbers</u>		
		<u>Preceding year=100</u>	<u>1950=100</u>	<u>1952=100</u>
TOTAL	89,540	-	-	-
Period of Rehabilitation of National Economy				
Total	7,840	-	-	-
1950	1,130	-	100	-
1951	2,350	207	207	-
1952	4,360	186	384	100
First Five-Year Plan Period				
Total	55,000	-	-	-
1953	8,000	184	706	184
1954	9,070	113	799	208
1955	9,300	103	820	214
1956	14,800	159	1,310	340
1957	13,830	93	1,220	317
Second Five-Year Plan Period				
1958	26,700	193	2,350	613

Note: Data include both the investment within the state plan and that outside the state plan.

INCREASE IN INVESTMENT WITHIN STATE PLAN

	<u>Investment</u> <u>within state</u> <u>plan</u> (million yuan)	<u>Preceding</u> <u>year=100</u>	<u>1950=100</u>	<u>1952=100</u>
TOTAL	102,140	-	-	-
Period of Rehabilitation of National Economy				
Total	6,630	-	-	-
1950	1,040	-	100	-
1951	1,880	180	180	-
1952	3,710	198	356	100
First Five-Year Plan Period				
Total	49,270	-	-	-
1953	6,510	175	625	175
1954	7,500	115	720	202
1955	8,630	115	829	233
1956	13,990	162	1,340	377
1957	12,640	90	1,210	341
Second Five-Year Plan Period				
1958	21,440	170	2,060	578
1959 (planned)	24,800	116	2,380	668

INVESTMENT IN THE DEPARTMENTS OF THE NATIONAL
ECONOMY AND CULTURE (I)
(million yuan)

				<u>Agriculture, forestry, water conservancy and meteorology</u>		
	<u>Total</u>	<u>Industry</u>	<u>Build- ing</u>	<u>Prospect- ing for natural resources</u>	<u>Total</u>	<u>Of which: water con- servancy</u>
TOTAL	86,060	44,020	2,510	1,970	7,420	4,920
1952	4,360	1,690	90	70	600	410
First Five- Year Plan Period						
Total	55,000	25,030	2,150	1,430	4,190	2,550
1953	8,000	2,840	360	190	770	480
1954	9,070	3,830	360	290	420	220
1955	9,300	4,300	320	250	620	410
1956	14,800	6,820	650	400	1,190	710
1957	13,830	7,240	460	300	1,190	730
Second Five- Year Plan Period						
1958	26,700	17,300	270	470	2,630	1,960

INVESTMENT IN THE DEPARTMENTS OF THE NATIONAL
ECONOMY AND CULTURE (I) (cont'd)

	<u>Transport, post & tele- communications</u>			<u>Culture, education and scientific research</u>	<u>Public health & wel- fare</u>	<u>Urban public util- ities</u>	<u>Govt. bureau</u>	<u>Other</u>
	<u>Total</u>	<u>Of which: railways</u>	<u>Trade</u>					
TOTAL	13,170	8,460	2,830	4,690	820	2,190	1,180	5,260
1952	760	510	120	280	60	170	20	500
First Five- Year Plan Period								
Total	9,010	5,920	2,140	3,810	650	1,440	970	4,180
1953	1,070	650	270	620	150	250	280	1,200
1954	1,500	950	390	680	150	240	280	1,000
1955	1,760	1,220	350	590	110	220	140	640
1956	2,610	1,760	760	1,000	110	350	160	750
1957	2,070	1,340	340	920	130	380	180	590
Second Five- Year Plan Period								
1958	3,400	2,030	570	600	110	580	190	580

INVESTMENT IN THE DEPARTMENTS OF THE NATIONAL
ECONOMY AND CULTURE (II)
(percentage distribution)

				<u>Agriculture, forestry, water conservancy and meteorology</u>	<u>Transport, post and tele- communications</u>		
	<u>Industry</u>	<u>Build- ing</u>	<u>Prospect- ing for natural resources</u>	<u>Total</u>	<u>Of which: water con- servancy</u>	<u>Total</u>	<u>Of which: railways</u>
TOTAL	51.1	2.9	2.3	8.6	5.7	15.3	9.8
1952	38.8	2.1	1.6	13.8	9.4	17.5	11.6
First Five Year Plan Period							
Total	45.5	3.9	2.6	7.6	4.6	16.4	10.8
1953	35.4	4.5	2.4	9.7	6.0	13.4	8.1
1954	42.3	3.9	3.2	4.6	2.5	16.5	10.4
1955	46.2	3.5	2.7	6.7	4.4	19.0	13.2
1956	46.1	4.4	2.7	8.0	4.8	17.7	11.9
1957	52.3	3.3	2.2	8.6	5.3	15.0	9.7
Second Five- Year Plan Period							
1958	64.8	1.0	1.7	9.9	7.3	12.7	7.6

Note: The classifications in this table are functional and not administrative. On an administrative basis, the percentage distribution of total investment actually completed during the First Five-Year Plan would be as follows: industry (including building and geological prospection) 56 per cent; agriculture, forestry and water conservancy 8.2 per cent; transport, post and tele-communications 18.7 per cent.

INVESTMENT IN THE DEPARTMENTS OF THE NATIONAL
ECONOMY AND CULTURE (II) (cont'd)
(percentage distribution)

	<u>Trade</u>	<u>Culture, education & scientific research</u>	<u>Public health & welfare</u>	<u>Urban Public utilities</u>	<u>Govt. bureau</u>	<u>Other</u>
TOTAL	3.3	5.5	1.0	2.5	1.4	6.1
1952	2.8	6.4	1.3	3.9	0.4	11.4
First Five- Year Plan Period						
Total	3.9	6.9	1.2	2.6	1.8	7.6
1953	3.4	7.8	1.9	3.1	3.4	15.0
1954	4.3	7.5	1.7	2.6	2.3	11.1
1955	3.7	6.3	1.1	2.4	1.5	6.9
1956	5.1	6.7	0.7	2.4	1.1	5.1
1957	2.7	6.7	0.9	2.8	1.3	4.2
Second Five- Year Plan Period						
1958	2.1	2.3	0.4	2.2	0.7	2.2

INVESTMENT IN HEAVY AND LIGHT INDUSTRY (I)
(absolute figures and percentage distribution)

	<u>Absolute figures</u> (million yuan)			<u>Percentage</u> <u>distribution</u>			<u>Ratio of</u> <u>light to</u> <u>heavy</u> <u>Industry</u>
	<u>Industry</u> <u>total</u>	<u>Of which:</u>		<u>Industry</u> <u>total</u>	<u>Of which:</u>		
		<u>Light</u>	<u>Heavy</u>		<u>Light</u>	<u>Heavy</u>	
TOTAL	44,020	6,330	37,690	100	14.4	85.6	1:6.0
1952	1,690	410	1,280	100	24.0	76.0	1:3.2
First Five- Year Plan Period							
Total	25,030	3,740	21,290	100	15.0	85.0	1:5.7
1953	2,840	500	2,340	100	17.6	82.4	1:4.7
1954	3,830	670	3,160	100	17.6	82.4	1:4.7
1955	4,300	530	3,770	100	12.3	87.7	1:7.1
1956	6,820	940	5,880	100	13.8	86.2	1:6.2
1957	7,240	1,100	6,140	100	15.2	84.8	1:5.6
Second Five- Year Plan Period							
1958	17,300	2,180	15,120	100	12.6	87.4	1:6.9

Note: In the First Five-Year Plan period, investments within the state plan in light industry constituted 12.6 per cent and those in heavy industry 87.4 per cent.

INVESTMENT IN HEAVY AND LIGHT INDUSTRY (II)
(index numbers)

	<u>Preceding year=100</u>		<u>1952=100</u>	
	<u>Light</u> <u>Industry</u>	<u>Heavy</u> <u>Industry</u>	<u>Light</u> <u>Industry</u>	<u>Heavy</u> <u>Industry</u>
1953	123	182	123	182
1954	135	136	166	246
1955	78	119	130	293
1956	179	156	233	458
1957	117	104	273	478
1958	197	246	538	1,180

INVESTMENT IN CAPITAL CONSTRUCTION IN NATIONAL MINORITY AREAS

	<u>Total</u> (million yuan)	<u>Percentage</u> <u>to total</u> <u>national</u> <u>investment</u>	<u>Index numbers</u>	
			<u>Preceding</u> <u>year=100</u>	<u>1952=100</u>
TOTAL	7,160	8.0	-	-
Period of Rehabilitation of National Economy				
Total	560	7.1	-	-
First Five-Year Plan Period				
Total	3,930	7.1	-	-
1953	390	4.9	121.2	121.2
1954	570	6.2	143.3	173.6
1955	660	7.1	116.8	202.8
1956	1,160	7.8	175.5	355.8
1957	1,150	8.3	99.1	352.8
Second Five-Year Plan Period				
1958	2,670	10.1	232.4	819.9

NEW FIXED ASSETS (I)
(absolute figures and percentage distribution)

	<u>Absolute figures</u> (million yuan)			<u>Percentage distribution</u>		
	<u>Of which:</u>			<u>Of which:</u>		
	<u>Total</u>	<u>Produc- tive</u>	<u>Non-pro- ductive</u>	<u>Total</u>	<u>Produc- tive</u>	<u>Non-pro- ductive</u>
TOTAL	69,100	51,170	17,930	100	74	26
1952	3,110	1,950	1,160	100	63	37
First Five- Year Plan Period						
Total	46,030	32,060	13,970	100	70	30
1953	6,560	3,750	2,810	100	57	43
1954	7,370	4,610	2,760	100	63	37
1955	8,020	5,780	2,240	100	72	28
1956	11,160	8,240	2,920	100	74	26
1957	12,920	9,680	3,240	100	75	25
Second Five- Year Plan Period						
1958	19,960	17,160	2,800	100	86	14

- Notes: 1. Productive investment in fixed assets include: factory buildings, machinery and equipment used for production purposes, railways, highways, harbours, wharves and other transport facilities, warehouses for commercial and banking undertakings, etc. Non-productive investment in fixed assets include expenditures for the people's material and cultural life such as housing, school buildings, hospitals, nurseries, cinemas and theatres, clubs, dining-halls, and offices for government and people's organizations.
2. New fixed assets within the state plan added during the First Five-Year Plan period amounted to 41,100 million yuan. The balance was outside the state plan.

NEW FIXED ASSETS (II)

	<u>Preceding year=100</u>		<u>(index numbers)</u> <u>1952=100</u>	
	<u>Productive</u> <u>fixed assets</u>	<u>Non-productive</u> <u>fixed assets</u>	<u>Productive</u> <u>fixed assets</u>	<u>Non-productive</u> <u>fixed assets</u>
1953	192	243	192	243
1954	123	98	236	237
1955	125	81	296	193
1956	143	131	422	252
1957	117	111	495	280
1958	177	86	878	241

NEW INDUSTRIAL FIXED ASSETS

Absolute figures (million yuan)

	<u>New fixed</u> <u>assets total</u>	<u>Of which:</u> <u>new fixed in-</u> <u>dustrial assets</u>	<u>Percentage of</u> <u>new fixed in-</u> <u>dustrial assets</u> <u>to total new</u> <u>fixed assets</u>
TOTAL	71,890	34,360	47.8
Period of Rehabilitation of National Economy			
Total	5,900	1,930	32.7
1950	1,010	300	29.7
1951	1,780	500	28.1
1952	3,110	1,130	36.3
First Five-Year Plan Period			
Total	46,030	20,060	43.6
1953	6,560	2,340	35.7
1954	7,370	2,280	38.3
1955	8,020	3,530	44.0
1956	11,160	4,900	43.9
1957	12,920	6,470	50.1
Second Five-Year Plan Period			
1958	19,960	12,370	62.0

Note: The classification in this table are functional. An administrative basis, new fixed industrial assets during the First Five-Year plan period total 21,400 million yuan.

NUMBER OF MAJOR FACTORY AND MINING PROJECTS
COMPLETED OR UNDER CONSTRUCTION
(1953-1958)

	<u>No. of projects completed 43 or under construction</u>	<u>Of which: no. of projects wholly or partially in operation</u>
TOTAL	2,056	1,037
Of which:		
Coal industry	376	179
Electric power		
industry	268	154
Petroleum industry	28	17
Ferrous metals		
industry	117	68
Chemical industry	116	54
Building materials		
industry	103	37
Metal processing		
industry	489	215
Textile industry	120	74
Paper industry	47	21
Food industry	103	49

Note: A project on which construction continues for several years and which goes into operation by stages is counted only once in this table.

PRINCIPAL NEW RESERVOIRS
(1950-1958)

<u>Reservoir</u>	<u>Location</u>	<u>Date Completed</u>	<u>Storage capacity</u> (million cubic metres)
Kuanting Reservoir	Peking	May 1954	2,270
Futseling Reservoir	Huoshan, Anhwei	October 1954	582
Poshan Reservoir	Chuehshan, Honan	December 1954	292
Nanwan Reservoir	Hsinyang, Honan	December 1955	932
Meishan Reservoir	Chinchai, Anhwei	April 1956	2,275
Touho Reservoir	Tangshan, Hopei	December 1956	134
Paisha Reservoir	Yuhsien, Honan	August 1957	274
Panchiao Reservoir	Miyang, Honan	August 1957	418
Shihmen Reservoir	Chunghsiung, Hupei	July 1957	123
Huaijou Reservoir	Peking	July 1958	90
Tahofang Reservoir	Fushun, Liaoning	September 1958	1,970
Taihangti Reservoir	Tsaohsien, Shantung	August 1958	1,230
Tungpinghu Reservoir	Liaocheng, Liangshan, Shantung	October 1958	4,000
Tungchang Reservoir	Fuching, Fukien	December 1958	186
Mokuhu Reservoir	Manass, Sinkiang	December 1958	158
Hsianghungtien Reservoir	Chinchai, Anhwei	December 1958	2,650
Motsetan Reservoir	Huoshan, Anhwei	December 1958	336
Ming Tombs Reservoir	Peking	July 1958	82

LENGTH OF RAILWAY TRACKS LAID

(kilometres)

Trunk and branch lines

	<u>Total</u>	<u>New lines</u>	<u>Restored lines</u>	<u>New double- track lines</u>	<u>Restored double- track lines</u>	<u>Special purpose lines</u>
TOTAL	12,090	7,513	1,749	1,833	995	4,451
Period of Rehabilitation of National Economy						
Total	3,062	1,320	1,170	-	572	593
1950	808	97	427	-	284	172
1951	1,021	743	138	-	140	185
1952	1,233	480	605	-	148	236
First Five-Year Plan Period						
Total	6,652	4,861	474	894	423	2,670
1953	706	587	-	14	105	494
1954	1,132	831	-	49	252	283
1955	1,406	1,222	39	87	58	458
1956	2,242	1,747	285	206	4	866
1957	1,166	474	150	538	4	569
Second Five-Year Plan Period						
1958	2,376	1,332	105	939	-	1,188

Note: In addition to the above figures, 4400 kilometres of narrow-gauge tracks for forest railways were laid between 1950 and 1958.

PRINCIPAL NEW RAILWAYS
(1950-1958)

<u>Name of railway</u>	<u>Length of tracks laid (kilometres)</u>	<u>Date opened to traffic</u>
Laipin-Munankuan (Kwangsi)	419	October 1951
Chengtú-Chungking (Szechuan)	505	July 1952
Tienschui-Lanchow (Kansu)	354	October 1952
Litang (Kwangsi)-Chankiang (Kwangtung)	315	July 1955
Fengtai (Peking)- Shacheng (Hopei)	101	July 1955
Chining-Erhlien (Inner Mongolia)	337	December 1955
Hsiaoshan-Chuanshan (Chekiang)	140	April 1956
Paochi (Shensi)- Chengtú (Szechuan)	669	July 1956
Yingtán (Kiangsi)- Amoy (Fukien)	733	April 1957
Paotwo (Inner Mongolia) Lanchow (Kansu)	991	August 1958
Nanping-Foochow (Fukien)	167	December 1958
Tuyun-Kweiyang (Kweichow)	146	December 1958
The Greater Khingan Mountains Forest Railway	258	1957 (Huder-Kenho and Etulgol-Gangol sec- tions)
The Lesser Khingan Mountains Forest Railway	115	1957 (Yichun-Hsingching section)
Huaijou (Peking)-Chengteh (Hopei)	106	1958 (Shangpancheng- Yingshouyingtse and Huaijou-Miyun sections)
Lanchow (Kansu)-Sinkiang Friendship Line	1,151	October 1958 (up to Kizil Ulson)
Neikiang (Szechuan)- Kunming (Yunnan)	116	October 1958 (Neikiang- Ipin section)

MAJOR NEW BRIDGES
(1950-1958)

<u>Name</u>	<u>Place</u>	<u>Length (metres)</u>
Wuhan Yangtse River Bridge	Hupei	1,670
Tungkuan Yellow River Bridge (temporary structure)	Shensi	1,070
Hunan-Kweichow Railway Hsiangkiang Bridge	Hunan	844
Shenyang-Shanhaikuan Railway Talingho Bridge	Liaoning	830
Fengtai-Shacheng Railway Yungtingho No. 1 Bridge	Hopei	722
Lunghai Railway Hsinyiho Bridge	Kiangsu	700
Paotow-Lanchow Railway Sanshengkung Yellow River Bridge	Inner Mongolia	683
Peking-Paotow Railway Kueishui Bridge	Hopei	663
Hunan-Kwangsi Railway Liukiang Bridge	Kwangsi	616
Peking-Canton Railway Changho Bridge	Hopei	569
Fengtai-Shacheng Railway Yungtingho No. 8 Bridge	Hopei	526

LENGTH OF NEW AND IMPROVED HIGHWAYS

(kilometres)

	<u>Total</u>	<u>Of which: new highways</u>
TOTAL	409,017	237,249
Period of Rehabilitation of National Economy		
Total	46,176	3,846
1950	15,463	540
1951	19,545	1,366
1952	11,168	1,940
First Five-Year Plan Period		
Total	152,841	83,403
1953	9,654	2,598
1954	7,164	3,824
1955	8,138	3,579
1956	89,717	55,930
1957	38,168	17,472
Second Five-Year Plan Period		
1958	210,000	150,000

Note: Figures for 1956 and after include lower grade highways.

PRINCIPAL TRUNK HIGHWAYS COMPLETED

<u>Name of highway</u>	<u>Length</u> (kilometres)	<u>Year</u> <u>Completed</u>
1. New highways		
Golmo-Sorhol (Chinghai)	544	1952
Yangchieh-Yinmin (Yunnan)	243	1953
Taotangho-Yushu (Chinghai)	723	1953
Sikang-Tibet (from Chinchikuan in Yaan, Szechuan to Lhasa, Tibet)	2,271	1954
Chinghai-Tibet (from Sining, Chinghai to Lhasa, Tibet)	2,100	1954
Haikow-Yulin (Hainan Island, Kwangtung)	297	1954
Taliyuan-Menghai (Yunnan)	675	1954
Chengtu-Ahpa (Szechuan)	506	1954
Yangpachan-Shigatze (Tibet)	247	1954
Shigatze-Pharhi (Tibet)	253	1954
Tunhuang (Kansu)-Golmo (Chinghai)	588	1954
Nata-Paso (Hainan Island, Kwangtung)	126	1954
Hsinyi-Loting section of Canton- Haian Line (Kwangtung)	124	1954
Pengkow-Chuehwei (Fukien)	274	1955
Menghai-Lantsang (Yunnan)	119	1955
Kaiping-Chuangho (Liaoning)	150	1955
Foochow (Fukien)-Wenchow (Chekiang)	446	1956
Haipachuang-Mengting (Yunnan)	574	1956
Yanglin-Huitse (Yunnan)	280	1956
Tungyuanpao-Chuangho (Liaoning)	198	1956
Eh-odot-Mangyai (Chinghai)	371	1956
Lenghu-Chalengkou (Chinghai)	130	1956
Odo-Shaliangtse (Chinghai)	150	1956
Moho-Huangkualiang (Chinghai)	757	1956
Tseli-Tajung (Hunan)	111	1956
Mae Tag-Khoshtologai (Sinkiang)	288	1956
Charklik-Cherchen (Sinkiang)	353	1956
Hsinshihchen-Hsichang (Szechuan)	336	1956
Lhasa-Chetang (Tibet)	184	1956
Sinkiang-Tibet (Karghalik, Sinkiang-Gartok, Tibet)	1,210	1957
Tangin-Mangyai (Chinghai)	363	1957
Weifang-Jungcheng (Shantung)	332	1958
Tungngolo-Patang (Szechuan)	406	1958
Taiho (or Santu)-Chinkanshan (Kiangsi)	95	1958
Hungliuyuan-Tunhuang (Kansu)	127	1958

<u>Name of highway</u>	<u>Length</u> (kilometres)	<u>Year</u> <u>Completed</u>
2. Rebuilt highways		
Shangyao (Kiangsi)-Foochow (Fukien)	488	1952
Kiangshan (Chekiang)-Chienou (Fukien)	280	1954
Nanping-Pengkow (Fukien)	266	1955
Urumchi-Korla-Kashgar (Sinkiang)	1,513	1958

NEW SCHOOL BUILDINGS
(thousand square metres of floor space)

	<u>Total</u>	<u>Institutes</u> <u>of higher</u> <u>learning</u>	<u>Normal</u> <u>middle</u> <u>schools</u>	<u>Middle</u> <u>schools</u>	<u>Primary</u> <u>schools</u>
TOTAL	35,590	11,720	2,070	15,650	4,150
Period of Rehabilitation of National Economy					
Total	4,640	1,730	510	1,930	470
1950	540	190	90	150	110
1951	1,280	520	120	510	130
1952	2,820	1,020	300	1,270	230
First Five-Year Plan Period					
Total	22,900	8,340	1,410	10,510	2,640
1953	4,220	1,510	480	2,010	220
1954	4,500	1,530	210	2,300	460
1955	3,710	1,330	150	1,460	770
1956	5,040	2,050	300	2,200	490
1957	5,430	1,920	270	2,540	700
Second Five-Year Plan Period					
1958	6,050	1,650	150	3,210	1,040

Note: Data exclude newly added floor space for technical middle schools.

IMPROVEMENT IN DESIGNING TECHNIQUE
(designed plant capacity)

	<u>1952</u>	<u>1957</u>	<u>1958</u>
Coal mining	-	2,400,000 tons a year	3,000,000 tons a year
Hydro-electric power station	12,000 kw.	1,000,000 kw.	1,000,000 kw.
Thermal power station	10,000 kw.	650,000 kw.	650,000 kw.
Iron and steel integrated works	-	1,500,000 tons a year	3,600,000 tons a year
Heavy machine- building works	-	74,000 tons a year	120,000 tons a year
Paper mill	-	120 tons a day	300 tons a day
Sugar mill (sugar-beet)	800 tons processed a day	1,000 tons processed a day	1,000 tons processed a day
(sugar-cane)	1,000 tons processed a day	2,000 tons processed a day	2,000 tons processed a day

GEOLOGICAL PROSPECTING
(thousand metres)

	<u>Drilling</u>		
	<u>Total</u>	<u>Of which: mechanical core drilling</u>	<u>Pit testing</u>
TOTAL	22,094	18,182	2,170
Period of Rehabilitation of National Economy			
Total	496	409	52
1952	355	286	50
First Five-Year Plan Period			
Total	12,898	10,373	1,458
1953	922	744	151
1954	1,479	1,157	222
1955	2,095	1,599	251
1956	4,141	3,270	401
1957	4,261	3,603	433
Second Five-Year Plan Period			
1958	8,700	7,400	660

CONSTRUCTION OF URBAN PUBLIC UTILITIES

	<u>1949</u>	<u>1952</u>	<u>1957</u>	<u>1958</u>
Running Water:				
Length of pipes (kilometres)	6,480	8,099	12,570	14,617
Volume of water supplied for the year (million cubic metres)	-	460	950	1,260
Of which: for household use (million cubic metres)	-	250	550	640
Motor buses:				
Number of buses	1,264	2,220	4,445	5,830
Number of passengers carried (million rides)	-	450	1,930	2,220
Trams:				
Number of cars	866	1,049	1,224	1,245
Number of passengers carried (million rides)	-	550	940	890
Trolley buses:				
Number of buses	166	244	493	688
Number of passengers carried (million rides)	-	110	320	390
Length of roads paved (kilometres)	11,084	12,223	17,730	18,698
Length of drainage pipes (kilometres)	6,568	7,070	10,122	11,074