

THE TRAVELLERS'
Handbook for China

(INCLUDING HONGKONG)

BY

CARL CROW

With Nine Maps and Plans and Numerous
Illustrations

Third Edition, Revised Throughout

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"ONE SEEING IS WORTH
A HUNDRED TELLINGS"

DODD, MEAD & CO., NEW YORK,
CARL CROW, SHANGHAI

PREFACE

When the second edition of this handbook for China was brought out a few years ago every possible effort was made to bring the book up to date and to make the information in it accurate to the last degree. Every section of the book was read and revised by some one with special knowledge on the subject involved and often several took part in the revision. Among the many well known authorities on China who gave the author their assistance were Dr. John R. Hynes, Mr. Thomas Torrance, Prof. N. Gist Gee, Dr. G. H. Bondfield, Mrs. Donald Christie, Prof. W. M. Upcraft, Mr. E. C. Stocker the late Dr. Timothy Richard and the late Mr. T. R. Jernigan.

With an edition so thoroughly revised it was thought that the work of bringing out a third edition would be a very simple matter. But once the work of revision was undertaken it was found that China has changed tremendously in the past few years. Scarcely a paragraph of the second edition has been allowed to stand unchanged and the work of revision which it was thought could be completed in a few months has dragged out over the better part of a year. As in former editions every effort has been made to bring the volume up to date but it is offered to the public with the realization that no book of this character on a country which is changing so rapidly as China can ever be completely accurate.

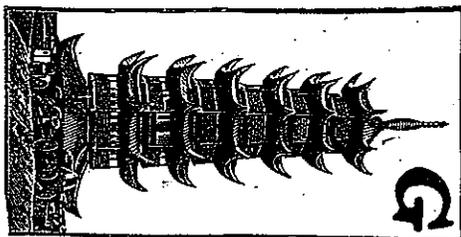
I wish to express my grateful appreciation to the many friends who have helped in the revision of this edition and especially to Mrs. Samuel Couling who has patiently and painstakingly read all of the proofs and whose superior knowledge of China has added greatly to the value of this book.

CARL CROW

Shanghai, April 2, 1921

SHANGHAI

(And the Yangtze Valley.)



Leongshwa Pagoda,

Shanghai.

Other steamers tie up at docks within easy distance of principal hotels. Steamers arriving from Hankow or other Yangtze River ports tie up at the Bund. Passengers from the North by train arrive at the station of the Shanghai-Nanking Railway. 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.

HOTELS: Astor House, Palace, Kalee, Burlington, Hotel des Colonies, Bickerton's. All hotels are on the American plan. **Restaurants:** Carlton, Parisien, Trocadero, Astor Grill. 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, Denmark, France, Great Britain, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sweden, United States.

POSTOFFICES: In addition to the Chinese postoffice, others are located in Shanghai for the benefit of their respective nationals, the rates of postage through the various foreign

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. 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 25,000; Chinese, about 2,000,000. These population figures include all adjoining municipalities and villages.

ARRIVAL: Some steamers anchor at Woosung, 13 miles distant, from which place passengers are conveyed to the landing jetty on the Bund by steam tender. There is no landing charge.

offices to the countries they represent being about the usual domestic rate. The postoffices are located as follows:—American, 9 Whangpoo Road; British, 7 Peking Road; French, 48 Rue Montauban; Japanese, 1a Seward Road, Russian, N. Soochow 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. Cable rates are based on gold quotations and 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 line; 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, Free Christian Church, Church of the Sacred Heart of Jesus, St. Joseph's Deutsche Evangelische Kirche, Japanese Union Church, Orthodox Greek Church.

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, \$2 to \$4 per hour. Tramways, average fare 6 cts. per mile.

NEWSPAPERS: Daily English: North China Daily News, China Press, Mercury, Times, Gazette; French: L'Echo de Chine; English weeklies, Millard's Review, Finance & Commerce. 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 which run from Japanese to Australian ports. At the time this edition goes to press, all shipping in the Far East is undergoing a post war period of re-adjustment, with so many changes in service and rates that any information given here would be out of date before the book is published. It will be sufficient to say that Shanghai 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.

CURRENCY: The old standard currency of Shanghai was the Mexican dollar but of 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 110 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.

TRADE OF SHANGHAI:

The foreign trade of Shanghai in the past two years was:

	1918	1919
Net Foreign Imports.....	65,000,000	84,000,000
Net Chinese Imports.....	38,000,000	34,000,000
Exports.....	102,000,000	121,000,000
Total, Hk. Taels.....	208,000,000	240,000,000

Shanghai, the commercial metropolis of the China Coast, is one of the most interesting and cosmopolitan places in the world, and the most important of the treaty ports. 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 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, 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, Brahmins, 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, before the coming of foreigners started it on the way to becoming one of the great ports of China. When the Treaty of Nanking was signed (1843) 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. Until opened to foreign trade it had been nothing more than a port of call for seagoing junks. 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 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. 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 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 Chinese municipalities which border on the foreign settlements.

The most important section is the International Settlement which is governed by a Municipal Council. The Council is elected by the European, Japanese 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 usually surprise the visitor who expects to find a Chinese city rather than one which has the air of an European metropolis. 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 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. Its trade territory embraces a population of about 200,000,000, or half the population of China.

The visitor coming up the Whangpoo on a steam tender sees but little that suggests the Orient. 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 recalls memories of Europe or America. On the shore there are huge ship building plants, warehouses, cotton mills, silk flatures, 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 built from Shanghai to Kiangwan by a British 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 who arrives on a trans-Pacific steamer 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 trams, cars, rickshaws, motor cars, sedans, sedan-chairs 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 the slope over this bridge is the steepest to be found on any Shanghai road and that motor cars which can negotiate it have achieved the most gruelling hill climbing test Shanghai can offer. The river life as seen from the bridge is always interesting. Soochow Creek is usually crowded with lighters 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 is largely made ground. A small vessel was wrecked near the present band stand and mud collected round it. The muddy 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 Taping 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 customs and to whom much of the credit for organizing that efficient service is due.

The finest business buildings in Shanghai are located on the Bund. At the time this is written many of the older buildings are being replaced by more modern structures and it is possible that in a few years the entire Bund frontage will be filled with six-storey buildings, the maximum size allowable because of Shanghai's mud foundation. In the early days of the settlement all the business houses were located on this street. Land was cheap then and these pioneer concerns provided themselves with liberal sites. With few exceptions, these concerns 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 Jardine, Matheson & Co; Chartered Bank, Hongkong & Shanghai Bank, Customs House, North China Daily News, Palace Hotel 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. 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 organization of its kind in the city and famous for the possession of what is reputed to be the longest bar in the world, 110 feet.

Second in importance and in interest to the Bund is Nanking Road, the location of 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, many of them gorgeously colored with gold leaf. But the most striking buildings on the road are two great Chinese department stores occupying opposite sides of the street at the 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 semi-foreign twin buildings, the "New World." These are modern Chinese amusement palaces and each is equipped with arcades, skating rinks, menagerie, cinemas, restaurants and a thousand and one devices which enable one to while away an evening. The two places are connected by a subway under Nanking Road so that for one admission ticket visits may be paid to both places. The construction of these places 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 Foo-

chow 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 it 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 beginning of Bubbling Well Road, only one mile from the Bund, is the Race course. 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 the spring and autumn and the city maintains an old custom of its early days by taking a half holiday on race days.

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 while many pretentious mansions of many nationalities are found on Avenue Joffre. Nor should anyone fail to drive around the Rubicon Road, the one country motor road the city possesses. 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.

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. But, after all, Shanghai is a foreign rather than a Chinese city. In spite of the great bulk of Chinese population, its institutions are foreign and the 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, suffi-

cient unto itself. If one wants to see Chinese life, or study things Chinese, 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 factories and warehouses. 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 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 715,200,000,000 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, wood oil, etc. 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. One of the most notable successes in the manufacturing line is the plant put up by the General Electric Co. of New York for the manufacture of electric light bulbs. Here in a very short time inexperienced Chinese labor has been trained to turn out an article equal to that produced in America or Europe. 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 electric plant, 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 is the Commercial Press, a large printing and publishing establishment employing about 2000 skilled Chinese workers. This 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 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 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, 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 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 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. 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 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, although the smaller places on side streets ask much lower prices. 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 and Shanghai, next to Peking, offers the richest stocks of curios to be found in the country. One of the finest stocks of Chinese curios is carried by Li Van Chen at 35 Rue Eugène Bard.

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.

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 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 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 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 business headquarters of many

missionary enterprises. A number of societies are working in Shanghai and the missionary and allied population amounts to several hundred. 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. 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 and St. Elizabeth's Hospital for women (American Episcopal Mission) London Mission Hospital, the Margaret Williamson Hospital for Women (Women's Union Mission), McCreire 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 city and the two settlements. In addition to the schools maintained by the municipality 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 Medieval 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.

With 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.

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."

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 yulod* 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 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. 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 Chingkiang, Wusieh 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 intersected. These canals furnish the principal

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

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.

Loonghwa Pagoda.—The visitor who cannot visit any other city in China should see the Loonghwa pagoda, easily reached either by houseboat or 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 but owing to the dilapidated condition of the structure it is safer to remain on the ground.

Books for further Reference: Those who wish more detailed information regarding Shanghai should purchase *Rev. C. E. Darwin's "Shanghai, a handbook for Travelers and Residents," published by Kelly Walsh.*

Woosung.—A fairly good motor road now leads to Woosung, a favorite Sunday afternoon drive. A few miles from Woosung is the old walled city of Pao-shan, formerly an important place but now semi-deserted. It was formerly a center for the spinning of cotton yarn and the weaving of cotton cloth—all being done by hand. But with the coming of foreign cotton mills in Shanghai and the increased importation of foreign piece goods, the industry which was the mainstay of Pao-shan has languished and a large part of the population has moved to Shanghai. However the old hand looms remain—one of them being found in every home and the traveler who is interested in Chinese handicrafts will find no better opportunity to study the native weaving industry.

Hangchow.—This city with a population of 750,000, is located on the Shanghai-Hangchow-Ningpo Railway and also on the Chien T'ang River, 110 miles southwest of Shanghai. 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.

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 even now 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 B. C. 2198, 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 Yu Hang, the "Place of the Boat-landing by Yu."

About B. C. 210, the first emperor of the Ch'in dynasty came to the foot of the hill where the Needle Pagoda now stands and fastened 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 who lived in squalid huts.

In A. D. 606 Yang Su built the first city walls and changed the early name to the present name of Hangchow. The walls he built are said to have been 36 li and 50 paces in circumference. In A. D. 893, Ch'ien Liu, before he became the first of the famous Wu-Yueh Kings, rebuilt the walls of Hangchow with the circumference enlarged to 70 li or about 23 miles.

Then under the famous Wu-Yueh Kings, 900-980 A. D. four in all, there came Hangchow's golden age of building, when most of the famous monasteries, temples and all the pagodas were built. It was during this period that the first dyke walls were built, by Ch'ien Liu, about 910 A. D. and since then his name has ever been associated with this great work of engineering, in spite of the fact that many subsequent alterations have been made. These dykes were built to hold the tidal wave or bore within certain reasonable shore and river limits. There are those who are now living who have seen this bore rise to