

# Handbook for China

(INCLUDING HONGKONG)

BY

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With Ten Maps and Plans

Fourth Edition, Revised Throughout

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"ONE SEEING IS WORTH  
A HUNDRED TELLINGS"

DODD, MEAD AND COMPANY, NEW YORK

## PREFACE

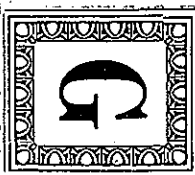
This book is really a compilation of the work of others, to whom I owe a debt of gratitude for their willing and valued assistance. In the work of revising this, the fourth edition, almost every part of the book has been submitted to some one or more authorities, who have checked up doubtful points and brought the information up to date. The same precautions were taken with the third edition, published five years ago, but so great have been the changes in China during that period that scarcely a paragraph of the book has been allowed to stand without revision. Changes which pass practically unnoticed show up as of great importance when subjected to a review of five years. Among the most notable may be mentioned the great improvement in communications. While the railway mileage remains practically what it was, hundreds of miles of motor roads have been built and there is at present a well defined road-building movement in practically every province.

Dr. Carl Arthur de Sowerby's section on the flora and fauna of China is a distinct addition to the book. The author is also indebted to Hon. E. S. Cunningham, E. C. Stocker, Verne Dyson, J. W. Nipps, Peter S. Jowe, Rev. John W. Paxton, P. F. Price, Dr. John H. Reischer, O. H. Plopper, Chas C. Shedd, Mark H. Wheeler, G. G. Helde, Theo Siddall, Ben H. Schmidt, R. C. Roberts, Warren W. Cline, R. M. Hogan, Mrs. T. M. Elliott, O. D. Rasmussen, C. E. Scofield, H. H. Wagner, Miss Margaret Powell, Palmer C. du Bose, C. W. Pettit, J. C. Oliver, R. G. Gold, Austin C. Long and many others.

CARL CROW.

SHANGHAI, December 4, 1925.

## 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 eight 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.

**Population.**—Foreigners, about 35,000; Chinese about 2,000,000. These population figures include all the municipalities which make up Shanghai, comprising two foreign settlements and three Chinese areas. The International Settlement contains 28,000 foreigners and 827,000 Chinese, the French Concession 4,000 foreigners and 200,000 Chinese. In point of population Shanghai is probably the tenth city in the world.

**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 which are in easy reach of the principal hotels. Passengers by train arrive at the North Station of the Shanghai-Nanking Railway, at the edge of the International Settlement. Representatives of all hotels meet the steamer or train and take charge of baggage. Principal hotels are within a short distance of the jetty and may be reached by ricksha.

**Hotels.**—Astor House, Majestic, Palace, Kalee, Burlington, Hotel Plaza, Bickerton's. All hotels are on the American plan. The Great Eastern, Yih Ping Shang and Oriental Hotels, under Chinese ownership and management, serve foreign style meals and are patronized by some foreign travelers.

**Consulates.**—Belgium, Brazil, Chile, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Peru, Portugal, Soviet Russia, Spain, Sweden, Switzerland, United States.

**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 Cable Building, 4 Avenue Edward VII, near the Bund. Radio messages may be sent by French Koukaza station, near the French Park. Domestic telegrams in local currency: cable rates based on gold currency but the rate in local currency is changed each quarter in accordance with exchange fluctuations.

**Railways.**—Shanghai-Nanking Railway, from Shanghai to Nanking, 193 miles, connecting by steam launch 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.

**Foreign Churches.**—Holy Trinity Cathedral, Union Church, St. Andrew's Church, Community Church, Free Christian Church, Church of the Sacred Heart of Jesus, St. Joseph's, Deutsche Evangelische Kirche, Japanese Union Church, Orthodox Greek Church.

**Transportation.**—Rickshaws, half hour, 20 cents; hour 40 cents; half day, 80 cents; whole day, \$1.40. Motor cars, \$3 to \$6 per hour. Tramways, average fare 6 cents, per mile. Launches on river can be hired at \$4 an hour.

**Newspapers and Periodicals.**—Daily English: North China Daily News, China Press, Mercury, Times, Evening News; French: L'Echo de Chine; Russian: New Shanghai Life; English weeklies: China Weekly Review, Finance and Commerce, Lloyd's Weekly, North China Herald. Many daily Chinese papers are published in Shanghai, in addition to many weekly and monthly publications.

**Steamer Routes.**—Shanghai is a port of call for nearly all the Trans-Pacific and European steamship lines as well as the steamers centrally located of all the Far Eastern ports. Shanghai is the most heavily 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. See "Routes and Fares," page 45.

**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 and the dollar is usually exchanged for about 120 cents. Local banks issue bank notes payable in Mexican or local currency. Local money exchange shops are licensed and strictly regulated by the Municipal Council. See chapter on money, page 10.

Shanghai, the commercial metropolis of the China Coast and of Asia, is one of the most interesting and cosmopolitan places in the world, and the most important of the treaty-ports of China. It is an interesting 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 bulk of the population, but the Chinese inhabitants are as mixed as the foreigners, coming from nearly every province in the country. Japanese and

Russians comprise the largest 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, Russian, British, French and American shops which cater for 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, Annamese, Brahmans, Hindus, Singalese, Persians, Turks and Javanese are to be seen on the streets daily.

The cosmopolitan texture of Shanghai's population may be judged from the many national clubs of which there are the following: American, British, French, Japanese, German, Portuguese, Swiss, Italian, Jewish, Parsee; in addition to many national associations. The Shanghai Club is the largest but although it is chiefly British every western nationality is represented among the members. The schools also show the internationality of Shanghai, one school recently giving a program which included recitations in 22 different languages by students of that many nationalities. So international 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 not of great importance and 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 Shih Hwang-ti, who built the Great Wall of China, captured the delta, he made Shanghai a hsien 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 made it China's largest port, it was only a small fishing port enclosed by a wall to protect it against the invasions of Japanese pirates, and could boast of no more importance

than being a port of call for seagoing junks and the home of a fishing fleet of about 400 junks. When the Treaty of Nanking was signed (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 but the earlier geographical division is perpetuated in the name of the oldest local 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.

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 waterfront boulevard called "The Bund" was then only a foot-path used by the boat trackers. 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 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 fifties Americans leased ground on the north of the British Settlement though 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 the French remains distinct. Thus there are four separate municipalities in Shanghai. The Chinese cities of Nantao and Chapei, the French Concession and the International Settlement.

The most important section is the International Settlement governed by the Shanghai Municipal Council, of nine members who are elected by the European, Japanese and

American taxpayers of the settlement, and serve without pay. Under its long and honorable administration, streets have been improved, the town made healthful, parks and gardens acquired. Shanghai, many years ago became known as "The Model Settlement" and is to-day one of the worlds largest and most progressive cities. Its modern buildings, clean, paved streets, and air of business activity usually surprise the visitor who expects to find a Chinese city rather than one which has all the aspects of an European metropolis. The city is built on the banks of the Whangpoo, a river which flows into the mouth of 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 country 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 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, tugs, lighters and native boats. Occasionally he may see the junk fleet putting out to sea which is the only Chinese color he is likely to see. The smoke stacks of many factories stand out in a skyline which recalls memories of Europe or America. On the shore there are huge ship-building plants, warehouses, cotton mills, silk filatures, oil tanks, docks and a busy line of railway, the branch of the Shanghai-Nanking 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 and dumped on the beach to disappear in rust. The present line was built many years later.

The traveler who arrives on a trans-Pacific steamer is landed near 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 trancars, motor buses, trackless trams, carriages, motor cars, bicycles, rickshas, an occasional sedan-chair, 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 grueling 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 bridge is always interesting. The creek is usually crowded with native boats for much of the cargo discharged at Woosung is brought up this creek for storage in warehouses along Soochow Road. Near the bridge are anchored the many houseboats owned by Shanghai residents.

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 present band stand and mud collected round 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 the present 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, 1882-5. Before going to Peking as British Minister he had served as British Consul at Canton, Amoy and Shanghai and Minister to Japan and Korea. Near by 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 organising that efficient service is due.

The finest business buildings in Shanghai are located on the Bund. In the early days of the settlement all the business houses were located on this water front. Land was cheap and these 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 Russo-Asiatic Bank. The British Consulate occupies a large area near the 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 from the French Settlement, is the Shanghai Club, the oldest and most important organisation of its kind in the city and 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 many of these have been replaced by what has aptly been described as buildings of the "compradoresque" 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 merchandise, maintains a modern hotel, roof garden, restaurant, etc. A little farther on, at the junction with Thibet Road (formerly Defence Creek) is another pair of twin buildings, called "The New World." These are modern Chinese amusement places and are equipped with arcades, skating rinks, menageries, cinemas, restaurants and a thousand and one devices which enable an idle Chinese to while away an evening. The two buildings are connected by a subway under Nanking Road so that for one admission ticket visits may be paid to both places. The construction of this place of amusement and other improvements on Nanking Road have seemed to rob Foochow Road of its former position as "The Great White Way" of Shanghai, for the famous old restaurants of that street have not been able to hold their own against these modern innovations. But Foochow Road is still worth visiting especially at night when it is ablaze with electric lights.

Thibet Road marks the end of Nanking Road, for from that point on the continuation of the street is known as Bubbling Well Road, formerly the premier residence street of the city and still the most famous street in the Far East. At the junction of Bubbling Well Road and Nanking Road only one mile from The Bund, is the Public Recreation Ground. The presence of this fine race track and recreation ground in what is now the heart of the city is a striking evidence of the rapid growth of the place, for in the sixties when this magnificent piece of land was acquired, it was on the outskirts. Here the semi-annual race meets are held in spring and autumn and Shanghai maintains an old custom of its early 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 Monday, Tuesday, Wednesday and Saturday afternoons. The entries are all "China

Ponies" that is native Chinese ponies imported from Mongolia, and the riders are amateurs. Many of the leading business men of the city not only maintain stables but ride in the races. 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 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 accompanies it. Each year 50,000 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 \$224,000, there being large second and third prizes as well. The Race Club makes large profits, all of which are devoted to the support of charity, hospitals, schools, etc. In addition to the race track, the ground 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 fine residences were grouped about Bubbling Well Road but now there are many streets able to compete with that older thoroughfare. The French Settlement in recent years has become the residential center for the rapidly growing American colony and many pretentious mansions of many nationalities are found on Avenue Joffre the principal street of the French Settlement. Nor should one fail to drive around the Rubicon Road. From any hotel the round trip can be made in an hour without breaking the speed regulations. The road takes one out of sight and sound of the city and affords an excellent opportunity to see the Chinese country side. Other interesting roads lead to Woosung, Minghong and Linho.

To list the parks, clubs, public buildings, etc., of Shanghai, would be as tedious a task as to list similar things in any big city of Europe and 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 one wants to see Chinese life, or 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. 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 are transporting by means of bamboo poles on their shoulders, keeping step to the sounds of shrill cries which are repeated so persistently that a newcomer often thinks a riot is in progress. In recent years imports and exports have been rather evenly balanced, each running to about Tls. 200,000,000 annually. The customs revenue is more than three times that of any other port and about one fourth the total for all of China. The principal imports are cotton cloth, iron and steel, and kerosene, while the most important exports are silk, skins, and wood oil. While Shanghai is the commercial center of China it has also, of recent years, grown in importance in manufacturing. There are now about thirty cotton spinning and weaving works, and in addition many soap, match and cigarette factories and paper mills. There seems little doubt but that the city will make remarkable development in manufacturing in the next decade. This development is being fostered by the municipality which, through the Municipal Electricity Department, with the largest municipal electric plant in the world affords a cheap supply of electric power to the factories.

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



are located the large mission publishing houses and the headquarters of the Bible societies which each year sell hundreds of thousands of Bibles printed in the vernacular. Among the purely Chinese enterprises worthy of note are the Commercial Press, and the Chung Hwa Book Co., large printing and publishing establishments employing thousands of skilled Chinese workers. These and other concerns turn out a constant stream of Chinese books, pamphlets and magazines, many of them consisting of translations of foreign books. A visit to the plant of the Commercial Press will be found full of interest.

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 14th century and repaired and replaced many times. With the establishment of the Republic, the Chinese officials have shown more energy in cleaning up the streets though much remains to be done. It 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 bridges so common in China is a famous tea-house, called the Wu Sing Ding, often pointed out as the original of the tea-house pictured in the famous willow pattern porcelain. This is a mistake, for the story of the willow pattern plate is older than this tea-house, which is about 300 years old, and in China there are many tea-houses of this type. 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 a number of temples, buildings and gardens of interest to the visitor. The Doo Ka Say, or Big Mountain Garden, now the headquarters of the Rice Guild, and the Mandarin's Garden, a pretty garden with many old grotooes, rockeries, pavilions and a pretty lotus pond, are near the tea-house. The Mandarin's Garden was given to the city a century ago by a mandarin, who had spent

much money on the garden which was his home. It is a glimpse of old, peaceful China, in a city fast becoming westernized. A few yards from the "willow pattern" tea house is the city temple where thousands of Chinese go to burn incense and ask for good luck, especially during Chinese New Year.

One of the most interesting points is the section given over to bird dealers, well patronized by the Chinese. Nearby is a tea house, where the patrons bring 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, Cooks or the American Express Co. 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, where the fixed price system is in vogue, it being unnecessary to bargain for purchases. The best Chinese jewelry is to be found on Nanking Road, although the smaller places on side streets ask much lower prices. Those in search of silks and furs should go to Homan Road, where they will find the largest shops and the best variety. Curio shops are to be found all over the city and Shanghai, next to Peking, offers the richest stocks of curios to be found in the country. 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 tea house and await customers, meanwhile trading among themselves, but much business acumen has to be used by the visitor to prevent himself being charged an excessive price.

Sicawei 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 Zi Kwan-ehi, 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 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 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 and brass shop, maintained in a similar style for Chinese boys. The most famous 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. They also maintain, with assistance of the municipal councils and shipping firms, a semaphore station on the French Bund.

Shanghai is an important center for missionary work and administration and is the business headquarters of many missionary enterprises. A number of societies are working in Shanghai and the missionary and allied population amounts to several thousands. The head office of the China Inland Mission, and head office for China of the American Bible Society are here, as well as the headquarters of the Christian Literature Society and several other similar organizations. 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 and St. Elizabeth's Hospital for Women (American Episcopal Mission) London Mission Hospital, 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 Rescue Home and industrial schools. A large number of smaller schools, chapels, orphanages, etc., are to be found in all parts of the native cities and the two settlements. In addition to the schools maintained by the municipalities for Chinese and foreign children, there are a great many public, private and semi-private schools, including the French school, Jewish school, American school, Japanese school, etc.

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. Within the last few years, there have been a number of foreign plays translated into Chinese, and others written about foreign characters. 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. With the spread of the motion picture influence a number of Chinese motion picture theaters have been opened in Shanghai where foreign pictures, chiefly serials and thrillers, are shown. Several Chinese motion picture companies are now producing Chinese pictures.

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." Every year the local Frederick Ward Post of the American Legion make a pilgrimage to the tomb around which are many graves of Chinese soldiers killed in the civil war of 1924.

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. 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. If the traveler is in no hurry, he can take a leisurely trip, the boat being yulced 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 or the American Express Co.

Some of the most popular short trips are as follows:

**Week End Trip to the Hills.**—Leave Shanghai Saturday at noon, sail or yuloh by way of Jessfield, reaching the hills at Fengwan-shan Saturday night. Spend Sunday on the hills, leaving 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. 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 Chingkiang, Wushu and other places.

Any houseboat or rail trip from Shanghai will show the intricate system of canals with which this part of the China coast is interested. These canals furnish the principal means of transportation, take 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.

**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. The pagoda is by no means a fine one but it is typical and no one should leave China without seeing an example of this peculiar Chinese architecture. A climb to the top gives an excellent view of the surrounding country.

**Stamp Collecting.**—Shanghai is perhaps the most in-

interesting city in the world, to a philatelist, or stamp collector. Although postage stamps did not come into use here until 1862, when the British post office began to use the stamps of Hongkong that were introduced in that year, the stamps of other countries, arriving on mails, provided material for the early collectors; and the modern collectors dream of the chances the old-timers must have had to find rarities on the incoming mails of those days. Fifty years from now, collectors will doubtless think we of to-day were the lucky ones, for stamps of every country come to Shanghai on letters, not to mention the stamps of China itself.

The French post office soon established an agency here, which used the ordinary French stamps, until in 1894, to prevent speculation because of differences in exchange, they were overprinted with the name "China." The American postal agency was established in the late seventies or early eighties, but used ordinary American stamps until a few years ago when they were surcharged. The Germans had their post office also, using ordinary German stamps, from during the eighties, but in 1898 began overprinting the stamps with the name "China" to head off the thrifty Chinese (and others) from buying the stamps here and sending them home in order to make a profit of ten per cent or so by the difference in exchange. The Russian and the Japanese post offices later joined, so that until the war there were no less than seven different countries having post offices here, all issuing stamps, and each office carrying letters to its home country at the domestic rate, which was a distinct gain to its patrons but a serious loss to the Chinese post office.

During the war the German office was closed, and the Russian office stopped when the Trans-Siberian railroad was closed. Then at the end of 1922 all the other foreign offices were closed, leaving the field to the Chinese post office.

In 1865 the Shanghai local post office first issued stamps, and continued doing so until about 1896. From

the early nineties and for about six years there were also local post offices with their own stamps operating in Amoy, Chefoo, Chinkiang, Chungking, Foochow, Hankow, Ichang, Kiukiang, Nanking, Weihaiwei and Wuhu, and perhaps sold as many stamps to tourists and collectors as were used postally. From about 1893 until 1899 the collectors' happy hunting ground was open—and it is not completely closed yet. Perhaps there are more hidden hoards of old letters awaiting the lucky finder.

The Chinese post office did not issue its own stamps until 1878, and from then until 1897 the post office was managed by the Maritime Customs. Later China joined the Postal Union, and has now a postal service that is second to none in efficiency and low charges for the service it renders. The United States boasts of having the cheapest rates of postage in the world, and it surely is cheap to be able to send a letter from Maine or Alaska to Patagonia for two American cents; but most of us want to write to folks nearby. In China a city letter costs 1 cent Mex, or one-quarter of the American city rate, and some classes of local mail, such as gas bills, go for half this rate. The domestic letter rate in China is 4 cents or less than the American domestic rate. Registration costs 5 cents Mex, and an express letter costs 10 cents Mex, so that if so inclined the Chinese might boast a little.

There are several causes that make Chinese stamps harder to find here in China than they might be. One is, that foreigners generally spend only a few years here, and, if collectors, take their stamps home with them as a souvenir of their stay in the East. Then, also, a very large proportion of the Chinese issues and practically all of the stamps issued by the foreign offices in China were used on letters leaving the country, and, finally, the Chinese themselves have begun to collect stamps, and naturally they prefer the stamps of their own country.

Forty years ago the 1878 set of Chinese stamps were sold for 10 cents for the three stamps. The set of three stamps is now listed at G.\$4.25, and they are getting to be

harder to find each year. How much is a complete collection of Chinese stamps worth? Hard to tell; in the first place, there is no complete collection in existence. Ferrary, the Austrian multimillionaire who devoted himself to collecting, and who paid thousands of dollars for single specimens, if he lacked them, was not able to show a complete collection of Chinese stamps. The famous "Post Office" Mauritius stamp, of which about twenty are known, and which sells for \$20,000 is a common stamp when compared to any one of half a dozen of the stamps of China and the foreign offices. But no Chinese stamp has yet brought as much as a thousand dollars. Leaving out a few rarities, which the ordinary collector would never obtain, a Chinese collection may be made as cheaply as that of most of the other countries.

There are about 350 main varieties of Chinese Empire and Republic stamps, and all but about fifty can be bought for less than a dollar each—most of them for a few cents, and about twenty for a cent or two each. Minor varieties are plentiful and some very rare and expensive. When the collector goes in for the stamps of foreign offices in China, especially the numerous French issues, the number runs up above a thousand, but a fair proportion are low in price. As they are obsolete, owing to the closing of the foreign offices, they will probably become dearer.

It is not known when the first society or club for the study and exchange of stamps existed in Shanghai, but it must have been long ago. There are now two societies in Shanghai, one Chinese with about fifty members, and the Shanghai Philatelic Society, with a membership list of about sixty, representing practically every nationality in the place. Its meetings are held fortnightly, from October to May, notices of which are published in the daily papers, and visitors are always welcomed at the meetings.

Auction sales of stamps are held nearly every Saturday afternoon during the stamp season; they are advertised in the daily papers. It is absolutely necessary however, to examine the lots before the sale, as no dependence

can be placed on the descriptions given in the catalogues, which are very poorly prepared. Auctions are only for local buyers, as the catalogues are not available until a few days before the sales. In spite of all drawbacks, those who know a bargain when they see it can often do well at the auctions.

There are plenty of forged surcharges in the market, and many of them will deceive any but an expert. There is not much danger of being taken in by forgeries, if the collector lets the surcharges alone. Looking for bargains is the surest way of being stung by forgeries, for stamps are worth as much here in Shanghai as they are in London or New York, and you cannot buy a dollar's worth of stamps for half a dollar, any more than in any other line of goods. If you are offered a ten-dollar stamp for a dollar or two, better leave it alone, for a forged stamp is worth absolutely nothing. If there were such bargains to be had, there are about a thousand collectors here on the job of looking for them every day.

Hangchow.—This city with a population of 750,000, is located on the Shanghai-Hangchow-Ningpo Railway and also on the Ch'ien T'ang River, 110 miles southwest of Shanghai. Several first class trains run daily between Shanghai and Hangchow, a journey of about five hours. Railway fare; first class \$6.20. The towing charge for a houseboat from Shanghai to the Hangchow Settlement is from \$10. to \$15. From the Settlement it is necessary to go by train to the city station and thence to a hotel. Several Chinese hotels serve foreign style meals but the New Hotel on the West Lake is especially recommended. The principal hotels are about  $\frac{3}{4}$  hour by ricksha from the railway 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