

THE TRAVELERS'
Handbook for China

(INCLUDING HONGKONG)

BY

CARL CROW

With Nine Maps and Plans and Numerous
Illustrations.

Second Edition, Revised Throughout

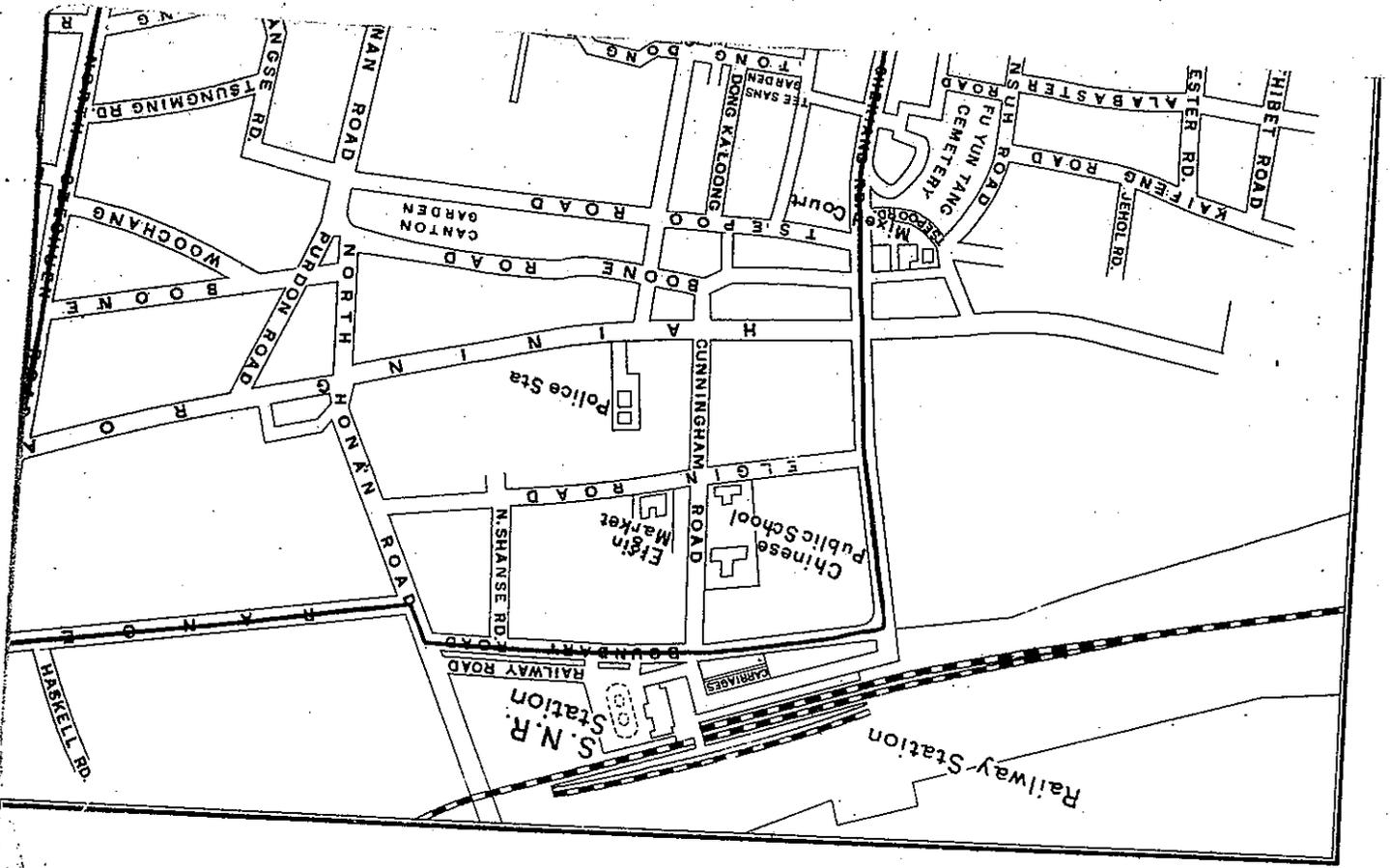
百聞不如一見

"ONE SEEING IS WORTH
A HUNDRED TELLINGS"

SHANGHAI HONGKONG
KELLY & WALSH
YOKOHAMA SINGAPORE
SAN FRANCISCO NEWS CO., San Francisco.

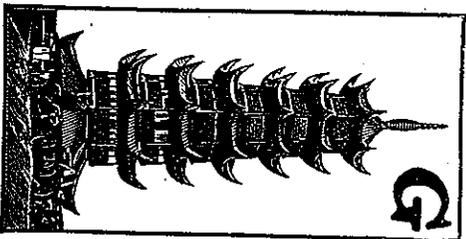
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1912-13.



SHANGHAI

(and the Yangtze Valley).



*Longwuhua Pagoda,
Shanghai*

GENERAL INFORMATION.—Distance from London by sea, 11,000 miles; from San Francisco, 5000 miles; from Hongkong, 850 miles. Local time 8 hours in advance of Greenwich. Population: foreigners, about 17,000; Chinese, about 800,000.

Arrival: Ocean steamers anchor at Woosung, from which place passengers are conveyed to the landing jetty on the Bund* by steam tender. There is no landing charge. Representatives of all hotels meet the steamer or tender and take charge of baggage. Principal hotels are within a short distance of the jetty and may be reached by ricksha. Small steamers tie up at the Bund.

Hotels: Astor House, Palace, Kalee, Burlington, Hotel des Colonies, Bickerton's. All hotels are on the American plan. Restaurant: Carlton.

Consulates: Austria-Hungary, Belgium, Brazil, Cuba, Denmark, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sweden, United States.

Postoffices: In addition to the Chinese postoffice, six others are located in Shanghai for the benefit of their respective nationals, the rates of postage through the various foreign offices to the countries they represent being about the usual domestic rate. The postoffices are located as follows: American, 17 Whangpoo Road; British, 7 Peking Road; French, 61 Rue Montauban; German, 6 Foochow Road; Japanese, 42 Whangpoo Road; Russian, 42 Boone Road; Chinese, 9 Peking Road.

Telegrams and Cables: Offices of foreign cable companies are located in the block between Canton and Foochow Roads, on the Bund, the office of the Chinese Telegraphs being just in the rear. The German postoffice has a cable to Tsingtau, where connection is made with a European line. Cable rates are as follows, per word: Europe, all countries via Suez \$2.50; United States and Canada, \$2.20 to \$2.55. *Cook's Office*: 2 Foochow Road.

Railways: Shanghai-Nanking Railway, from Shanghai to Nanking, 193 miles, connecting by steam launch across the Yangtze with

* Bund is a Hindustani word meaning quay or embankment.

the Tientsin-Pukow line; Shanghai-Hangchow Railway, from Shanghai to Hangchow, 125 miles.

Foreign Churches: Holy Trinity Cathedral, Union Church, St. Andrews, Free Christian Church, Church of the Sacred Heart of Jesus, St. Joseph's, Church of the Immaculate Conception, Deutsche Evangelische Kirche, Japanese Union Church, Synagogue Beth El.

Transportation: Carriage hire, per hour \$1; half day, or evening \$3; full day, \$5. Rickshas, half hour, 20 cts.; hour, 40 cts.; half day, 80 cts.; whole day, \$1.40. Motor cars, \$6 per hour. Tramways, average fare 6 cts. per mile.

Newspapers: Daily English: North China Daily News, China Press, Mercury, Times; French: L'Echo de Chine; German weekly, Der Ostasiatische Lloyd; English weekly, National Review. Many daily Chinese papers are published in Shanghai, in addition to many weekly and monthly publications.

Shanghai, the commercial metropolis of the China Coast, is one of the most interesting and cosmopolitan places in the world. It is a peculiar mixture of East and West, the dominating business elements being western, while the greater part of the population is Oriental. The street scenes are particularly full of color, for one can see here almost every national costume. Chinese, of course, make up the great bulk of the population, but the Chinese inhabitants themselves are greatly mixed, coming from nearly every province in the country. Japanese contribute a large part of the alien population and bring with them their distinctive dress. In the Hongkew section are to be found extensive Japanese settlements, with many shops which deal in nothing but Japanese goods. Alongside them will be found shops which deal exclusively in Indian goods, besides German, Russian, British, French and American stores which cater to their particular nationalities. Every nation in Europe is represented here; in fact there is scarcely a nation in the world which has not helped to make up the cosmopolitan community. Malays, Parsees, Sikhs, Japanese, Koreans, Annamites, Brahmmins, Hindus, Singalese, Persians, Turks, and Javanese are to be seen on the streets daily.

The native city, which gives its name to the now important port of Shanghai, is not one of very great importance, either commercially or historically. It was a small rival of the greater cities of Soochow and Hangchow, but foreigners saw an opportunity to make of it one of the great ports of China. Accordingly when the Treaty of Nanjing was signed 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 but the earlier geographical division is perpetuated in the name of the oldest Shanghai daily, the *Northern China Daily News*. Until opened to foreign trade it had been nothing more than a port of call for seagoing junks. The city was formally opened on November 17, 1843, but 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 Protestant missionaries.

The site which had been selected for a British Settlement was little more than a reed-covered marsh, intersected by many small canals, and what is now the famous and handsome street called the Bund was then only a path used by the boat trackers. One of the first tasks of foreign residents was to make this place habitable. How well that work has been accomplished only the visitor to Shanghai can appreciate. 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 50s, Americans leased ground on the north of the British Settlement and in 1863 the British and American Settlements were combined as the International Settlement, while the French remains distinct. Thus there are three separate municipalities in Shanghai: the Chinese City, the French Settlement, and the International Settlement. In addition there are several important Chinese villages in the suburbs.

The most important section is the International Settlement, which is governed by a Municipal Council. The Council is elected by the European and American taxpayers of the settlement, and serves without pay. Under its long and honorable administration, streets have been improved, the town made healthful, parks and gardens acquired, until Shanghai has come to be known as "The Model Settlement." Its modern buildings, clean, paved streets, and air of business activity always cause much surprise on the part of visitors. The city is built on the banks of the Whangpoo, a river which flows into the Yangtze near the sea. All the surrounding country is a level plain, which because of its fertility is the garden spot of China. The great productiveness of the surrounding country as well as the commanding position of Shanghai in the trade of the Yangtze Valley have combined

to make it one of the most important business centers of the Far East.

The visitor coming up the Whangpoo on a steam tender sees but little that suggests the Orient to him. The river is crowded with shipping, the waters dotted with large and small steamers, tugs, lighters and sampans. The smoke-stacks of many factories stand out in a skyline which would look familiar in any part of Europe or America. On the shore there are huge ship-building plants, warehouses, oil tanks, docks and a busy line of railway, the branch of the Shanghai-Nanking line from Shanghai to Woosung. The line from Shanghai to Woosung was the first railway to be constructed in China, it being completed by a foreign firm in 1876. For a short time the road was run successfully, but soon native opposition developed, which grew to such serious proportions that the Chinese government bought the line. The rails and rolling stock were shipped to Formosa and dumped on the beach to disappear in rust. The present line was built many years later.

The traveler is landed on the Bund, the principal street, which marks the water-front of the city. It is shaded and inviting and behind the trees are the proud buildings of the city's principal banks and business houses. The strange mixture which makes up Shanghai is well illustrated by the medley of vehicles which crowd the Bund at all times. They include tram-cars, automobiles, carriages drawn by Mongolian ponies, rickshas, sedan-chairs and wheelbarrows, all contending for the right of way.

The public garden on the Bund at the junction of Soochow creek and the Whangpoo is largely made ground. A small vessel was wrecked near the present band stand and mud collected around it. The muddy marsh was ceded by the British foreign office to the settlement and the present handsome garden 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 officers of the "Ever Victorious Army" who fell in the Taiping rebellion. Just outside is the handsome Ilis monument in memory of the crew of the German gunboat of that name which was wrecked off Shantung peninsula in 1896. At the termination of Nanking road is a statue of Sir Henry Parkes, British Minister to China 1882—5, and near by a statue of Sir Robert Hart, who was for so many years Inspector General of the Chinese customs.

Near the Yang-King-Pang is the building of the Shanghai Club, the oldest and largest club in the settlement.

While Nanking Road, with its foreign and Chinese shops, and the Bund with its shore frontage, trees and handsome buildings may stand highest in the estimation of the foreigners, Foochow Road is to the Chinese probably the greatest thoroughfare in the country. Each side of the street for many blocks is lined with gorgeous Chinese restaurants, whose proprietors vie with each other in making the gaudiest showing possible with gilt, mirrors, paint and lacquer. At night the street is lit up with a brilliancy that has given it the name of "The Great White Way of China," and from twilight until midnight the restaurants will be thronged with Chinese at dinner parties which include 60 or 70 dishes and cost \$5 to \$10 a table. A visit in the evening is full of interest. The street is crowded with good-humored, jostling Chinese and from the gay restaurants come sounds of Chinese music, or the equally shrill voice of the professional story-teller who relates narratives of China's more glorious ages, punctuating the dramatic points with a blow on a gong.

Each autumn and spring a race meet is held, marking the opening and the close of the local social season. Race week is the most important social period of Shanghai and present-day hostesses maintain the old reputation of the settlement for hospitality.

Shanghai is essentially a commercial city as is evident to the visitor as soon as he arrives. The Bund foreshore is usually crowded with boxes and bales which hundreds of coolies are transporting by means of bamboo poles on their shoulders, keeping step to the sound of monotonous cries. For many years Shanghai has been a most important center for foreign trade, large imports being cloth, tobacco and kerosene oil, while the principal exports are tea and silk. The annual customs revenue of Shanghai is about 10 million taels. During the past few years there has been a marked growth in local manufactures. Quite a number of silk, cotton and woolen mills have been successfully established. Among the purely Chinese enterprises worthy of note is the Commercial Press, a large printing and publishing establishment employing more than 1000 skilled Chinese workmen.

Shanghai is the publishing center of China, especially as concerns modern Chinese literature. It was here that the first

progressive newspapers were issued and the first translations made of foreign books into Chinese. This translation has extended to so many lines during the past few years that it is no longer possible to give a complete list of the books, new ones appearing every few days. Today the books in popular demand include the writings of Henry George, Huxley, Darwin, Spencer, "Uncle Tom's Cabin," "Sherlock Holmes," Green's History of England, Life of Lincoln, etc.

Until very recently the Chinese city remained unchanged by the proximity of the foreign settlement and up to the time of the establishment of the Republic was still surrounded by walls which were first put up in the 14th century and repaired and replaced many times since then. With the establishment of the Republic, the Chinese officials have shown more energy in cleaning up the streets, which are now much less offensive to foreigners than formerly. The city is typical of Chinese cities, being filled with small shops where all kinds of curios and Chinese goods can be purchased. Near the center of the city, in a small artificial lake, and reached by the zigzag bridge so common in China, is the famous Willow Pattern tea-house. It is the real-life counterpart of the tea-house which has marked Willow Pattern china for centuries, but whether this is a copy of the pattern or the pattern a copy of this, local history does not reveal. There is nothing of interest to be seen in the building, but from the top a comprehensive view of the tiled roofs of the city may be obtained. The city contains several temples and gardens, and other places worth visiting. One of the most interesting points is the section given over to bird dealers, well patronized by the Chinese. Near this section is a newly constructed tea-house, where the patrons bring their feathered pets and listen to their songs while they drink tea. Guides, not more than usually avacious or untruthful, are always to be found at the principal gate, but more trustworthy ones may be secured from the hotel or Cook's. The stranger will certainly be lost, as in other Chinese cities, if he ventures into the city alone.

The finest native shops are to be found in the International Settlement. The best Chinese jewelry is to be found on Nanking Road, though the smaller places on side streets ask much lower prices. Naturally the smaller places are not so responsible as the old established concerns on Nanking Road. Those in search of silks and furs should go to Honan

Road, where they will find the largest shops and the best variety. At these places usually only one price is asked. Curio shops are to be found all over the city. One of the most interesting curio centers is in the center of the native city, near the Willow Pattern tea-house. Here the small dealers spread their wares on the tables of a tea-house and await customers, meanwhile trading among themselves. On the second floor of 575 Canton Road is a tea-house almost unknown to foreigners, where curio dealers meet each afternoon to exchange articles. The foreigner who knows how can secure some excellent bargains there. At 3 Newchwang Road, a side street seldom visited, is one of the finest displays of Chinese art the tourist will be able to visit in China. It is a shop which caters only to collectors and dealers. The goods are the finest and high prices are asked and obtained.

Unlike many other places in China, all the points of interest around Shanghai can be reached by carriage or automobile, this being made possible through the construction of roads leading in all directions from the foreign settlement. Of these roads, world famous Bubbling Well is the most popular. Leading out of Nanking Road, Bubbling Well Road follows a rambling route for 2½ miles, through the most fashionable residential part of the city. It is crowded each afternoon "with smart turnouts, typical of the social gaiety of the Model Settlement."

Loongwha Pagoda is about 1½ miles from the Chinese City and is easily reached by carriage, the drive going through the French concession, alongside the native city and past the Kiangan Arsenal, the principal establishment of its kind in China. Visitors usually have no trouble gaining admission to the arsenal, which is equipped with modern machinery. The pagoda, the only one in the vicinity of Shanghai, is seven stories high, and is cared for by priests located in a temple near by.

Sicawei Road leads to the settlement of that name established by the French Jesuits in 1847. The name of the place (literally Su-Kai-Wei) means "Homestead of the Su Family," recalling the famous Su Kwang-chi, a cabinet minister of the 16th century who became a convert of Matteo Ricci and was a valuable ally of the early Christian missionaries. The settlement consists of a large number of interesting buildings, in which useful missionary work is carried on.

One of the principal groups of buildings is given over to a convent, where Chinese girls are taught embroidery and lace making, many of them being given to the convent by parents too poor to care for them. The inmates number several thousand. A short distance away is the furniture factory maintained in a similar style for Chinese boys. The most popular production of the shop is beautiful carved teakwood furniture. 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 being sent out twice daily and typhoon warnings sent to all the ports in the Far East. This service, as complete as the government weather service in other countries, saves many lives and thousands of dollars' worth of shipping annually, and is maintained entirely at the expense of the Jesuits.

Shanghai is an important center for missionary work and administration and is the location of many missionary enterprises. Almost thirty societies are working in Shanghai and the missionary and allied population amounts to several hundred. The head office for China of the American Bible Society and of the British and Foreign Bible Society is here, as well as the headquarters of the Christian Literature Society and several other similar organizations. Large publishing establishments are maintained by the American Methodist Episcopal Mission and the American Presbyterian Mission. St. John's University, one of the leading schools of China, whose graduates occupy high positions, was established by the American Episcopal Mission and occupies beautiful grounds on the outskirts of the town. Among the other notable enterprises are St. Luke's Hospital (American Episcopal Mission) and the London Mission Hospital. A large number of smaller schools, chapels, orphanages, etc. are to be found in all parts of the city and the two settlements. The Harvard Medical School was recently established in Shanghai. In addition to the schools maintained by the municipality for Chinese and foreign children, there are a great many private and semi-private schools, including the French school, Jewish school, German school, Japanese school, etc.

One of the most interesting places in Shanghai is the International Institute, 290 Avenue Paul Brunat, a common meeting place for all nationalities and for persons of all reli-

gions. In connection with the institute is a museum with fine exhibits from all parts of China. Visitors are always welcome. The museum is open daily from 2 to 6; admission 20 cents. An equally interesting institution is the Chinese Y. M. C. A., the largest organization of its kind in the Far East. It has a membership of 2000 and over 800 students in the day and evening schools. The annual budget of over \$50,000 is met by contributions from local Chinese. Shanghai is the location of the general head office of the Y. M. C. A. for China and Korea.

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 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 honor 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 6000 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."

One will find in Shanghai his best opportunity to visit a Chinese theatre. The drama in China until a few years ago 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 big Chinese population in the foreign settlement of Shanghai, western ideas made great changes in the drama of China, and there are now in Shanghai a number of pretentious Chinese theatres conducted on western lines. Indeed, one of the finest theatre buildings in the Far East (at the corner of Chekiang and Nanking Roads) is a purely Chinese enterprise, devoted to Chinese plays.

Within the last few years there have been a number of foreign plays translated into Chinese, and others written about foreign characters. Of these, Napoleon is the favorite, and no traveler should miss an opportunity to see Napoleon and Josephine as portrayed by Chinese actors. The native producer of today is quite as up-to-date as his foreign contemporary, and before the end of the recent revolution in China, the theatres of Shanghai were producing plays which portrayed the stirring battles of the revolution. Formerly actors were placed at the bottom of the social scale, along with barbers and beggars. But the late Empress Dowager did a great deal to put an end to this, for she was very much interested in theatricals and received many famous actors at the palace. Both Cantonese and Pekinese actors appear in Shanghai. Fifty cents will usually purchase the best seats in the theatres.

There are many Chinese and foreign houseboats available in Shanghai, and the traveler will find this not only the most pleasant, but a very cheap method of seeing many of the surrounding points of interest. But the trip should not be attempted during the mosquito season, which extends over the greater part of the summer. Several companies operate steam launches which make daily trips between Shanghai, Soochow and Hangchow, towing long strings of house or cargo boats. Usually one launch leaves each evening with nothing but houseboats, and arrangements should be made to avoid the cargo trains. The towing charge is small. The launch trains leave the landings on Soochow creek each afternoon about 5 o'clock, reaching Soochow early the following morning or Hangchow during the following afternoon. The trip from Hangchow to Soochow occupies about 18 hours. If the traveler is in no hurry, he can take a leisurely trip, the boat being yulooed* or sailed, stopping at any point he likes. Houseboats may be rented for \$8 to \$12 a day, servants and provisions being extra. The hotels are usually able to make all arrangements for houseboat trips, or they can be made through Cook's. Some of the most popular short trips are as follows:

Week End Trip to the Hills.—Leave Shanghai Friday, sail or yuloh by way of Jessfeld, reaching the hills at Feng-wan-shan Saturday night. Spend Sunday on the hills, leaving

* The yuloh is a long single oar worked in the rear of the boat.

Sunday night and reaching Shanghai Monday morning. *Triangular Trip.*—The trip from Shanghai to Hangchow, thence to Soochow and return to Shanghai may be made in six days. Leaving Shanghai in tow at 5 o'clock in the afternoon, one will arrive in Hangchow about twenty hours later, giving time to make arrangements that afternoon for the trip through the West Lake in a local boat on the following day, taking luncheon along and returning to the houseboat in the afternoon. Spend the fourth day in visiting Hangchow city, leave that afternoon for Soochow, reaching there early the following morning. Soochow should be visited in two ways, through the streets and through the canals, for each trip will give an entirely different impression of the city. Leaving Soochow in tow of a steam launch at 4 o'clock in the afternoon, one will arrive in Shanghai early the following morning.

By adding one day to the trip, one may visit the beautiful lake Ta Hu. There are many opportunities to extend a houseboat trip by traversing the Grand Canal, visiting Ching-kiang, Wusieh and other smaller places.

Any houseboat or rail trip from Shanghai will show the intricate system of canals with which this part of the China coast is intersected. These canals furnish the principal means of transportation, taking the place of roads in other countries, and in addition furnish the water with which the land is irrigated, while the rich silt at the bottom is periodically scraped out and used to fertilize the fields.

Hangchow.—On the Shanghai-Hangchow Railway and the Chien Tang river, 110 miles southwest of Shanghai. Can be reached either by rail or houseboat. The towing charge for houseboats from Shanghai is \$10 to \$15. The Railway Hotel, foreign meals, Chinese management, is located near the railway station. Population 350,000.

Among the renowned cities of China, Hangchow, 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 at the present time so picturesque, although most of its ancient glories have disappeared and the city is only a fraction of the size it was in its prime. A small village of fishermen and salt boilers existed on the site of the present city of Hangchow until the year