

# Handbook for China

(INCLUDING HONGKONG)

by

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*With Six Maps and Plans*

FIFTH EDITION  
Revised Throughout

百聞不如一見

*"One seeing is worth a hundred tellings"*

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# SHANGHAI AND THE YANGTZE VALLEY



**GENERAL INFORMATION.**—Distance from London by sea 11,000 miles; from San Francisco, 5,000 miles; from Hongkong, 850 miles. Local time is 8 hours in advance of Greenwich. When it is 12 o'clock noon in Shanghai, it is 11 p.m. of the preceding day in New York, and 4 a.m. of the same day in London. Shanghai lies in 31° 14' N. Latitude and 120° 29' E. Longitude, being on the same parallel as Cairo and New Orleans.

Greater Shanghai is made up of several municipalities including the International Settlement, the French Concession and the Chinese administered Municipality of Greater Shanghai. The population of the International Settlement is 1,023,330, the French Concession 478,552 and the Chinese Municipality 1,702,130, a total of 3,204,012, making Shanghai the fifth city in the world in point of population.

It is exceeded in population by London, New York, Berlin and Chicago but is ahead of Paris, Los Angeles, Rome and Boston.

The population, both foreign and Chinese, is strikingly cosmopolitan. No less than forty-seven nationalities are numbered among the foreigners, while Chinese from every province are represented in the Chinese population. In the foreign population of Shanghai, the following are the principal nationalities represented: Japanese 18,804; British 10,747; Russian 9,532; American 3,667; Portuguese 1,784; French 1,565; German 1,474; Danish 334; Italian 326; Polish 343; Swiss 223; Dutch 190; Spanish 241; Greek 190; Czechoslovakian 153; Norwegian 164. These figures do not include several thousand foreigners who live outside the two foreign settlements, and approximately 200 nationals from many of the smaller central European and South American countries.

**Arrival.**—Although one of the world's great seaports, Shanghai is not on the sea but on the Whangpoo River, 13 miles from Woosung, an undeveloped port at the mouth of the river. All important passenger steamers proceed up the Whangpoo and tie up at docks or buoys which are in easy reach of the principal hotels. Passengers by train arrive at the North Station of the Nanking-Shanghai Railway, near the edge of the International Settlement. Representatives of all hotels meet the steamer or train and take charge of baggage.

**Hotels.**—Astor House, Burlington, Cathay, Metropole, Palace, Plaza. All hotels are on the American plan. The Great Eastern, Yih Ping Shang, Oriental and many other hotels, under Chinese ownership and

186

management, serve foreign style meals and are patronized by some foreign travelers.

**Consulates.**—Austria, Belgium, Brazil, Czechoslovakia, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Union of Soviet Socialist Republics, United States of America.

**Telegrams and Cables.**—Domestic telegrams and radio messages can be sent by the Chinese Telegraph Administration, corner Foochow and Szechuen Roads. Offices of foreign cable companies located in the Cable Building, 4 Avenue Edward VII, near the Bund, also at 3 Peking Road. The Japanese Telegraph is at 5 Seward Road. Radio messages may be sent abroad by the Chinese Government Radio Administration in the Sassoon House (Cathay Hotel) on Jinkee Road. Domestic telegrams in local currency; cable rates are based on gold currency, but, at a fixed rate in local currency which is changed each quarter in accordance with exchange fluctuations.

**Railways.**—Nanking-Shanghai Railway, from Shanghai to Nanking, 193 miles, connecting by steam launch or train ferry across the Yangtze with the Tientsin-Pukow Railway; Shanghai-Hangchow-Ningpo Railway, from Shanghai to Hangchow, 125 miles. The latter line will eventually be extended to Ningpo.

**Transportation.**—Riobhas, 20 minutes, 20 cents; half-day \$1; whole day, \$1.70. Motor cars \$3 to \$6 per hour; minimum fare of \$1 per 20 minutes.

**Newsprinters.**—Daily English: The China Press, the North Daily News, the Shanghai Times, the Evening Post and Mercury; French: Journal de Shanghai; Russian: Shanghai Zaria, Slovo. In addition there are many daily papers published in the Chinese and Japanese languages and many weekly and monthly periodicals published in English and other foreign languages.

**Steamer Routes.**—Shanghai is a port of call for nearly all the trans-Pacific and European steamship lines, as well as the steamers which run from Japanese to Australian ports. It is the most centrally located of all the Far Eastern ports and frequent sailings can be had to all points on the China coast, to Japan, the Philippines or other countries of Eastern Asia. In point of tonnage entering and leaving, Shanghai is the second largest port in the world.

**Travel by Air.**—The China National Aviation Corporation provides daily mail and passenger service by airplane from Shanghai to Hankow by way of Nanking, Anking and Kiukiang. Planes take off every morning except Sunday at 8 o'clock and reach Hankow at 3 o'clock the same afternoon. Connection is made at Nanking with a similar airplane service to Peiping and at Hankow with a service to Chungking.

**Currency.**—The old standard currency of Shanghai was the Mexican dollar, but in recent years Chinese dollars of the same value have come into general circulation. The small coins, ten and twenty cent pieces and coppers, are always depreciated. The dollar is usually exchanged

for about 120 cents. Local money exchange shops are licensed and strictly regulated by the municipal authorities.

Shanghai, the commercial metropolis of the China Coast and of Asia, is the most important of the treaty-ports of China, and one of the most diverting and cosmopolitan cities in the world. Popularly termed "the Paris of the East" by observant tourists, it is an interesting mixture of East and West, for while the dominating business interests are largely western, the greater part of the population is Oriental. In the teeming streets every day it is not unusual to see almost every national costume, and although the Chinese form the bulk of the population, they and their dress are nearly as varied as the foreigners and their assorted costumes, for the Chinese population is made up of representatives from every province in the country. Japanese and Russians comprise the largest part of the alien population. In the Hongkew section are to be found extensive Japanese settlements, where many of the shops deal in nothing but Japanese merchandise. Here one may find anything from dainty lacquer boxes and gaily flowered kimono to heavy leather goods of expert workmanship. Although here and there will be found shops which deal exclusively in Indian, French, British, American and Russian goods, the Hongkew district is predominantly Japanese. On the other hand, the Russians have appropriated a great stretch of Avenue Joffre and the adjoining blocks as their own particular territory. Avenue Joffre, the principal street of the French Concession, is a phenomenon of the post-war period. Since the Russian Revolution, thousands of "White" Russians, their property confiscated and their lives endangered by the Soviets, have fled to the comparatively secure havens which the larger cities of China afford. In large numbers they came to Shanghai, selecting the French Concession as a place to start anew. And from a placid residential street, Avenue Joffre was gradually transformed into a gay and bustling thoroughfare that bears many resemblances to streets in the larger

continental cities. Here are to be found the clever modistes who smartly gown more than half the chic women of Shanghai, and side by side are the milliners and shoemakers who provide the accessories. Here, too, are the tiny cafés serving the delicious cream cakes and thick chocolate of which the Russians are so fond, the florists and delicate-sens, the cosmetic and barber shops, and even an occasional pawn shop, where, if one is an astute shopper, an ancient samovar or a bit of strange jewelry may be unearthed.

Shops of almost every other nation are scattered throughout the rest of the strangely conglomerate city. More than forty distinct nationalities have found their way to Shanghai, and with every nation in Europe represented here, it would seem that there is scarcely a nation in the world which has not helped to make up the cosmopolitan community. Malays, Parsees, Sikhs, Japanese, Koreans, Annamese, Brahmins, Hindus, Singalese, Persians, Turks and Javanese are only a few of the many races to be seen on the streets.

The international nature of Shanghai's population may be judged from the great number of national clubs established here. In addition to many national associations, there are the American, British, French, Japanese, German, Portuguese, Swiss, Italian, and Jewish clubs. The schools also show the international character of the city. Not long ago one school gave a program which included recitations in twenty-two different languages by students of the same number of nationalities. So cosmopolitan is the population of Shanghai that it has acquired the name of "a miniature League of Nations."

The native city, which gives its name to the now important port of Shanghai, is of no great importance commercially. It was only a small village when it was first known in the kingdom of Wu, the feudal State of which Soochow was the capital. When Shi Hwang-ti, who built the Great Wall of China, captured the delta, he made Shanghai a *hsien*, or district, and during the Sung dynasty the name of Shanghai began to be used,

the first mention being chronicled in A.D. 1075. Before the foreigners came and developed it into China's largest port, it was only a small fishing port enclosed by a sturdy wall to protect it against the invasions of marauding Japanese pirates, and could boast of no more importance than that of being a port of call for seagoing junks and the home of a fishing fleet of about four hundred vessels. When the Treaty of Nanking was signed in 1842 between China and Great Britain, Shanghai was included as the most northern of the five ports to be made open to foreign residence and trade. It is no longer considered to be a part of North China, although the earlier geographical division is perpetuated in the name of the oldest newspaper, the North China Daily News. The settlement was formally opened on November 17, 1843, and at first grew very slowly. At the end of the first year as an open port, Shanghai had but 23 foreign residences, one consular flag, 11 business firms and two missionaries. To-day there are approximately 700 foreign firms engaged in foreign trade in Shanghai, employing about 9,000 foreigners and 60,000 Chinese.

The site which had been selected for a British Settlement was little more than a reed-covered marsh, intersected by many small canals—what is now the famous and imposing waterfront boulevard called "The Bund" was then only a foot-path used by the trackers who towed the boats. The settlement limits were marked by what are now Peking Road, Avenue Edward VII, Honan Road and The Bund. One of the first tasks of foreign residents was to make this place habitable. How well that work has been accomplished can only be appreciated by a visit to this modern and progressive city. Six years after the British Settlement was marked out, the Chinese government gave territory to France for a settlement between the Chinese city and the British Concession. In the late fifties Americans leased ground on the north of the British Settlement, although the so-called American Settlement was never formally taken

over by the American government. Later the British and American Settlements were combined as the International Settlement, while that of the French remains separate. Thus there are three distinct municipalities in Shanghai the Chinese municipality of Greater Shanghai which includes the cities of Nantao and Chapel, the French Concession and the International Settlement. These cities are separated only by streets so that the newcomer and many old residents pass from one city to another without knowing it.

Of these the International Settlement is the most important. A single self-governing community, it unites the subjects and citizens of many different nations under a municipal constitution of a popular character and the administration of an elected representative body, the Shanghai Municipal Council. The Council is composed of fourteen members in all, of which nominally five are British, two American, two Japanese and five Chinese. This body of public-spirited men, none of whom receives any remuneration for his services, has controlled the activities of the community since 1854. In that year the Settlement established a representative governing body and provided for the organization of a police force because of the large increase of Chinese population due to civil uprisings and rebellion throughout the land, and also because the Chinese authorities in 1853 were unable to afford protection to the Settlement against the dangers resulting from rebellion and civil war.

The activities of the Council are manifold. In the International Settlement taxes are uniformly and without discrimination imposed and collected in accordance with the requirements of the municipality. Thus the necessary revenue is provided which enables the Council to maintain its several departments. Of these, the Police Department provides an excellent police force and administers the jails and reformatories which it has established. The control and supervision of municipal cemeteries, the administration and maintenance of municipal hospitals, the examination

of water, milk and ice-cream, the providing of clinics for vaccination against smallpox and the maintainance of public sanitation are only a few of the duties of the Public Health Department. The Public Works Department superintends the construction of roads, bridges, municipal buildings, bundings, parks and sewers, while the Education Department provides six municipal schools for foreign children and seven schools for Chinese. In addition to these departments, the Council maintains the Shanghai Fire Brigade, and the Shanghai Volunteer Corps, which, including the Light Horse, the American Troop, the Field Artillery, the Engineer Company, the Armoured Car Company, the Infantry Units, the Unit Reserves, the Special Reserve and the Russian Detachment, totals about 2,000 members in all, and has been called, by competent military authorities, "the most complete and efficient small army in the world." Since the close of the World War, it has undoubtedly seen more active service than any other army.

The International Settlement has the right to take active measures for its own protection against invasion or attack, the right to maintain an attitude of armed neutrality during Chinese wars, and the right to require all Chinese commanders, including commanders of Chinese government forces, to respect its neutrality by keeping their forces outside the Settlement limits. The years 1913, 1924, 1925 and 1927 are memorable in the history of Shanghai, for during these stirring times, the Settlement Volunteer Corps and police force, together with foreign naval and military re-enforcements which had come to their aid, had to resort to desperate measures to prevent the entry into the Settlement of Chinese military forces engaged in civil war on its borders. Justice is administered in the Settlement by fifteen national courts of fifteen different countries, and in addition to these there is also the Court of Foreign Consuls, which is an international court exercising jurisdiction in cases in which the Shanghai Municipal Council is the defendant.

Thus, under the long and honourable administration of the Council, this section of Shanghai has become known the world over as "The Model Settlement." Its modern buildings, clean, paved streets, and its prosperous air of business activity usually surprise the visitor who expects to find a Chinese city rather than one which has all the aspects of a Continental metropolis.

The French Concession, adjoining the International Settlement on the south, is administered by the French Consul-General and the French Municipal Council, which consists of four French councillors, elected by French electors, four foreign councillors, belonging to at least three different nationalities, elected by foreign electors, five Chinese councillors and three French councillors nominated by the Consul-General and the Commissioner for Foreign Affairs. At a first glance it might easily seem that the power and authority of the French Municipal Council is similar to that of the Shanghai Municipal Settlement. Upon closer inspection, however, it is of a very different type—the real powers of government are vested in the French Consul-General, the Council merely serving as an advisory body.

The Chinese areas, Chapei and Nantao, adjoining the Settlement and the French Concession, constitute the Chinese Municipality of Greater Shanghai, and are independent of district or provincial administrations, being under the direct control of the Central government at Nanking. They are administered by a mayor, appointed by the National Government and the directors of various administrative bureaus, and a chief secretary, also appointed by the government.

Shanghai is built on the low banks of the Whangpoo, a muddy river which flows with a deceptive lethargy into the great mouth of the Yangtze, near the sea. In reality, it is a river of amazingly swift currents. The navigability of the Whangpoo, upon which the growth and prosperity of commercial Shanghai have been greatly dependent, was achieved through the enterprising efforts

of the Whangpoo Conservancy Board, which consists of the Commissioner of Customs, the Harbor Master and a member appointed by the Chinese Government. In 1905 the river had two narrow channels of 8 and 10 feet, and a bar at the mouth of 15 feet at low tide. Since that time the Board has superintended the dredging and widening of the river, training walls have been built in many places by means of piles, brushwood mattresses, caissons and stone, so that now the Whangpoo has a navigable depth of 24 feet at low tide, and 32 feet at high tide, enabling large ocean steamers to make their way up-river to the docks conveniently situated near the center of the business district.

From the banks of the Whangpoo River the surrounding country extends for miles into a monotonously level plain, which, because of its fertility, is the garden spot of China. The great productivity of this region, as well as the commanding position of Shanghai in the trade of the Yangtze Valley, have combined to make it the most important business center of the Far East. Its trade territory embraces the great Yangtze Valley with a population of about 200,000,000, or half the population of China.

The visitor coming up the Whangpoo sees but little that suggests China or the Orient. The river is crowded with shipping, the waters dotted with large and small steamers and freighters, tugs, lighters and barges. Here and there, it is true, he may see small brown sampans, their sails taut, scampering before the breeze, and occasionally a junk fleet putting out to sea, but more than likely this native craft is the only means he has of reassuring himself that he is in Chinese waters. The smoke stacks of many factories form a business-like pattern against the blue background of the sky, just as they do in London, or New York or any other of the larger cities throughout the world. On the shores there are huge ship-building plants, warehouses, cotton mills, silk flatures, oil tanks, docks and a busy line of railway, the branch of

the Nanking-Shanghai line from Shanghai to Woosung. This was the first railway to be constructed in China, it being built from Shanghai to Kiangwan by a British firm in 1876. For a short time the road was run successfully, but soon there developed native opposition based on superstitious grounds, railways being thought to offend *feng shui* (spirits of wind and water), which grew to such serious proportions that the Chinese government bought the line. The rails and rolling stock were shipped to Formosa, then a Chinese possession and dumped on the beach there to disappear in rust. The present line was built many years later.

The traveler who arrives on a trans-Pacific steamer is usually landed at the Customs Jetty on The Bund, the principal street, which marks the waterfront of Shanghai. It is shaded and inviting, and behind the trees are the proud buildings of the city's largest banks and business houses. That strange mosaic which is Shanghai is well illustrated by the medley of vehicles which crowd The Bund at all times. These include trams, motor buses, carriages, motor cars, bicycles, rickshas, handcarts and wheelbarrows, all contending for the right of way.

The northern end of The Bund is marked by the Garden Bridge which spans Soochow Creek. It may be interesting to the newcomer to know that until a few years ago the slope over this bridge was the steepest to be found on any Shanghai road, and that motor cars which could negotiate it had achieved the most gruelling hill climbing test Shanghai could offer. The Szechuen Road bridge two blocks west now has that distinction, its grade being a few degrees steeper. The river life as seen from the Soochow Creek bridges is always amusing. The creek is usually crowded with native boats, for much of the cargo discharged from vessels anchored in the stream is brought up this creek for storage in warehouses and godowns along Soochow Road. The public garden on The Bund at the junction of Soochow Creek and the Whangpoo River is largely made ground. A small vessel

was wrecked near the center of the garden and mud collected around it. The surrounding marsh, formerly a part of the grounds of the British Consulate, was ceded to the Settlement by the British Foreign Office, and here the handsome garden was built. In the garden and on The Bund lawn are a number of monuments. Just inside the southwest gate of the garden is a monument to the foreign officers of the "Ever-Victorious Army" who fell in attacks against the Taiping rebels.

At the termination of Nanking Road is a statue of Sir Harry Parkes, British Minister to China, 1882-1885. Before going to Peking as British Minister, he had served as British Consul at Canton, Amoy and Shanghai, and as Minister to Japan and Korea. Near by, at the front of and facing the Customs Building, is a statue of Sir Robert Hart, who was for so many years Inspector-General of the Chinese Maritime Customs, and to whom much of the credit for organizing that efficient service is due.

Many of the finest business buildings in Shanghai are located on The Bund. In the early days of the settlement, all of the business houses were on this waterfront. Land was cheap, and pioneer firms provided themselves with liberal sites. With few exceptions, they have kept their original locations, so that here, as elsewhere on the China coast, a Bund address has come to signify age and stability. Among the notable buildings are those of the Hongkong & Shanghai Bank, Jardine, Matheson & Co., Chartered Bank, Customs House, North China Daily News, Yokohama Specie Bank, Glen Line, Yangtze Insurance and the Sassoon House. The British Consulate occupies a large area near the Garden Bridge. At the junction of The Bund and Jinkee Road is a striking building of German architecture, formerly the German Club, now the premises of the Bank of China. Near the junction with Avenue Edward VII, the street which separates the International Settlement from the French Concession, is the Shanghai Club, the oldest and most important organization of its kind in the city, famous

for the possession of what is reputed to be the longest bar in the world.

Second in importance and in interest to The Bund is Nanking Road, on which will be found the large foreign and Chinese shops, the retail shopping street of the city. A few years ago it was, except for a few blocks near The Bund, composed almost entirely of two-storey native shops. Now most of these have been replaced by what has aptly been described as buildings of the "compradore" style of architecture. But the most striking buildings on the road are three great Chinese department stores located at and near Chekiang Road crossing. Each store is under Chinese management, and each, in addition to its varied merchandise, maintains a modern hotel, roof garden and restaurant.

Foochow Road, famous all over China for its restaurants, is decidedly worth visiting, especially at night when it is ablaze with electric lights in huge, fantastic signs. Here the epicure picks his way past shops of every description, through the crowds gathered about fortune tellers and street peddlers, to one of the restaurants for which the Foochow Road tradition is so justly famous. Since Shanghai is one of the most cosmopolitan of cities, there are no restaurants serving food that can be said to be characteristic of Shanghai. There is as much difference between the food and cookery of Peking and Canton as there is between that of Germany and Italy and in fact there are numberless schools of cookery in China, each with a definite following. Hence if one is in search of the delectable Cantonese food, he goes to Hang Fa Lau, at 526 Foochow Road. Da Ya Loo, at 231 Foochow Road, has an enviable reputation for its Peking food, while only a block north, Toa Loo Chuen, at 243 Hankow Road, and Siao Yu Tien, at 148 Hankow Road, tempt ones appetite with savory dishes of Szechuen and Fukien fare. The average dinner at any of these restaurants consists of four cold dishes, corresponding to hors d'œuvre, four preliminary hot dishes, ten main courses,

four kinds of dessert, two of which are sweet, noodles, four dishes of meat or vegetables to accompany rice, and some kind of sweet gruel, generally made from almonds. There is one Cantonese restaurant on Nanking Road which serves a dinner costing \$600. This provides food for the usual table of six persons and must be ordered days in advance. Apart from the fact that the courses appear with a regular frequency that is apparently endless, each dish of this veritable banquet is an epicurean delight in itself. To ensure accommodation at these restaurants, it is always best to make reservations in advance. No visitor who spends any length of time in Shanghai should forego the interesting experience of dining in a Chinese restaurant.

To the casual visitor in Shanghai, however, it is the infinite variety and number of cafés and restaurants that prove the measure of Shanghai's cosmopolitan nature. Glistening and gay, hushed and restrained, dozens of them beckon enticingly. In picturesque little Japanese houses one may have *sukiyaki*, eaten with chop sticks of course, and *saké*, served by charming little figures in bright flowered kimono. At various Russian restaurants hours slip by in the endeavor to survive and surmount those innumerable strange but delicious courses beginning with *zakouska* and the inevitable vodka, and ending with *plombier*, that triumph of Russian culinary art. Hidden away in one of the oldest sections of the city is an Italian restaurant where those with a zest for spaghetti and *chianti* and Verdi may indulge their particular weaknesses. German, French, Spanish, Austrian and Turkish restaurants or cafés are to be found, to say nothing of American restaurants which advertise ham and eggs and freshly percolated coffee. Each of these places, the visitor discovers, has retained its own peculiar identity—those singular qualities which set it apart from the others just as one country uniquely contrasts another.

Thibet Road marks the end of Nanking Road, for from that point on, the continuation of the street is picturesquely known as Bubbling Well Road, an avenue which once boasted

the finest residences of Shanghai and which is still one of the most famous streets in the Far East. A mile from The Bund at the junction of Bubbling Well and Nanking Roads is the Public Recreation Ground. The presence of this fine race track and recreation ground in the heart of the city is a striking evidence of the rapid growth of Shanghai, for in the sixties, when this magnificent piece of land was acquired, it was barely on the outskirts of the city. Here the semi-annual race meetings are held in spring and autumn, and Shanghai maintains an old custom of its sailing ship days by taking a half holiday on race days.

The races are held in the first week in May and November of each year on Saturday, Monday, Tuesday, Wednesday and Saturday afternoons. The entries are all "China and Mongolia." That is, native Chinese ponies imported from Mongolia. The riders are amateurs. Many of the more prominent business men of the city not only maintain stables, but ride in the races as well. The betting on the races, which runs into large figures, is all on the pari-mutuel basis; all the money wagered, except for a commission charged by the Race Club, being divided among those fortunate enough to pick the winning ponies. The feature of each race meeting is the championship race, and the lottery sweepstakes which accompany it. Each year thousands of sweepstakes tickets are sold at \$10 each, so that the purchaser of a \$10 ticket who is fortunate enough to draw the winning pony will win approximately \$200,000. There are large second and third prizes as well. The Race Club makes large profits, all of which are devoted to the support of charitable organizations, hospitals and schools. In addition to the racing oval, the grounds contain a golf course, tennis courts, a polo field, baseball and cricket fields. No visit to Shanghai would be complete without a drive through the residential portions of the city. Formerly the most pretentious residences were grouped about Bubbling Well Road, but now there are many streets able to compete with the older thoroughfare. The French Concession in recent years has become the residential center for the

rapidly growing American and British communities, and many delightful houses set in spacious gardens are found on Avenue Haig and west of the shopping district on Avenue Joffre. Recently many large modern apartment houses have been built throughout the city. Nor should one fail to drive around the Rubicon Road. From any hotel the round trip can be made in leisurely fashion in an hour. The road takes one out of sight and sound of the city and affords an excellent opportunity to see the Chinese countryside. Other interesting motor roads lead to Woosung, Ming-hong and Linbó.

To list the parks, clubs, public buildings, etc., of Shanghai would be as tedious a task as to list similar things in any large commercial city of Europe or America. Shanghai is a foreign rather than a Chinese city. In spite of their great bulk, Chinese residents are more or less under foreign influence. Anyone who studies China from the point of view of Shanghai is sure to carry away wrong impressions. Because of the size of the place and the importance of the local foreign communities, Shanghai is, to most Shanghai residents, sufficient unto itself. If the traveler wishes to see Chinese life, or to study things Chinese untouched by foreign influence, he must go elsewhere.

Shanghai is essentially a commercial city, as is evident to the visitor as soon as he arrives. And although it is the most important manufacturing city in China, it is still comparatively young, for the first cotton mill was established only so long ago as 1890. The stretch of the Whangpoo from Woosung to The Bund is always the anchorage for dozens of ocean-going steamers, while on both sides of the river are wharves, factories and warehouses. The Bund foreshore is usually crowded with boxes and bales which coolies transport by means of long bamboo poles on their shoulders, invariably smiling and keeping step to the sounds of shrill, long drawn-out cries. The customs revenue is more than three times that of any other port in China, and amounts to 45 per cent. of the total for

all of China. The principal imports are cotton cloth, iron and steel, tobacco and mineral oil, while the most important exports are silk, tea, skins and wood oil. There are in Shanghai 61 cotton spinning and weaving works, 66 silk flatures, 34 iron foundries, 68 cigarette and tobacco factories, and, in addition, many soap, match and paper factories. Public utilities include the large Shanghai Power Company, the Shanghai Telephone Company, the Shanghai Electrical Construction Company, the Shanghai Omnibus Company, the Shanghai Gas Company and the Shanghai Waterworks Company.

Shanghai is also the publishing center of China. The largest and most important of Chinese newspapers are published here. One of them, the Shun Pao, occupies a structure which would do credit to any western city. Here, too, are located the large mission publishing houses and the headquarters of the bible societies which each year distribute thousands of bibles printed in the vernacular. Among the Chinese publishing enterprises worthy of note are the Commercial Press and the Chung Hwa Book Co., large establishments both, employing thousands of skilled Chinese workmen. Kinkiang Road near Avenue Edward VII is lined with dozens of smaller printing and book shops, where one may find anything from sheet music to bright colored scroll and calendars. These and other concerns turn out a constant stream of Chinese books, pamphlets and magazines, many of them consisting of translations of foreign books.

Until very recently the Chinese city known as Nantao remained unchanged by the proximity of the foreign settlements, and up to the time of the establishment of the Republic was still surrounded by walls which were first put up in the fourteenth century, and had been repaired and replaced many times. With the establishment of the Republic, the Chinese officials have shown more energy in cleaning up the streets, although much remains to be done. It is typical of the older type of Chinese cities, the narrow streets being crowded with small shops where all kinds of

curios and Chinese goods may be purchased. Near the center of the city, in a small artificial lake, and reached by the zigzag bridges so common in China, is a famous tea-house, called the *Wu Sang Ding*, often pointed out as the original of the tea-house pictured in the famous willow pattern porcelain. This is a mistake, however, for the story of the willow pattern plate is older than this tea-house, which is only about 300 years old. In China there are many tea-houses of this type. There is nothing of particular interest to be seen in the building, but from the top a sweeping view of the tiled roofs of the city may be obtained. The city contains a number of temples, buildings and gardens of interest to the visitor. The *Doo Ka Seng*, or Big Mountain Garden, now the headquarters of the Rice Guild, and the Mandarin's Garden, a pretty spot with its many old grottoes, rockeries, pavilions and an enchanting lotus pond, are not far from the tea-house. The Mandarin's Garden was given to the city a century ago by a rich official who had spent much time and money developing this as his private garden. It is a glimpse of old, peaceful China, in a city almost totally westernized. A few yards from the "willow pattern" tea-house is the city temple where thousands of Chinese, especially during Chinese New Year, go to burn incense and ask for good luck.

One of the most interesting points is the section given over to bird dealers, extremely well patronized. Nearby is a tea-house, where the patrons take their feathered pets and listen to their songs while they drink tea. Guides, not more than usually avaricious or untruthful, are always to be found loitering about the approaches, but more trustworthy ones may be secured from the hotel, or from travel agencies. The stranger is apt to lose his way in the narrow, crooked lanes, as in other Chinese cities, if he ventures into the city alone.

The finest Chinese shops are to be found in the International Settlement, where the fixed price system generally prevails and it is unnecessary to bargain for purchases. The best Chinese jewelry is to be found on Nanjing Road,

although the smaller places on the side streets ask much lower prices. Those in search of silks and furs should go to Honan Road, where they will find the largest and greatest variety of shops. Yates Road is famous the world over for its dainty feminine lingerie of embroidered *crêpe de chine* and lace. Curio shops are to be found all over the city, for Shanghai, next to Peking, offers the richest stocks of curios to be found in the country. Finely drawn and embroidered table linen and old embroideries may be obtained at almost any of the Chinese shops on Nanking Road. One of the most interesting curio centers is in the native city, near the "willow pattern" tea-house. Here the small dealers spread their wares on the tables of a teahouse and await customers, meanwhile trading among themselves. Here, however, shrewd business acumen must be employed by the visitor or he will be charged excessive prices.

Sicaawei Road leads to the settlement of that name established by the French Jesuits in 1847. The name of the place (literally Zi-Kai-Wei) means "Homestead of the Zi Family," recalling the famous Shanghai resident Zi Kwang-eh, a cabinet minister of the 16th century who became a convert of the Jesuit priest Matteo Ricci and was a valuable ally of the early Christian missionaries. The Zi family have been Christians for more than 300 years. The settlement consists of a number of interesting buildings, in which useful missionary work is carried on. One of the principal groups of buildings is used as a convent, where Chinese girls are taught embroidery and lace-making. Many of these girls have been given to the convent by their impoverished parents. From year to year these inmates number several thousand. A short distance from the convent is the furniture and brass shop, maintained in a similar style for Chinese boys. Beautiful intricately carved teakwood furniture is their most famous production. Established in 1873, one of the most complete meteorological observatories in the world is maintained here by the Jesuits. Its service covers all of the coast of China. Weather predictions are locally sent out twice daily, while

typhoon warnings are sent to all the ports in the Far East. This service, as complete as the government weather services in other countries, saves many lives and thousands of dollars worth of shipping annually. It is maintained entirely at the expense of the Jesuits. They also provide, with the assistance of the municipal councils and shipping firms, a semaphore station on the French Bund where weather signals are displayed.

Shanghai is an important center for the administration and practical work of many Christian missionaries, as well as the business headquarters of a great number of missionary enterprises. Several societies have established offices in Shanghai, where the number of missionaries and allied workers is very large. The head office of the China Inland Mission, and the head office for China of the American Bible Society are here, as well as the headquarters of the Christian Literature Society and several similar organizations. St. John's University, one of the leading schools of China, established by the American Episcopal Mission, occupies its beautiful and spacious grounds on the outskirts of the town. Among the other notable enterprises are St. Luke's Hospital and St. Elizabeth's Hospital for Women (American Episcopal Mission), the Hospital of St. Marie (Sisters of Charity), the Margaret Williamson Hospital for Women (Women's Union Mission), McTyeire High School for Chinese Girls (Methodist Episcopal Mission, South), and the Door of Hope with its several industrial schools. A large number of smaller schools, chapels, orphanages and nursing homes are to be found in all parts of the native cities and the two foreign areas. In addition to the schools maintained by the municipalities for China and foreign children, there are a great many public, private and semi-private schools, including the French School, the Jewish School, the American School and the Japanese School.

It is in Shanghai that the visitor will find his best opportunity to visit a Chinese theatre. Until a few years ago, the drama in China occupied about the same position

as the Mediaeval drama of Europe. The plays were mostly of a religious or historical character, and were performed on appropriate anniversaries by strolling bands of players in temples or in the courtyards of large residences. Usually the players were paid for the performance by a guild, by a private individual, or by public subscription. With the growth of the large Chinese population in the foreign settlement of Shanghai, western ideas made great changes in the drama of China, so that now there are in Shanghai several pretentious Chinese theatres conducted on western lines. Within the past few years, there have been a number of foreign plays translated into Chinese, and others have been written about foreign characters. Formerly actors were placed at the bottom of the social scale, along with barbers and beggars. But the Empress Dowager did a great deal to put an end to the social ignominy of actors, for she was very much interested in theatricals and received many famous actors at the palaces and the old prejudice against actors has disappeared. The Chinese actor realizes that his attraction and the value of his reputation is enhanced by his inaccessibility and the rareness of his appearances. But even if one has not the fortune of seeing one of the nationally famous actors, it is decidedly amusing to attend at least one performance. During the course of an evening (the usual program starts at eight and continues until well past one in the morning) several short plays and sketches are presented, very much in the manner of foreign vaudeville.

Shanghai is famous for its night life which supports dozens of cabarets, cafes and night clubs. These are to be found in all parts of the city and range from places which cater to soldiers and sailors to rather exclusive establishments. The dancing partner is a Shanghai institution and is to be found in most of the cabarets. The visitor who spends a night visiting these places will naturally wonder how the Shanghai resident manages to get any work done after staying up most of the night. As a matter of fact, there is always a very large transient population in

Shanghai and it is the visitors who give Shanghai night life its colour and support.

Included in the attractions of night life in Shanghai are dog racing and Hai Alai. Regular meets where greyhounds pursue the mechanical hare are held at the Canidrome in the French Concession and are attended by thousands. As in the case of horse racing, the betting is on a pari-mutuel basis and large amounts of money change hands at every meeting. The Basque game of Hai Alai is played at the Auditorium located near the Canidrome and the spectators have an opportunity to place bets on their favorite players. This is one of the few places in the World where this difficult and interesting game can be seen.

At Sungkiang, 25 miles southwest of Shanghai on the Shanghai-Hangchow Railway, is the grave of General Frederick Ward, the American who fought against the Taipings and who organized the "Ever Victorious Army" taken over by General Gordon after Ward's death. The cemetery, which contains also the temple erected by the Chinese in honour of Ward, is outside the West Gate of Sungkiang. Ward was severely wounded in an engagement in Chekiang province, September 20, 1862, and died the next day. His body was brought back to Sungkiang, where he had recruited his Chinese volunteers. A tablet at the tomb sets forth his praises as follows: "An illustrious man from beyond the seas, he came 6,000 *li* to accomplish great deeds and acquire an immortal fame by shedding his noble blood. Because of him Sungkiang shall be a happy land for a thousand autumns. This temple and statue shall witness to his generous spirit." Every year at Easter time the local Frederick Ward Post of the American Legion makes a pilgrimage to the tomb around which are many graves of Chinese soldiers killed in the civil war of 1924.

There are any number of interesting trips to be made in and about Shanghai—short ones for the traveler who has but a few brief hours to spare, and longer ones for those who have the time to really see something of this fascinating country. With the building of motor roads

many short excursions into the surrounding countryside are possible, as well as longer trips to famous places like Hangchow and Nanking. Comfortable ferry boats provide pleasant excursions on the Whangpoo River. Interesting cities such as Soochow and Sungkiang can be reached in a few hours by rail and of course there are houseboats available for those who have time to avail themselves of this very comfortable and interesting method of seeing the Chinese countryside.

Among the trips which may be made from Shanghai are the following:

*Shanghai to Kaochiao, via Hsifu, Ching Ning Hsih and Tungkou.*—The Shanghai city government maintains a fleet of well equipped ferry boats connecting places of importance on both sides of the Whangpoo River. The trip from the Nanking Road Jetty to Kaochiao ferry Jetty, stopping at Hsifu, Ching Ning Hsih and Tungkou, may be made in one hour and twenty minutes. From the Kaochiao Jetty a motor bus may be taken to the village from where it is about an hour's walk to the sandy beach on the Yangtze shore. Here the bathing is popular in the summer months, while not far away is a quaint village. There is a foreign style hotel at Kaochiao.

*Shanghai to Woosung.*—This trip may be made by motor car, past the Hungjao Golf Club, and the Chinese Military Aerodrome by way of the new Chung Hsan Road, past the Kiangwan Race Course, and from there along the tree-lined road following the Whangpoo to Woosung Forts at the junction of the Yangtze and the Whangpoo Rivers. Lunch may be obtained at the Woosung Forts Hotel, after which the afternoon may be spent in visiting the walled village of Paoshan and leisurely returning to Shanghai.

*Shanghai to Minghong.*—An interesting trip taking only a half-day, the excursion to Minghong is made by motor car through the French Concession, through the charming countryside dotted with tiny villages. Here the traveler may see the far-famed river scenes so typical of China.

*Shanghai to Laido.*—Another of the shorter trips which the visitor should not forego, this is made by motor car through the country to the interesting village of Laido, 20 miles north of Shanghai on a tributary of the Yangtze and totally untouched by the influences of western civilization. The trip may easily be made in a half-day.

*Shanghai Hills.*—Fully a whole day is required for this excursion into the pleasant Shanghai Hills. Leaving the hotel at 6 a.m., the traveller proceeds by motor car to the intersection of Hungjao Road and Rubicon Creek, continuing from there in a houseboat by way of Siceawei Creek to Zosé, lying at the foot of one of the group of Shanghai Hills. After lunching, visit the famous observatory established by the Jesuit fathers at the top of the hill and the pretty Catholic Church, and then continue by houseboat south to Sunkiang, where the tomb of General Frederick Ward may be visited. A train to Shanghai may be taken at 5.58 or at 9.18, arriving at the North Station at 7.30 and 10.38 respectively.

*Shanghai to the Loonghwa Pagoda.*—The visitor who cannot visit any other city in China should see the Loonghwa Pagoda, easily reached in an hour by motor car through the French Concession and the adjoining countryside. The pagoda is by no means a fine one, but it is typical of this peculiar type of Chinese architecture. A climb to the top gives an excellent view of the surrounding country.

*Shanghai to Hangchow to Wasih and Soochow, via Taihu Lake and including Mokanshan.*—One of the most interesting of trips, this may be made in three days. Leaving Shanghai by train at 6 p.m., the visitor arrives in Hangchow at 10.15. After a night spent at the Lake-view Hotel, a chair trip may be made through the city, stopping at the North Mountains, the monasteries and caves, visiting the tomb of Yao, the Cave of the Purple Cloud, the Cave of the Yellow Dragon, the Gem spring of the Dancing Fish, the Monastery of Ling Yin, and the Monastery of Secluded Light. The afternoon may be

spent in a motor car visiting other temples and monasteries, or on the lake in a boat visiting Liu's Villa, Waung's Villa, Island of Three Pools of the Moon's Reflection, Pavilion of the Lake's Heart, and the grave of Su Hsiao Hsiao. The next morning Hangchow is left by motor car for Mokanshan, a quiet mountain resort famed for its beauty. After driving through interesting Chekiang villages and towns along canals, where one sees the picturesque cormorant fishing, and after passing through delightful bamboo groves, the car arrives at Yue Chung at the foot of Mokanshan Mountain. Here it is necessary to transfer to sedan chairs for the ascent of the steep mountainside, at the summit of which a popular summer resort was started by missionaries many years ago. Here nesting bungalows are protected by dense bamboo groves, and here one may have a sweeping view of the fertile Chekiang plains. Lunch at the Railway Hotel, operated during the summer season by the Shanghai-Hangchow-Ningpo Railway, and then return to Yue Chung by a different route. From here continue to Huchow by motor car, and there spend the night in the Chinese hotel. The next morning Huchow is left by steamer at 6 a.m., proceeding through interesting canals and crossing the beautiful Taihu Lake to Wasih, an ancient walled city on the north shore of Taihu Lake. After luncheon, Wasih is left by rail, arriving at Soochow at 2.58 p.m. At Soochow either a hurried visit of the city may be made, or the night may be spent there at one of several hotels. If possible, the traveler should remain to make a leisurely tour of the Great Pagoda, the Twin Pagoda, the Beamless Temple, Tiger Hill Pagoda and the City Temple, as well as various other spots for which Soochow is so justly famed.

#### HOUSEBOATING AROUND SHANGHAI.

House-boating in China can be divided roughly into two categories, the first being confined to Chinese and foreign house-boats without motive power and those with motive power. In Shanghai are to be found large numbers

of house-boats belonging to both categories. Of the former the majority are privately owned, but there are also a considerable number available for hire. With the exception of a very few, all power driven house-boats are privately owned; most of those available for hire are owned by one of the ferry-boat companies. The so-called discomforts invariably connected with house-boating in the old days by some people have largely disappeared, and it is now possible to purchase for a very low price or to hire for a reasonable rental boats with or without power embodying practically all the comforts found in a modern home. This is particularly the case with the power boats.

The ordinary old fashioned (*yuloh*) house-boat used by foreigners usually contains two or more comfortable bunks, a saloon, kitchen and pantry with a large sized kitchen range, adequate lighting, either by electric plants, or acetylene or kerosene lamps. Lighting sets are being used more and more, and they add greatly to the comforts available, particularly as it is also possible to instal in addition a small refrigerator service, which does away with the necessity of carrying ice. Suitable accommodation is provided on all boats for the crew, who are completely segregated.

It is not unusual for the ordinary house-boat to have a small motor boat tender to tow it along tideless creeks at a speed of anything from 4 to 8 miles an hour, and thus enables large distances to be covered, usually at night. In the absence of a motor boat tender the old fashioned house-boat is propelled by a *yuloh* (a very large stern oar) and should it be desired to reach places situated any distance from Shanghai it is necessary to take a tow from one of the many steam launches operating between Shanghai and practically all important towns within a radius of 150 miles. The launch trains which are used for this purpose are restricted to seven house-boats or cargo boats and they usually leave Shanghai round about 4 o'clock in the afternoon and, traveling all night, reach their terminus anything from 80 to 150 miles away either in

the early hours of the morning or before tiffin the next day according to the distance involved. Traveling in tow of the launch train is extremely comfortable; the house-boat glides along without sound or motion and it has the great merit of rendering the covering of great distances possible without breaking into daylight hours, which trippers naturally like to use tramping the countryside and sightseeing. Towing charges are very reasonable.

Having reached the terminus of the launch train, the house-boat then travels under *yuloh* to its final destination. In the Soochow and Wusieh district it may be the neighbouring hills or the Taihu Lake; at Hangchow and Huchow the beautiful well-wooded hills in the neighbourhood of Mokanshan, or Chapoo with its rambling hills and sea beaches along the Hangchow Bay. There is game in abundance in practically all places.

The *yuloh* house-boat can be taken along any creeks with a minimum depth of 2 feet and it is possible to reach the most beautiful and otherwise inaccessible spots by this means. They may be rented for Tls. 10 to Tls. 15 per day, according to size and accommodation.

Motor house-boats are invariably more elaborately fitted than *yuloh* house-boats and in all cases they are fitted with electric light and most other modern comforts. They have the great advantage of making it possible to travel long distances at will, but certain restrictions are imposed by their draft, which usually exceeds 3 feet and it is not therefore possible for them to reach many of the numerous backwaters which are available to *yuloh* house-boats. In order to overcome this drawback, however, it is usual for each motor house-boat to have a tender in the form of a shallow draft motor sampan, by which means the tripper is able to navigate all waters.

When hiring *yuloh* or motor house-boats it is almost invariably necessary to pay the wages of additional coolies over and above the permanent crew which are essential on most trips. These charges work out at approximately \$1 per day per man including food. On the *yuloh* houseboat

six additional coolies are carried, in the motor house-boat probably two, over and above the permanent crew. It is also necessary to take personal servants in the way of cook and boy, but usually one servant is sufficient and, of course, all provisions have to be provided by the hirer. This latter can more easily be arranged by the uninitiated through hotels or restaurants or arrangements can be made through a travel agency.

Favourite trips are as follows:—

*Shanghai Hills*—(*Zosé*). Actually 15 miles from Shanghai as the crow flies, but 6 or 8 times that distance by the Whangpoo River or Soochow Creek. The former route is the most attractive, as one passes through the neighbourhood of Sungkiang with its beautiful creeks and backwaters. At Zosé is situated the Observatory of the Jesuit Fathers and Observatory Hill holds many attractions.

*Seetai Lakes* situated 60 miles from Shanghai up the Whangpoo River. A beautiful series of fresh water lakes reaching almost to Soochow, with abundant game in the season.

*Chagoo, Haiyen, Kangu*, all on the Hangchow Bay from 80 to 120 miles from Shanghai, providing hill scenery, beaches and an abundance of game.

*Hachow* to the south of the Taihu Lake, 120 miles from Shanghai, from which it is possible to reach the most beautiful hill scenery within many hundreds of miles of Shanghai, and an abundance of game.

*Soochow*, which can be reached either by the Soochow Creek (about 80 miles) or through the Seetai Lakes, which is a considerably longer distance but provides a more beautiful journey. Within easy reach of Soochow are:— 53 Arch Bridge, Sanfangse (9 Arch Bridge), Seeko and Kuanfoong (on the Taihu Lake, known as the Garden of China).

The above are but a few of the many beautiful places within reach of the house-boat and in the event of visitors desiring to reach certain of the places mentioned with the

least possible delay so as to have more time available at the resort visited, it is possible to send the house-boat ahead and reach it by train at, say, Hangchow, Soochow or other stations in the neighbourhood of the resort to be visited.

#### HANGCHOW.

This city with a population of 524,012, is located on the Shanghai-Hangchow-Ningpo Railway near the Chien Tang River, 125 miles southwest of Shanghai. Several first class trains run daily between Shanghai and Hangchow, a journey of about five hours. The trip by motor road from Shanghai can be made in about the same time. Several Chinese hotels serve foreign style meals but the Lakeview Hotel is especially recommended. Motor cars are available at the station.

Among the renowned cities of China, Hangchow, the capital of Chekiang Province, holds a most important place. Few other cities have played such an important part in the dramatic history of the country and few others are as picturesque, though most of its ancient glories have disappeared and the city is only a fraction of the size it was in its prime. In point of historical interest Hangchow is second only to Peking, while for the beauty of its surroundings it is second to no other city in China.

The earliest notes we have of the site of Hangchow date back to the time of the great King Yu, about 2198 B.C., who organized the river systems of China and stopped the floods. In his travels he is said to have landed here, hence the original name of the city, Yu Hang, the "Place of the Boat-landing by Yu."

About 210 B.C., the first emperor of the Chin dynasty came to the foot of the hill where the Needle Pagoda now stands and moored his boat to the large rock now known as the Great Buddha. Evidently even at that time the plain of Hangchow was flooded by the sea. From early times to considerably later than the Christian era the present City Hill and what is now known as Phoenix Hill were occupied by fishermen.