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THE CHINA JOURNAL

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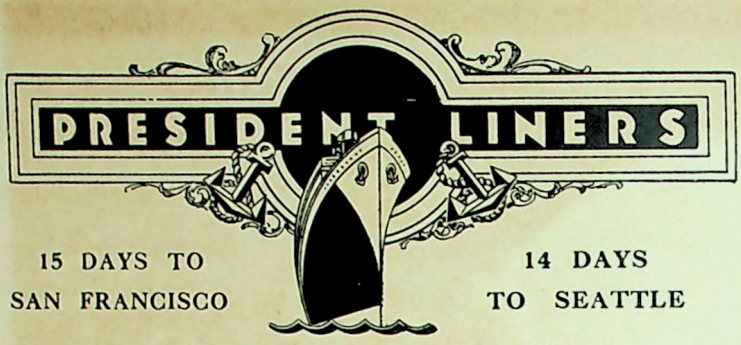

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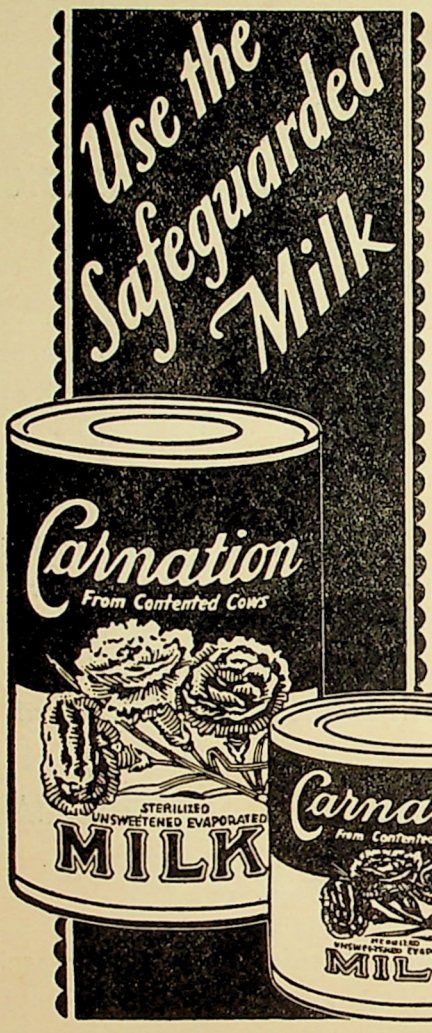

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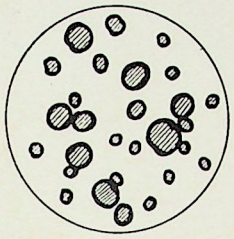
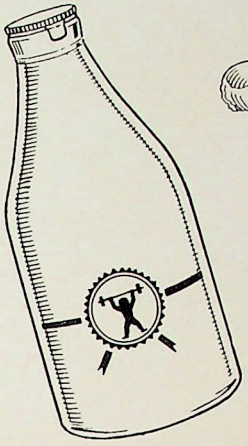
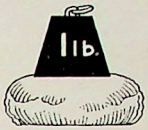


3. Large particles of valuable butter-fat in ordinary milk, sometimes difficult of assimilation.





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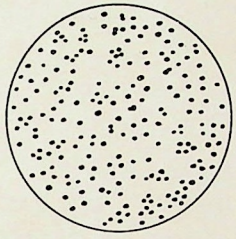

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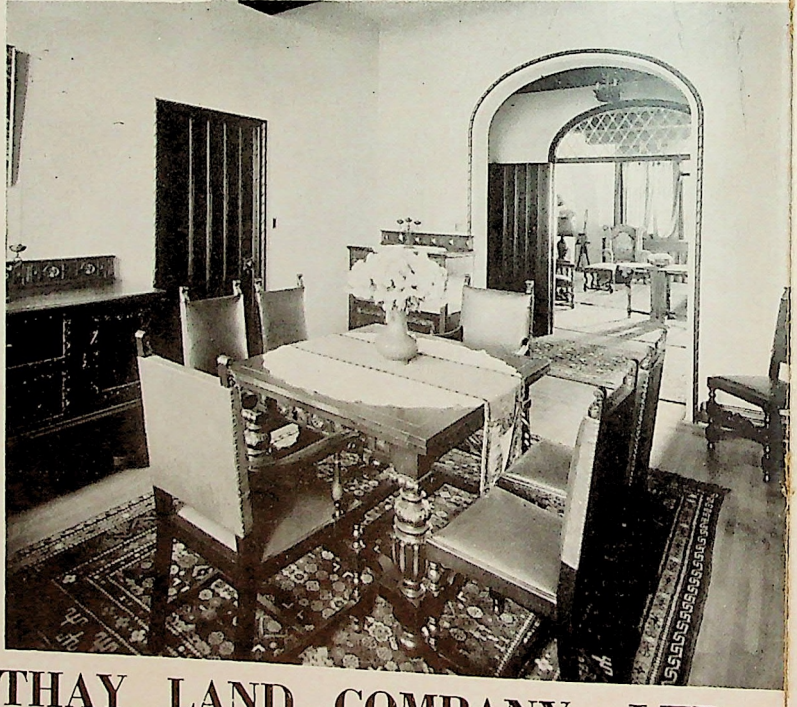

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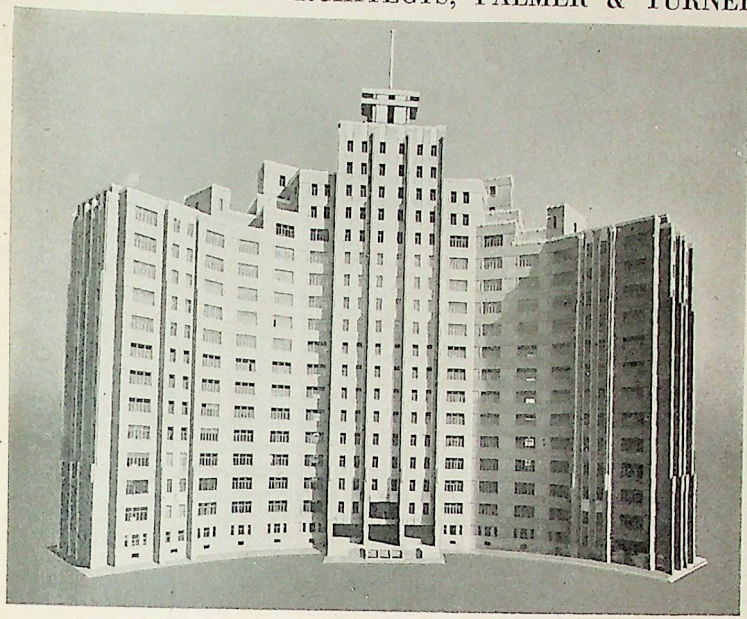

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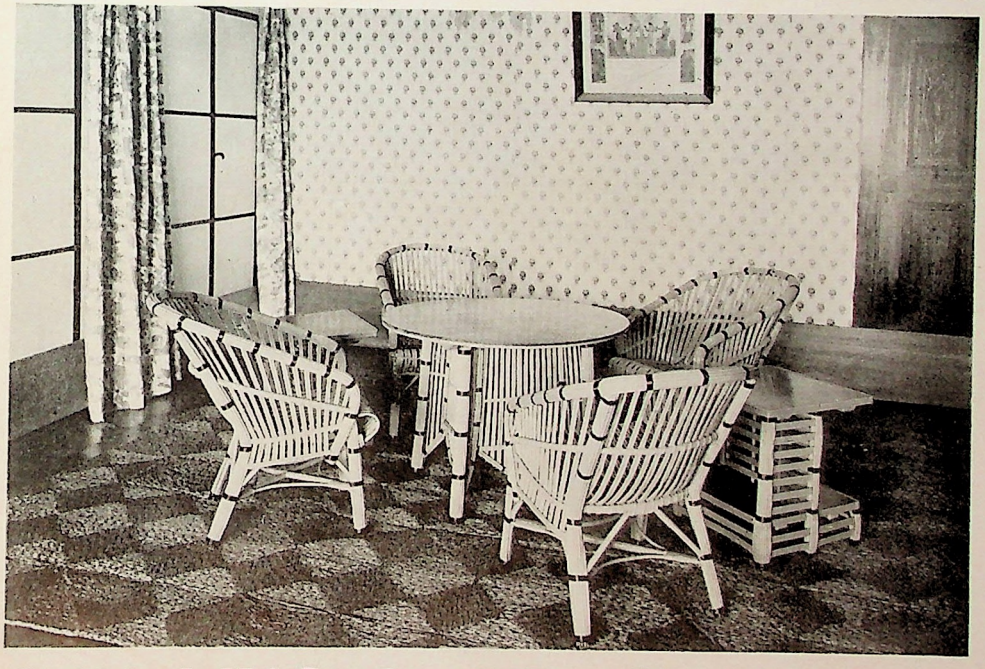

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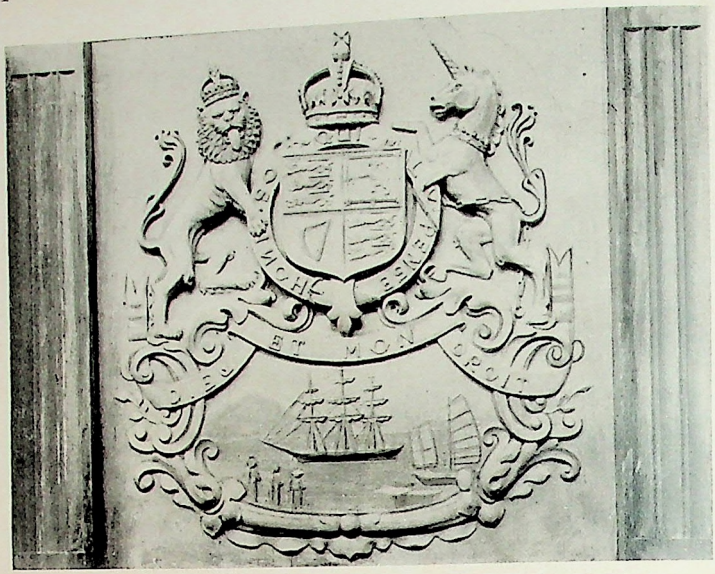

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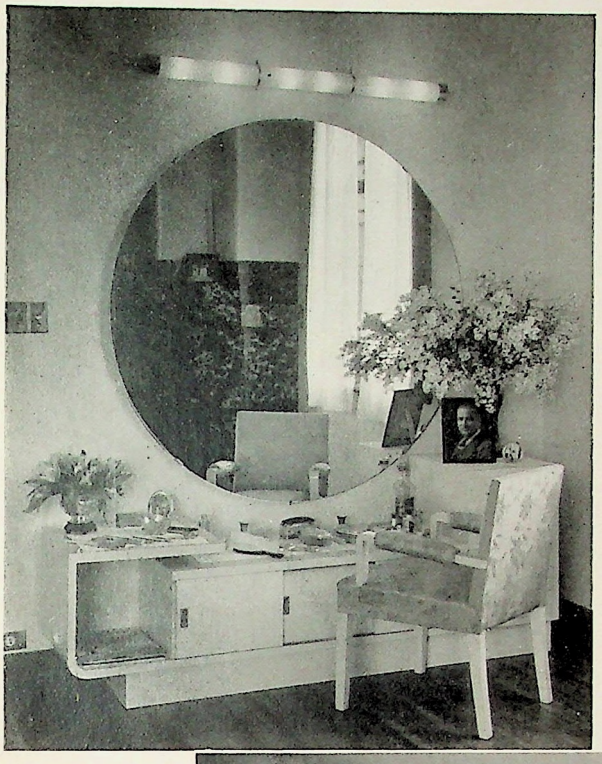

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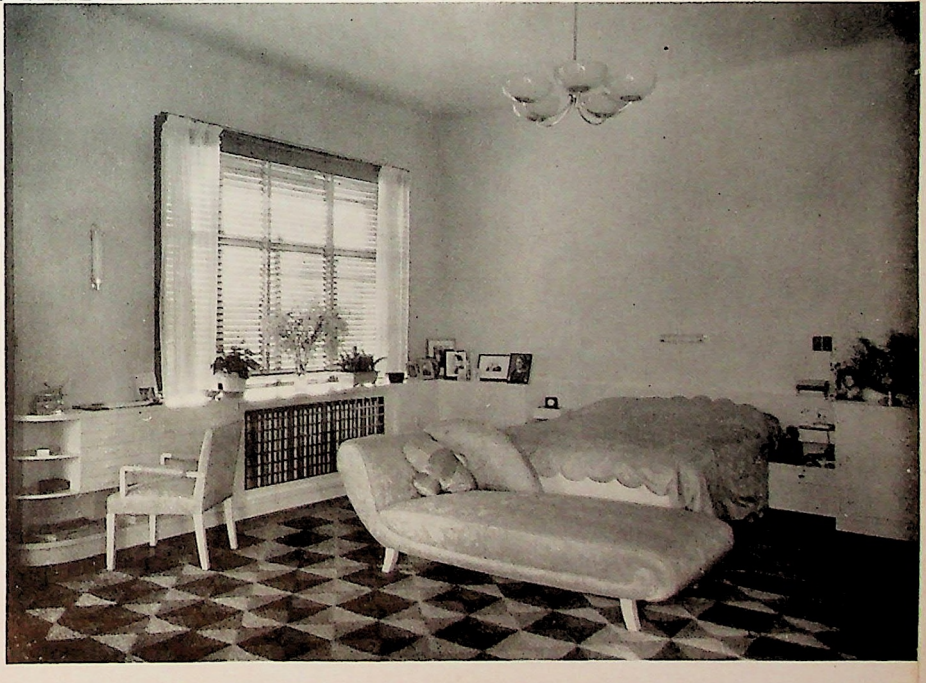

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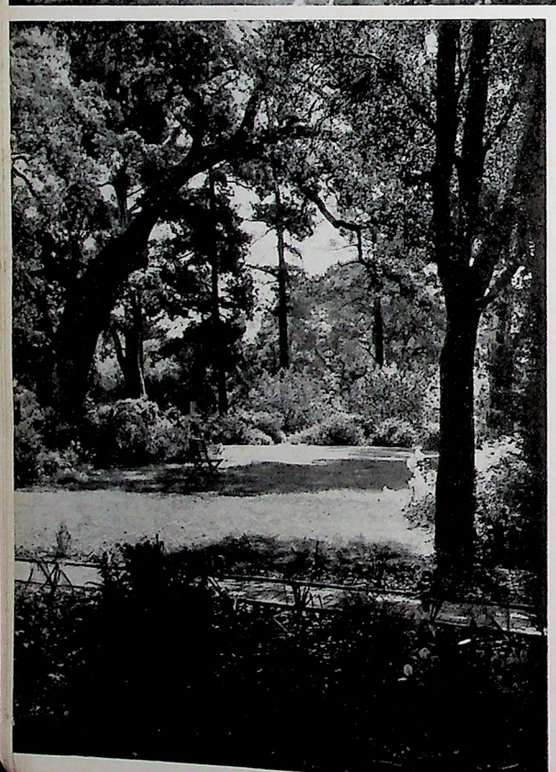



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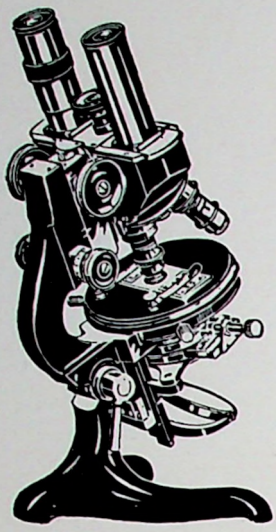

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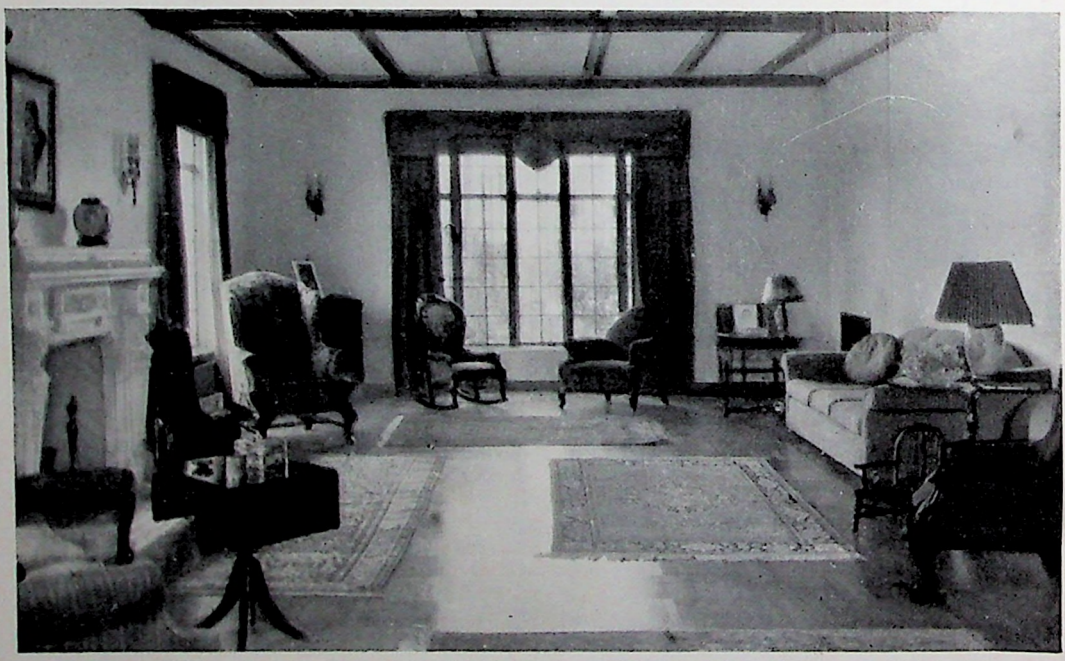

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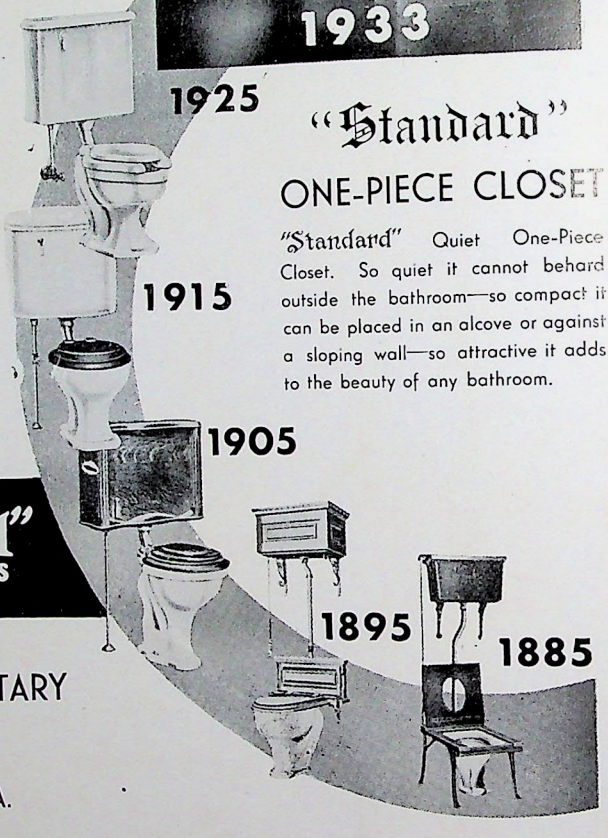

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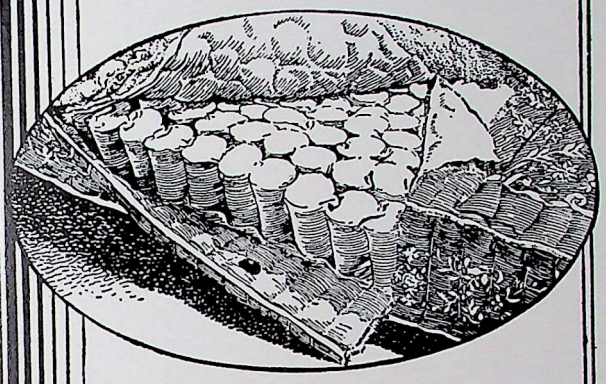

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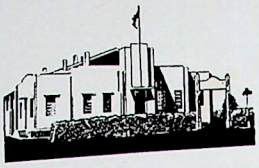

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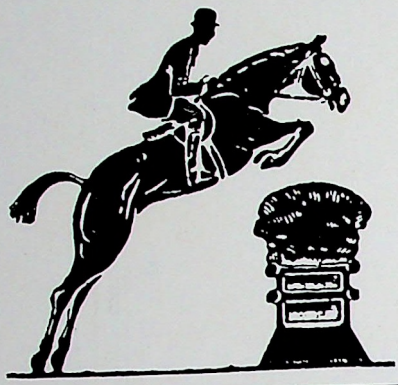

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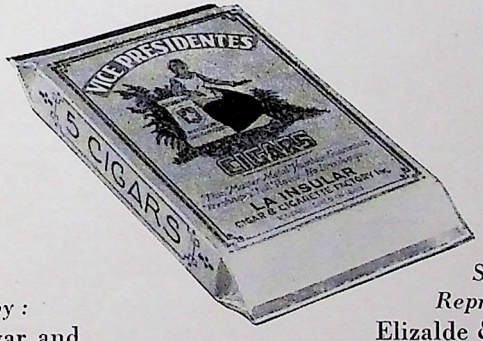

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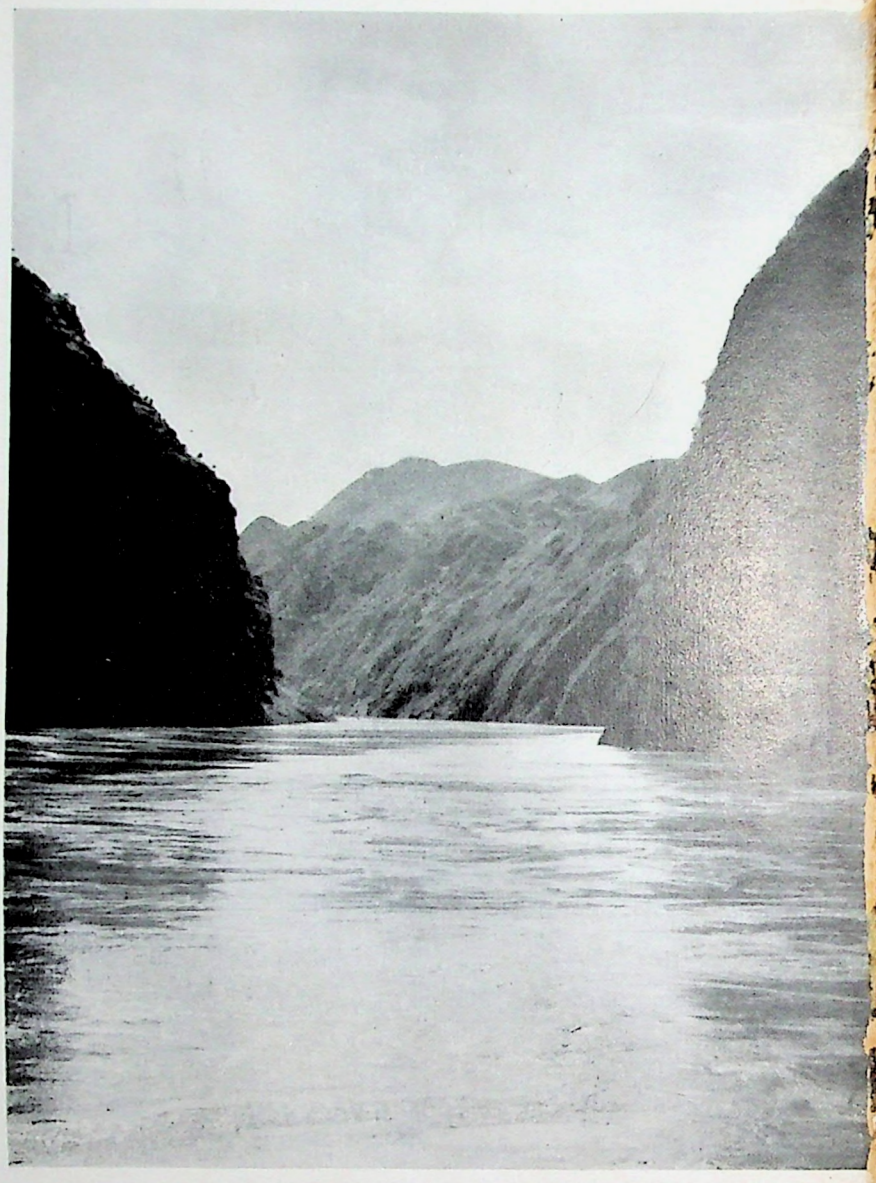

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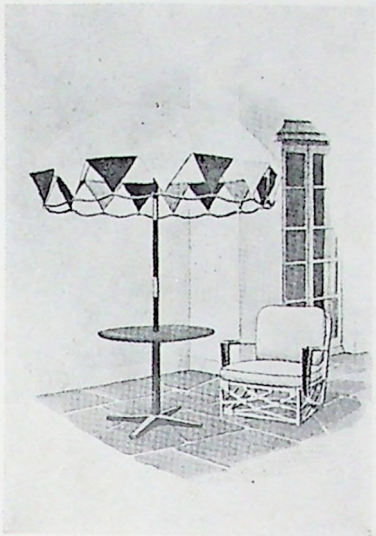

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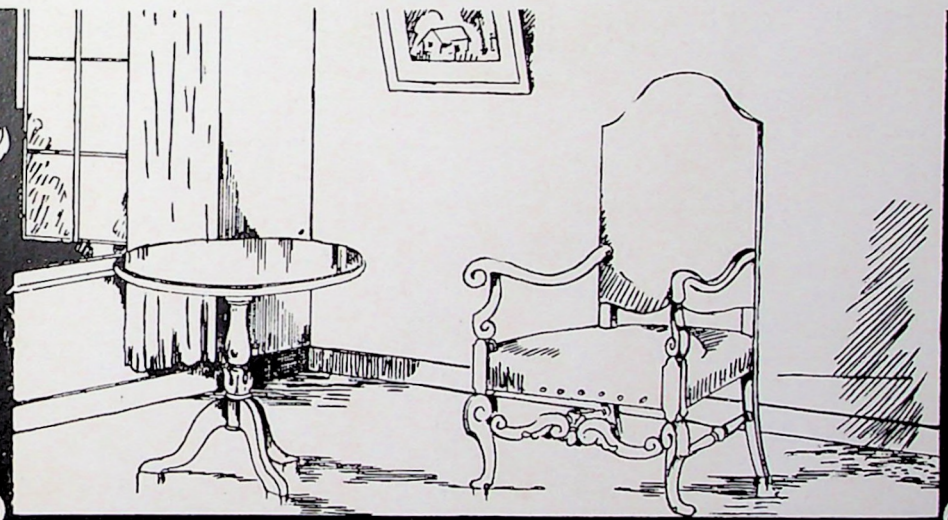

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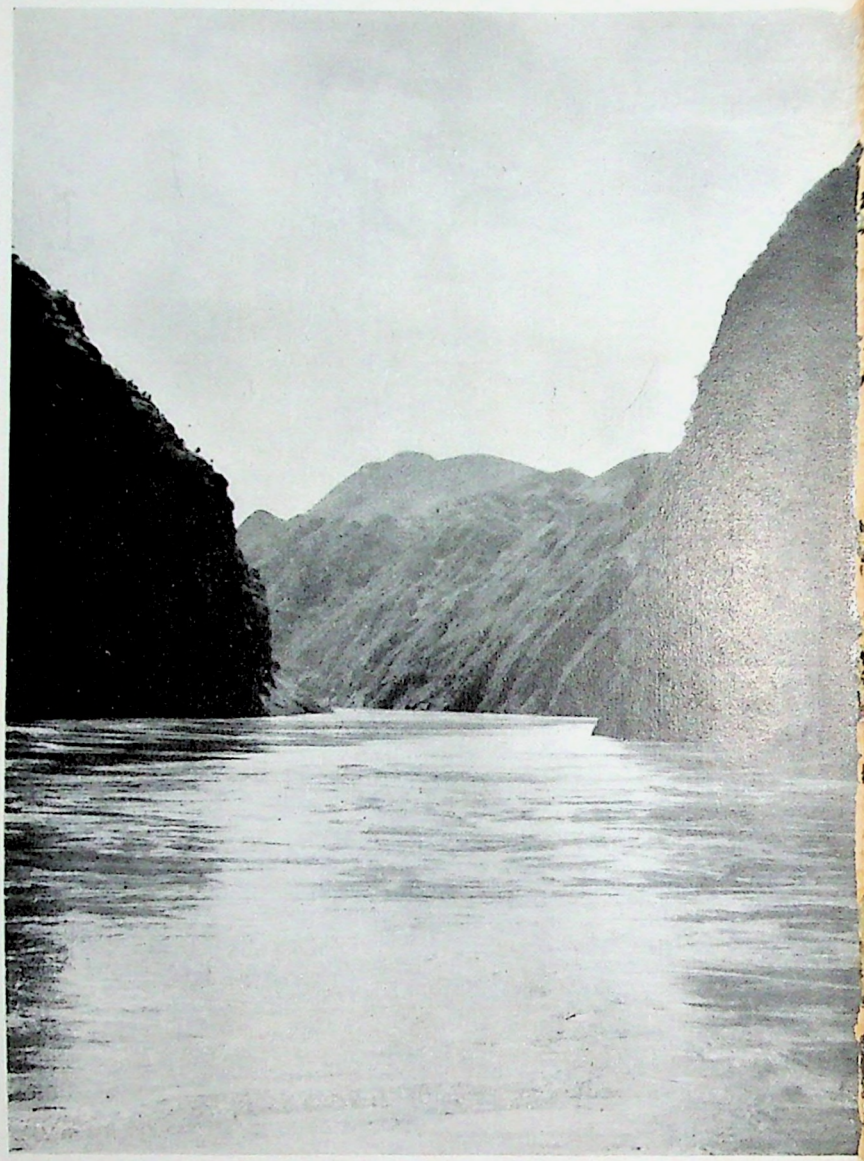

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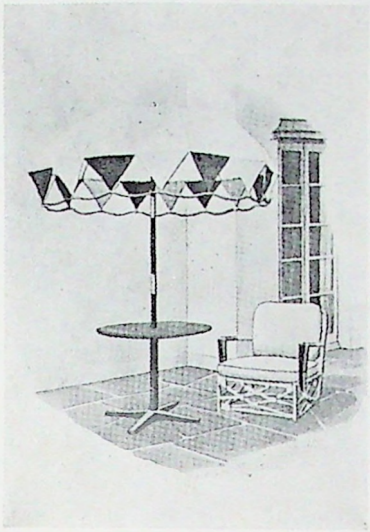

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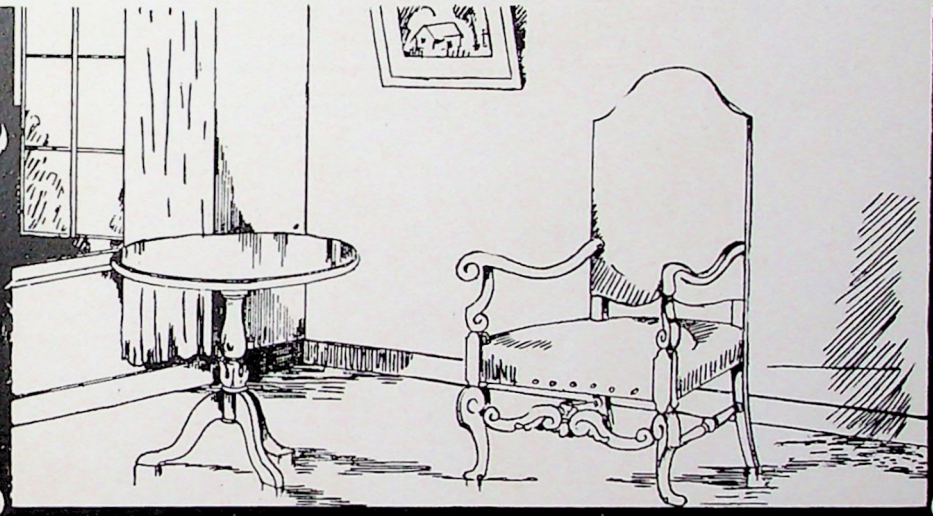

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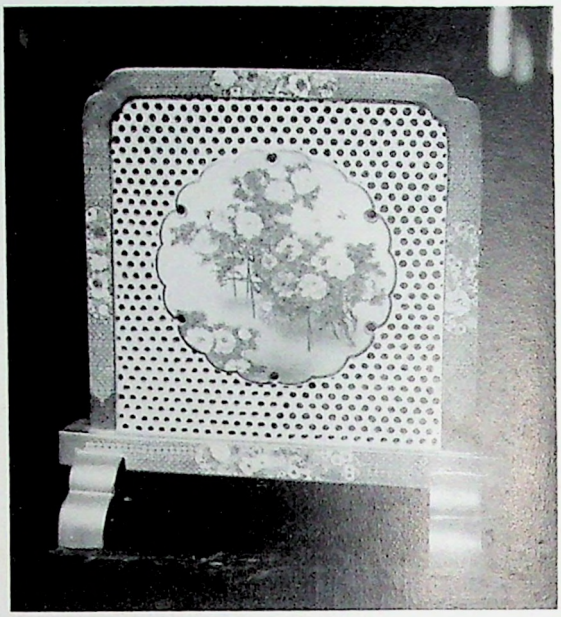

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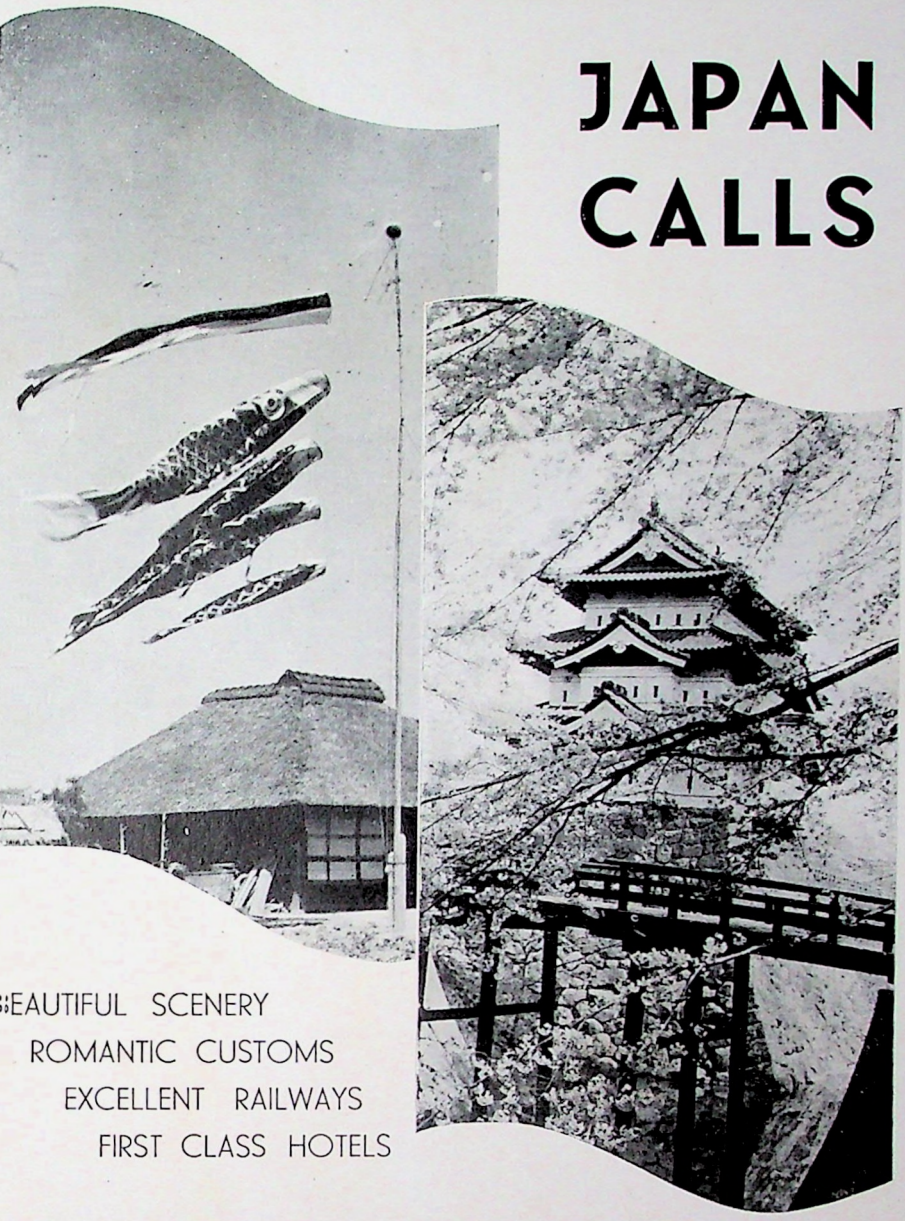

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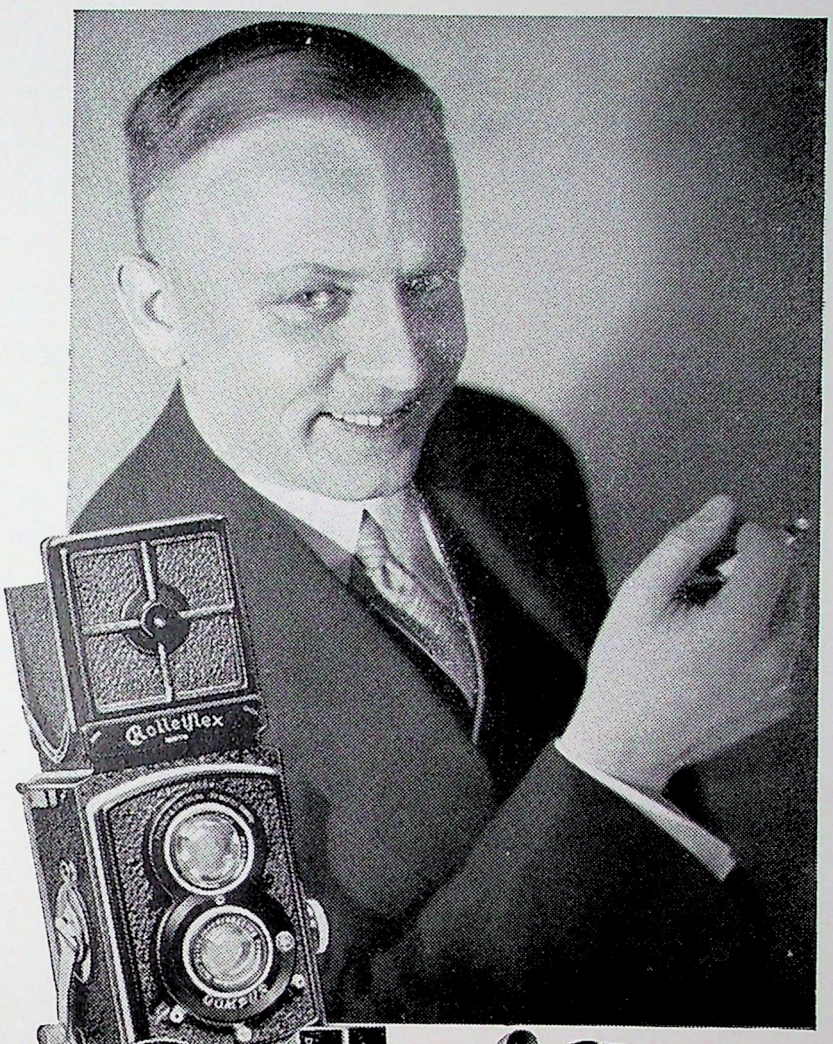

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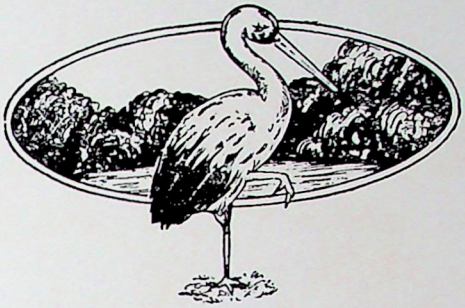

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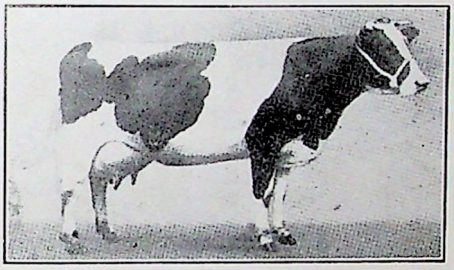

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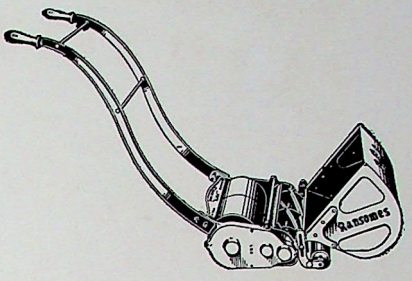

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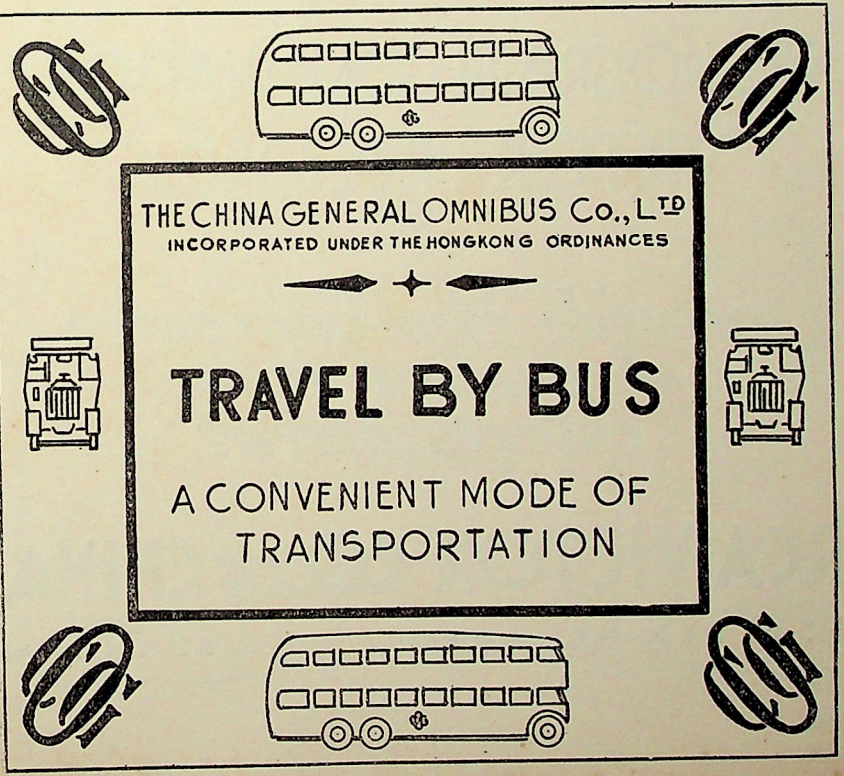

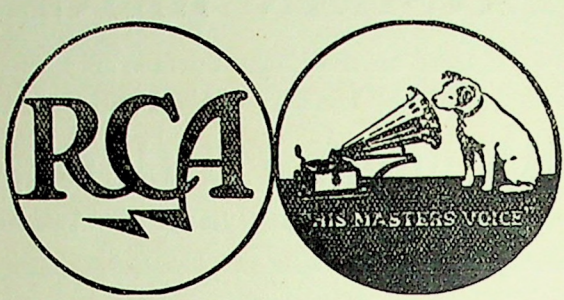

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VOL. XXII MAY 1935 No. 5

CONTENTS

	PAGE
SHANGHAI: PAST, PRESENT AND FUTURE	213
EVENTS AND COMMENTS	218
SHANGHAI CULTURALLY CONSIDERED BY ARTHUR DE C. SOWERBY	221
THE CIVIC CENTRE AT KIANGWAN BY STUART LILLICO	225
SHANGHAI AT PLAY	230
ART NOTES	233
THE LIBRARY	234
THE BEAUTIFUL ENVIRONS OF SHANGHAI	237
MOTOR ROADS AND RAILWAYS RADIATING FROM SHANGHAI	241
SHANGHAI AS AN AVIATION CENTRE	243
TRAVEL AND EXPLORATION NOTES	247
SHANGHAI, THE COMMERCIAL CENTRE OF THE ORIENT BY STUART LILLICO	248
SHANGHAI'S PUBLIC UTILITY SERVICES	253
SHANGHAI'S INDUSTRIES	259
BANKING AND FINANCE IN SHANGHAI	269
REAL ESTATE AND BUILDING DEVELOPMENT IN SHANGHAI	272
PROGRESS OF BIOLOGICAL WORK IN CHINA BY ARTHUR DE C. SOWERBY	275
SCIENTIFIC NOTES AND REVIEWS	284
SHOOTING AND FISHING NOTES	287
THE KENNEL	288
THE GARDEN	289
SOCIETIES AND INSTITUTIONS	291
EDUCATIONAL NOTES AND INTELLIGENCE	292
PUBLICATIONS RECEIVED	294

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TRAVEL AND EXPLORATION NOTES	247
SHANGHAI, THE COMMERCIAL CENTRE OF THE ORIENT BY STUART LILLICO	248
SHANGHAI'S PUBLIC UTILITY SERVICES	253
SHANGHAI'S INDUSTRIES	259
BANKING AND FINANCE IN SHANGHAI	269
REAL ESTATE AND BUILDING DEVELOPMENT IN SHANGHAI	272
PROGRESS OF BIOLOGICAL WORK IN CHINA BY ARTHUR DE C. SOWERBY	275
SCIENTIFIC NOTES AND REVIEWS	284
SHOOTING AND FISHING NOTES	287
THE KENNEL	288
THE GARDEN	289
SOCIETIES AND INSTITUTIONS	291
EDUCATIONAL NOTES AND INTELLIGENCE	292
PUBLICATIONS RECEIVED	294

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Classified Index of Advertisers

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Intimate Travel Guide A48

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Caravan Studio, Inc., The .. A18
Jade Store, The A30
Murakami, Toyo A26

AVIATION:
China National Aviation Corporation .. .. .. Cover 3
Douglas Aircraft Co., Inc. .. A59
Eurasia Aviation Corporation .. A 4

BANKS AND FINANCE AND INVESTMENTS:
Banque Belge pour l'Etranger .. A 4
Benjamin & Potts A84
Deutsch-Asiatische Bank .. A70
Hongkong & Shanghai Banking Corporation A85
Kincheng Banking Corporation .. A 6
Mercantile Bank of India, Ltd. .. A52
National City Bank of New York A67
National State Lottery Administration, The .. .. .. A 2
Shanghai Commercial & Savings Bank, Ltd., The .. .. A 4

BOOKS:
Naturalist in Manchuria, The .. A83

BUILDING MATERIALS:
Arnhold & Company, Limited .. A47
Chee Hsin Pottery A71
Duncan & Co. A13
Kailan Mining Administration .. A46
Nu-Enamel A25
Taishan Brick & Tile Co., Ltd. .. A41

CHEMICAL IMPORTERS, LABORATORIES, DRUGGISTS, ETC.:
China Export, Import and Bank Co. (Aspirin) .. .. .. A 1
Deutsche Farben-Handelsgesellschaft—Waibel & Co. A62
Imperial Chemical Industries (China), Ltd. A64-A65
Merck Chemical Co., Ltd., E. .. A33
National Aniline & Chemical Co., U.S.A. (Dyestuffs) A47
Scott's Emulsion A72

COTTON MILLS:
Japanese Cotton Millowners' Association in China A52

ELECTRICAL ENGINEERS AND CONTRACTORS:
Chapei Power Co. A61
General Electric Co. of China, Ltd., The A58
Nantao Power Co. A61
Shanghai Power Co. A44

ENGINEERS, MACHINERY MERCHANTS, SHIP BUILDERS, ETC.:
Carlowitz & Co. A62
Ekman Foreign Agencies, Ltd. .. A50
Oliveira & Son, H. A57
York Shipley Co. A69

FABRICS:
Hollins & Co., Ltd., Wm. (Viyella) A40

FOOD PRODUCTS:
Acme Market A36
Cafe Federal A41
Connell Bros. Co., Ltd. (Royal Baking Powder) .. .. A 9
Connell Bros. Co., Ltd. (Lipton's Tea) A38
Futterer, W. A38
Geddes Trading & Dairy Farm Co., Ltd. A37
General Milk Co. .. .. A 8
Hirsbrunner & Co. A34
Ma Ling Canned Goods A36
Newmilks, Ltd. A11
Shanghai Gohdo Suisan Kumi .. A37
Shanghai Milk Supply Co. .. A37
Yuen Tah & Co. A36

FURNITURE MANUFACTURERS:
Broadway Reed Shop A25
Caravan Studio, Inc., The .. A18
Construction Supplies, Ltd. .. A15
Simmons Co. A21
Sing Tai Furnishing Co. .. A25
Sun Ling & Co. A13

GAS:
Shanghai Gas Co., Limited .. A55

HOTELS:
Astor House Hotel, Tientsin .. A 6

HOSPITALS:
Faberkrankenhaus A32

IMPORTERS AND EXPORTERS:
China Continental Commercial Co., Ltd. A53
Mitsui Bussan Kaisha, Ltd. .. A70
Shanghai Pet Store (Birds, etc.) .. A39

INTERIOR DECORATORS:
Caravan Studio, Inc., The .. A18
Wagstaff, W. W. A14

JEWELLERS:
China Jewellery Co., The .. A40
Jade Store, The A30

LAUNDRY:
Cathay Laundry Co. A48

MERCHANTS AND COMMISSION AGENTS:
Liddell Bros. & Co., Ltd. .. A56
McBain, George A87
McMullan & Co., Ltd., James .. A53
Wattie & Co., Ltd., J. A. .. A86

MOTOR VEHICLES:
Cathay Motors, Ltd. .. .. A 5
China General Omnibus Co. .. A41
Taylor Garage, Ltd. A44

OIL COMPANIES:
Asiatic Petroleum Co. (North China), Ltd. A88
Standard-Vacuum Oil Co. .. A66
Texas Co. (China), Ltd. A71

(Continued on next page)

Classified Index of Advertisers *(Contd.)*

PHOTOGRAPHY:
- Acme Photocopy Service .. A49
- Melchers & Co. (Rolleiflex) .. A31
- Schmidt & Company (Leica) .. A18

PLUMBING AND HEATING CONTRACTORS:
- Andersen, Meyer & Co., Ltd. A10-A20
- Gordon & Co., Ltd. A45
- Shanghai Waterworks Co., Ltd., The A71
- Shanghai Waterworks Fittings Co., Ltd., The A46

PUBLIC UTILITIES:
- Chapei Power Co. A61
- Nantao Power Co. A61
- Shanghai Gas Co., Limited .. A55
- Shanghai Power Co. A44
- Shanghai Waterworks Co., Ltd., The A71
- Shanghai Waterworks Fittings Co., Ltd., The A46

PUBLISHERS, PRINTERS, NEWSPAPERS, ETC.:
- A.B.C. Press A74
- China Journal, The .. .. A 1
- Commercial Press Ltd. A79
- Discovery A45
- Game and Gun A70
- Mercury Press A75, A76, A77 & A78
- Modern Printing Co. A74
- National Geological Survey of China A79
- New Zealand Fishing and Shooting Gazette, The A71
- North-China Daily News and Herald, Ltd. A73-A80
- Oxford University Press.. .. A74
- Shanghai Evening Post and Mercury, The A82
- Shanghai Times A81
- Tientsin Press, Ltd., The .. A83
- University Press A49

RADIOS:
- Bureau of International Telegraphs .. .. A 6
- R.C.A. Victor Company of China A42
- Radio Station XQHB .. .. A 3
- Radio Station XMHA A43
- Siemens China Co. .. .. A 3

REAL ESTATE:
- Atherton Estate near San Francisco .. .. A16 & A17
- Cathay Land Co., Ltd., The .. A12
- China Realty Company, The Cover 2
- Sassoon & Co., Ltd., E.D. .. A63
- Shanghai Land Investment Co., Ltd., The A54

RETAIL STORES:
- Shanghai Co-operative Society, Inc. A35
- Whiteaway, Laidlaw & Co., Ltd. A39

RIDING SCHOOL:
- Ascot Riding School A22

RUBBER ESTATES AND RUBBER PRODUCTS:
- McBain, George A87
- Wattie & Co., Ltd., J. A. .. A86

SCIENTIFIC INSTRUMENTS:
- Kofa American Drug Co. .. A68
- Schmidt & Company (Leitz) .. A18

SHOES:
- Mikawa, K. A39

SILKS, LACES AND EMBROIDERIES:
- Murakami, Toyo A26

TELEGRAPH COMPANIES:
- Commercial Pacific Cable Co. .. A 7
- Eastern Extension, Australia & China Telegraph Company, Limited .. .. .. A 7
- Great Northern Telegraph Company Limited .. .. .. A 7

TELEPHONES:
- China Electric Co. A60

THEATRE:
- Grand Theatre A45

TOBACCO:
- Elizalde & Co. A23
- Yee Tsoong Tobacco Distributors Ltd. .. .. .. Cover 4

TRANSPORTATION:
- American Mail Line .. Cover 2
- Canadian Pacific Steamships .. A28
- China Merchants S.N. Co., Ltd... A51
- China General Omnibus Co. .. A41
- Chinese Eastern Railway .. A 6
- City Government Ferry of Greater Shanghai A22
- Dollar Steamship Line .. Cover 2
- Japanese Government Railways A27
- Lloyd Triestino Navigation Co... A29
- Mackinnon, Mackenzie & Co. Cover 3
- Mitsui Bussan Kaisha, Ltd. .. A70
- Nanking-Shanghai and Shanghai-Hangchow-Ningpo Railways.. A63
- P. & O. Steamship Navigation Co. .. .. .. Cover 3
- States Steamship Lines A88
- Swedish East Asiatic Co., Limited A50
- Taylor Garage, Ltd. A44
- Yangtsze Rapid Steamship Co... A24

TRAVEL:
- Department of Industries & Commerce (New Zealand) .. A28

TRAVEL BUREAUX:
- Chinese Eastern Railway .. A 6

WEARING APPAREL:
- ABC Underwear Co. A40
- Gray & Co., Ltd., C. N. A23
- Maison Arcus A19
- Whiteaway, Laidlaw & Co., Ltd. A39

WINE MERCHANTS:
- Hirsbrunner & Co. A34
- Jardine, Matheson & Co., Ltd... A35

WOOLLEN MANUFACTURERS:
- Patons & Baldwins Ltd... .. A59

THE CHINA JOURNAL
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SHANGHAI: PAST, PRESENT AND FUTURE

Nobody made Shanghai; like Topsy, it just "growed." By this it is not meant to suggest that nobody had a hand in the bringing into being of this great city; but rather that, once it had been started, it grew of its own accord without much planning and less guidance. This is evident from the narrowness of the streets, their haphazard spacing and the winding courses of many of them. Only the central business section, occupying the area originally set aside in 1843 for British traders to build their homes and warehouses in, shows any regularity in the east to west and north to south run of its streets. The rest of the International Settlement and the Extra-Settlement areas that have been added to it, as well as the French Concession and its extensions, show a maze of meandering thoroughfares that are a puzzle to the observer till it is remembered that many of them were originally tow-paths along the sides of creeks, which had their beginnings in the far distant days when this whole area was a jungle swamp inhabited only by savages and wild animals. It is hard to realize that not so very long ago Shanghai's largest and finest boulevard, Avenue Edward VII, was a wide creek, known as the Yang-king-pang, with a narrow road on either bank and crossed by wooden bridges.

Indeed, by any one who will take the trouble to do so, Shanghai's history may be read in her streets and houses. Excavations carried out by the Public Works Department when laying drains or water-mains reveal, from time to time, strange things that tell of the past, such as rows of old posts indicating the edge of some creek or the foundations of some ancient and humble dwelling. On one occasion the workmen turned up the half fossilized jawbone of a rhinoceros, showing clearly what was once the nature of the country where Shanghai now stands—a dense reed-grown jungle intersected by tidal creeks.

This is, of course, a record that long antedates any left by man, taking us back to a period before history. Much older than this rhinoceros jaw are beds of shells, found at varying depths in the course of well-drilling operations, which indicate that this whole area was once under the sea, while the various deposits of sand, gravel and mud that lie above the shell beds tell of the gradual receding of the sea as the mighty Yangtze brought down material from the mountains of the far interior and built up its delta. Still further back in time we find that this area was once hilly and mountainous, and that land extended far to seaward of the present coastline. The land sunk and to-day only the tops of the hills and mountains are visible as they protrude above the alluvial plain.

The earliest we know of Shanghai in historical times was late in the third century before the Christian era, when it was called Hu-t'u, being only a small fishing town, lying in the ancient State of Wu.

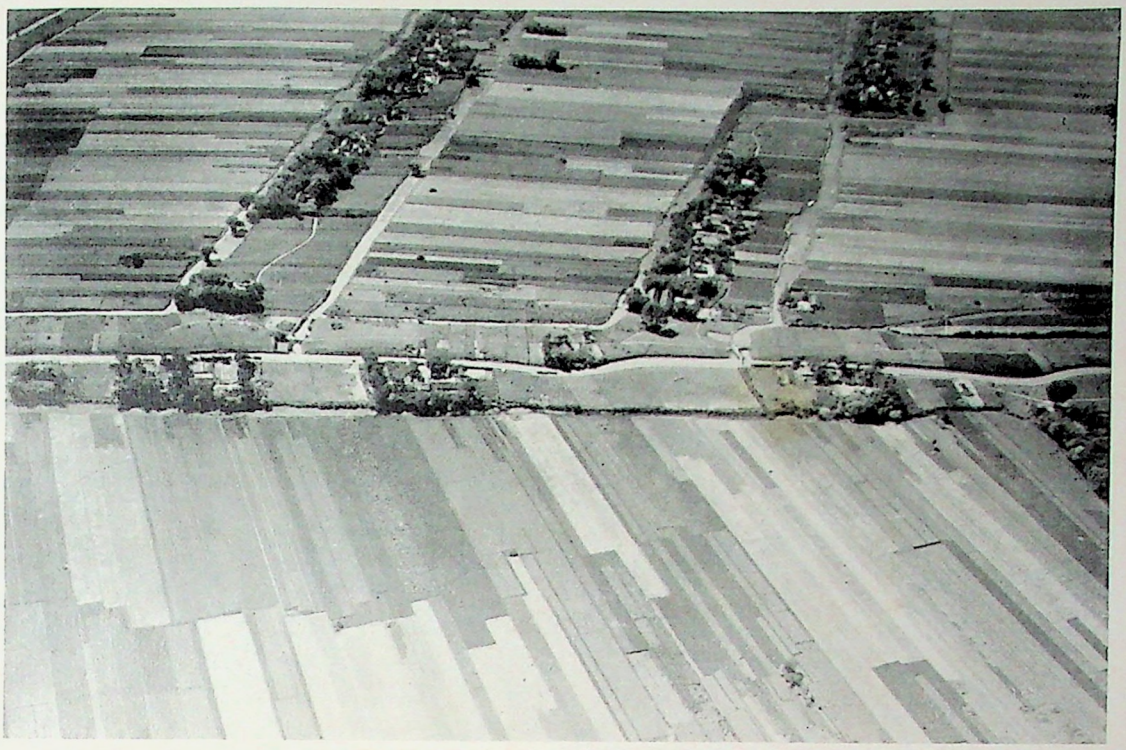
It was not till the year 1280 A.D. that it received its present name, which means the "Upper Sea," as opposed to another place further down the Whangpoo called Hsia-hai or "Lower Sea." By this time the port had become a regular trading centre, which, during the following three centuries, was the prey of Japanese pirates, till in 1554 permission was granted by the Emperor to erect a city wall to protect it from these enemies from the sea. It is the section of Shanghai that was surrounded by this wall that is known as the native city, only to-day the wall no longer exists. It was demolished and its place taken by broad streets in 1911, when the Revolution swept away so many institutions of ancient and mediæval China.

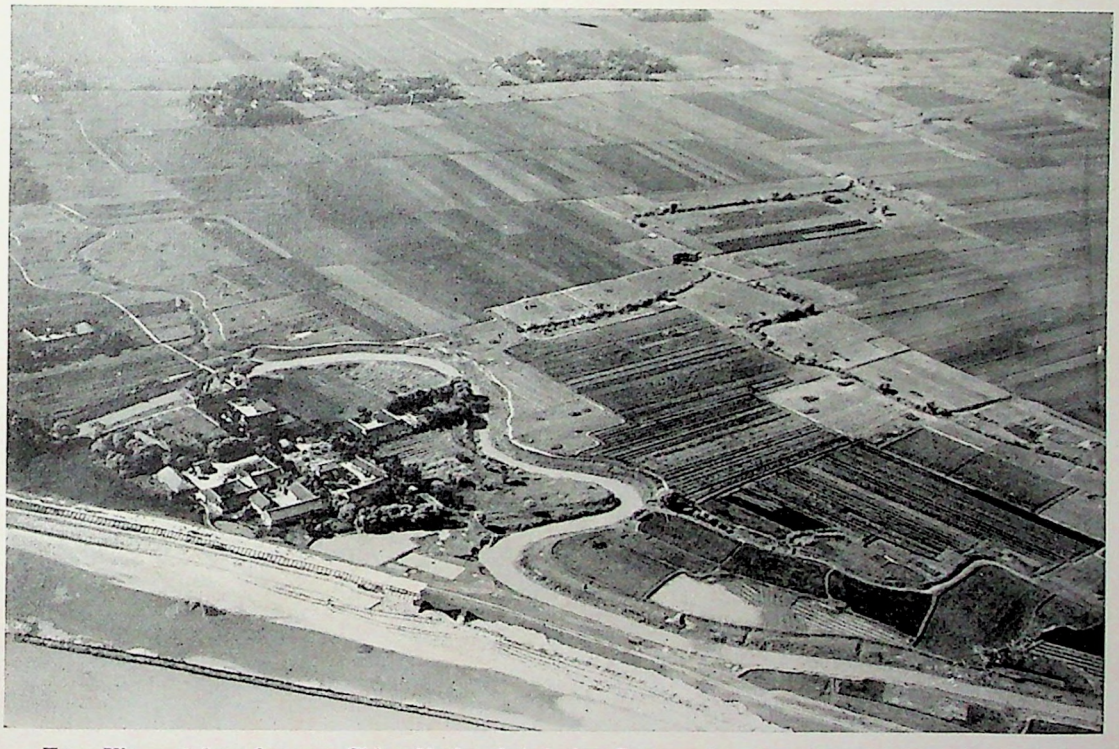
But it stood there in 1842, when the British attacked Shanghai, forming the objective of the landing force which had marched up the left bank of the Whangpoo and the target of the cannon balls fired from the men-of-war which had sailed up that river.

The causes of that war do not concern Shanghai, but it may be noted that it was the outcome of the British demand to be permitted to trade with China, and, from first to last, it has been trade that has been the vital factor in the history of this great city and its development from a humble fishing town.

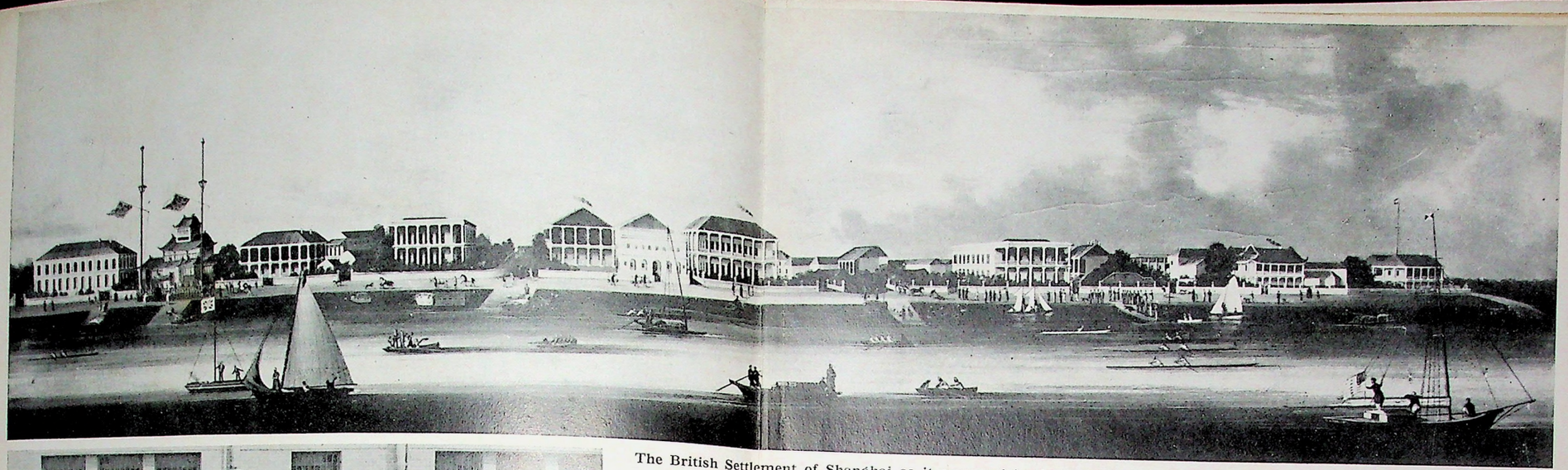
The first British trading contact with China was made in 1637, when Captain John Weddell reached the south coast and anchored off Macao, succeeding in getting into touch with the Chinese in spite of attempts to prevent his doing so by the Portuguese, who were already ensconced there and looked askance at rivals for the China trade with Europe. He secured permission to send three ships up the river to trade, and had hopes of arranging a treaty with the Chinese authorities granting permission to continue doing so regularly; but hostilities broke out, some of his merchants were captured by the Chinese, and, in order to secure their release, he had to promise to leave Chinese waters and never to return.

In 1656 two British merchantmen reached Canton and secured cargoes. In 1675 a ship reached Amoy and established a tea factory, which was the first regular British settlement in China. This was abandoned when the Manchus captured Fukien. In 1757 a factory was

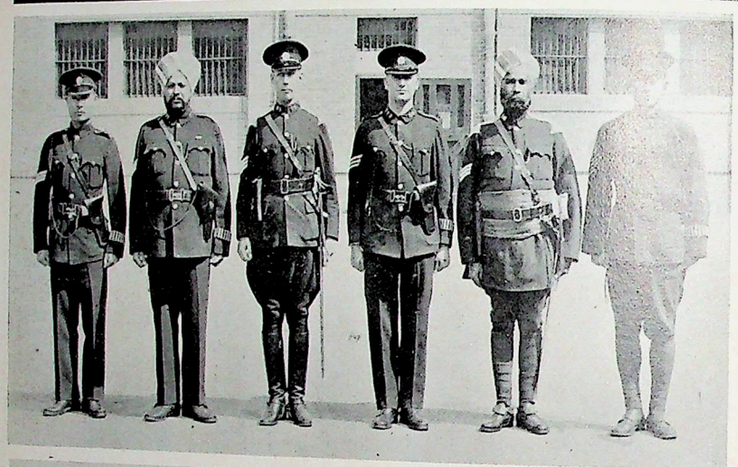




Two Views taken from a China National Aviation Corporation Aeroplane by Merl La Voy of the Country round Shanghai. This is what the Place where Shanghai now stands looked like before the Year 1843.



The British Settlement of Shanghai as it appeared in the Year 1850. From a Painting by Namqua, a Chinese Pupil of George Chinnery. By Courtesy of the *North-China Daily News*.



To the Left are different Units of the Shanghai International Settlement Police Force: Chinese Officer, Sikh Constable, European Mounted Officer, European Non-mounted Officer, Sikh Mounted Officer (Lancer) and Chinese Constable.



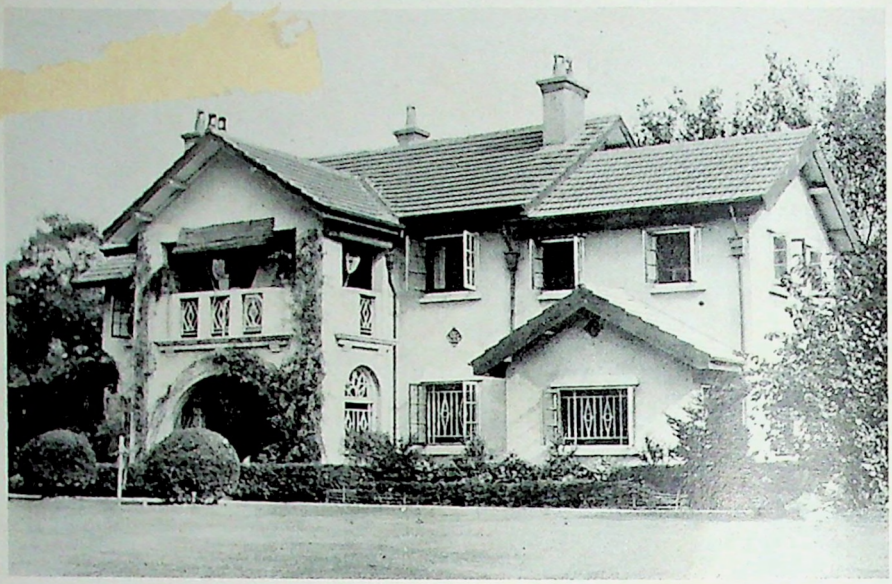
Below is Marble Hall, the Home of Sir Elly Kadoorie, and one of the many Palatial Residences in Shanghai to-day.



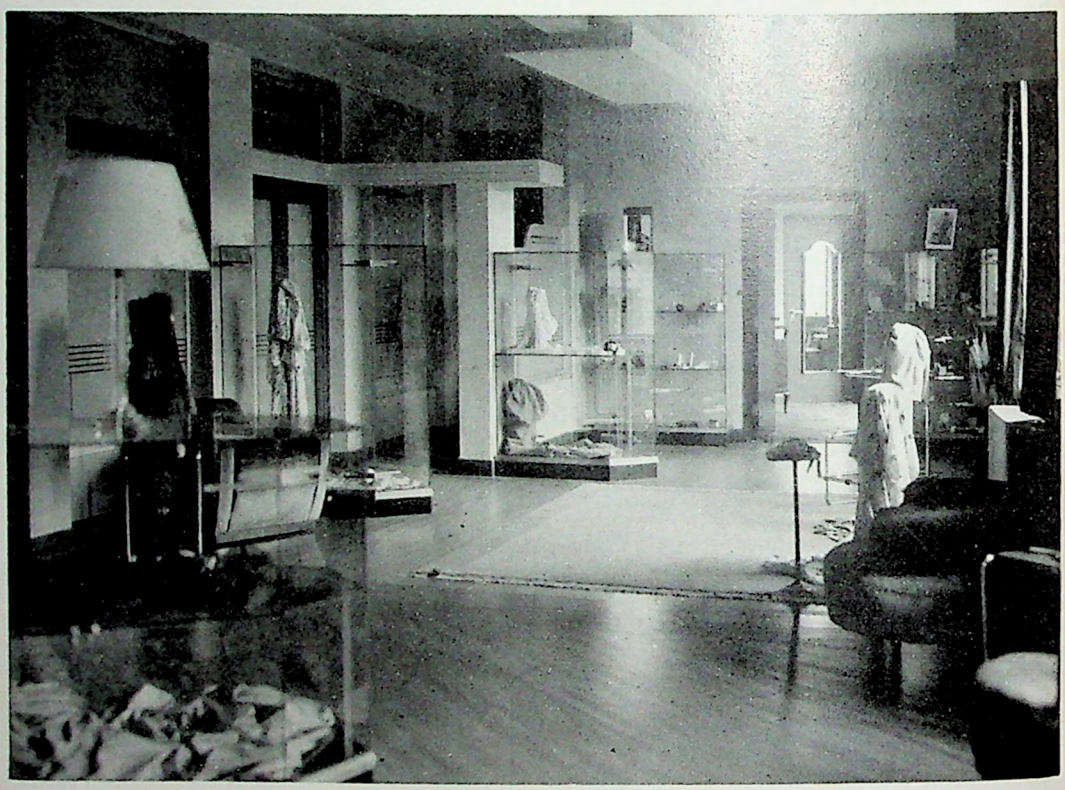


The Night Lights of Nanking Road showing the great Department Stores with their Towers ablaze with Neon Lights. Photograph by Stuart Lillico.

On the Left is a humble Chinese Pawnshop, the poor Man's Banker, also on Nanking Road, Shanghai.



That the Shanghai Residents have beautiful Homes to live in is shown by this delightful House set in a lovely Garden.



During the last few Years great strides have been made in Shanghai in the beautifying of the City's Shops and Stores, and here is what Maison Arcus has to offer Shanghai Ladies. In this Salon everything is so attractively displayed that it must be a Pleasure to Shop.

established in Canton by permission of the Manchu Emperor and British trade and traders were confined to this port. Thus it will be seen that over two hundred years elapsed between the time when the British first came into contact with China and that when Shanghai was opened, together with several other places along the China coast, to British trade by the treaty between Great Britain and China, known as the Treaty of Nanking and signed on August 29, 1842. Other Europeans and Americans were allowed to enter, reside and trade here, and for this purpose an area of about 150 acres, or a quarter of a square mile, was set aside, the land being purchased by incoming traders and merchants at from $15 to $35 (Mexican) a *mou*, or, roughly, from $90 to $210 an acre.

This area extended along the Whangpoo River from between the Soochow Creek and the Yang-king-pang and back as far as Honan Road, then known as Boundary Road. It was laid out in building lots with narrow streets, so narrow indeed, that it is certain that those who measured and parcelled it out had no dream of Shanghai's future greatness. In 1845 the first Land Regulations were drawn up and issued, and these again showed a complete lack of any premonition of what this city was destined to become, as they made no adequate provision for expansion.

In 1849 the French Government secured an agreement with the Chinese for the establishment of a Concession, which occupied the area between the Yang-king-pang and the city wall, while in 1854 the Americans established a settlement on the left bank of the Soochow Creek at its junction with the Whangpoo. Later this was amalgamated with the British section, and the whole became the International Settlement, ruled by a Municipal Council answerable only to the Court of Consuls of the thirteen nationalities represented here.

Meanwhile the Taiping Rebellion had broken out, and in 1853 the rebels captured the Chinese city of Shanghai, the foreign settlements being threatened in the subsequent fighting between the Manchu and rebel forces. It was then that the Shanghai Volunteer Corps was inaugurated, seeing its first action almost immediately in the Battle of Muddy Flat, when a total force of 380 men attacked and routed a Manchu army 20,000 strong, the soldiers of which had been attacking foreigners, encroaching on the Settlement territory and threatening to occupy it by force. They were assisted in this by the rebels who made a sortie from the City on the enemy's flank. This was the first of the many critical periods through which Shanghai has passed in its ninety odd years of existence as a Treaty Port.

But it had its compensations in that it established the Settlements and Concession as safe places of refuge for Chinese, who flocked into them from the disturbed areas outside, bringing with them their wealth and property and starting the first land boom. And it has been this offer of safe asylum to the Chinese that has been one of the leading factors in the building up of Shanghai's greatness, for it has made this cityt he chief trading centre, alike for foreigners and Chinese, to the untold advantage of both.

The first merchants to come to Shanghai were mostly representatives of firms that had already been long established in Canton, "Princely Hongs," they were called, and to-day some of the leading firms in this city belong to this group. They traded in piece goods, Indian opium, tea, silver, silk and other valuable and highly profitable commodities, and engaged extensively in coastwise and up-river shipping. With them were associated wealthy Chinese merchants, whose connections extended far into the interior. As time passed many other smaller firms were established, dealing in an ever wider variety of commodities and manufactured articles, and these, too, grew rich and developed into big concerns. Later came the representatives of huge European and American corporations, such as the oil and tobacco companies, whose ramifications soon spread all over China from Shanghai, through which port passed their produce and to which came the silver for which it was sold. Banks were necessary to finance all this commerce, and so branches of important banks in other countries were opened here. Naturally this vast volume of trade drew shipping from all over the world, and foreign shipping companies also established branch offices in Shanghai. The enormous amount of shipping that was attracted to Shanghai in turn called for the development of harbour facilities, and wharves were constructed, docks and ship-building yards established and tug and lighter and transport companies formed.

Naturally, too, the real estate business developed as land and buildings increased in value with the ever increasing prosperity of the city and port. Land companies were formed and building became more and more active. Industries of various kinds came into being, and, like everything else, flourished exceedingly, adding to the wealth and importance of this great human hive. Wealth was accumulated, and an outlet for it had to be found. This resulted in Shanghai citizens looking abroad for investments, and so Shanghai became interested in rubber planting. Fortunes were made and lost in the rubber boom of 1910. To-day some thirty-five rubber estates and companies have their head offices in Shanghai and are controlled from this city. Strangely enough the tram service in Singapore is also controlled from Shanghai, where there are two tram companies and several motor omnibus services. Other public utility services, of course, came into being as the necessity for them arose, such as those supplying gas, electricity and water. A telephone service was inaugurated at a very early date.

Although the Shanghai Municipal Council maintains a Public Works Department, this confines its activities to road making and maintenance, the disposal of sewerage and the erecting of such buildings as are required by the Council itself. The other utility services are all run by public companies, two of them, the Power Company and the Telephone Company, being mainly owned and controlled by American interests, though their shares and debentures are on the Shanghai market.

There being three distinct areas in Shanghai, it naturally follows that there are three different Governments. These are the Municipal Councils of the International Settlement and the French Concession and the Government of Greater Shanghai, the last controlling the whole of

the Chinese areas outside the two former areas, namely, Nantao and the Native City area to the south of the French Concession ; Paoshan and Chapei, which lie to the north of the International Settlement ; Pootung, which lies on the right bank of the Whangpoo River ; and Woosung, which extends from the boundary of the International Settlement down the Whangpoo to its junction with the Yangtze.

The coalescing of all these originally distinct Chinese sections into one great whole, called Greater Shanghai, took place as a result of the growth of Nationalism amongst the Chinese, which came with the Revolution and reached its zenith with General Chiang Kai-shek's victories as he swept north from Canton in 1927. Since that time great strides have been made in the development of the Greater Shanghai areas. Amongst the most important of these developments is the construction of a Civic Centre at Kiangwan, well to the north of the International Settlement, and the decision to establish extensive docks for ocean-going steamers and motor vessels near Woosung.

The former is a progressive step which the Shanghai Municipal Council might well have undertaken long ago ; and the fact that it has been left to the Chinese to do this is bound to have its effect on the future of the International Settlement.

That Shanghai cannot and will not stand still is certain. Hard times may come and certain elements in the community may be forced to the wall, but Shanghai as a whole is bound to advance. Whether under European, American, Japanese or Chinese control and dominance (preferably an amalgamation of all these), Shanghai's boundaries will spread, till some day wharves, warehouses and factories will extend on both banks of the Whangpoo from its mouth to many miles above the present city limits, and residences will cover the whole area marked on the map as Greater Shanghai, much of which is at present still under cultivation.

This huge community of business men, merchants, industrialists, financiers and hard working artizans of every description has too great a lead to be overtaken by any upstart city or port in the region of the Yangtze mouth, and for this reason the trade of the whole Yangtze Basin must continue to pour through Shanghai, while the development of railways and motor roads in an ever widening net with Shanghai as the centre is going to bring the trade of other parts of China north and south of the Yangtze also to this great port. The Whangpoo is bound to become the Mersey of the Orient, and Shanghai the New York or London of Asia. Shanghai's glorious past is inevitably going to be eclipsed by a more glorious future, a future in which Chinese and foreigners will share, as in the past they have shared in the vicissitudes and travail that have brought this city into being.

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The former is a progressive step which the Shanghai Municipal Council might well have undertaken long ago ; and the fact that it has been left to the Chinese to do this is bound to have its effect on the future of the International Settlement.

That Shanghai cannot and will not stand still is certain. Hard times may come and certain elements in the community may be forced to the wall, but Shanghai as a whole is bound to advance. Whether under European, American, Japanese or Chinese control and dominance (preferably an amalgamation of all these), Shanghai's boundaries will spread, till some day wharves, warehouses and factories will extend on both banks of the Whangpoo from its mouth to many miles above the present city limits, and residences will cover the whole area marked on the map as Greater Shanghai, much of which is at present still under cultivation.

This huge community of business men, merchants, industrialists, financiers and hard working artizans of every description has too great a lead to be overtaken by any upstart city or port in the region of the Yangtze mouth, and for this reason the trade of the whole Yangtze Basin must continue to pour through Shanghai, while the development of railways and motor roads in an ever widening net with Shanghai as the centre is going to bring the trade of other parts of China north and south of the Yangtze also to this great port. The Whangpoo is bound to become the Mersey of the Orient, and Shanghai the New York or London of Asia. Shanghai's glorious past is inevitably going to be eclipsed by a more glorious future, a future in which Chinese and foreigners will share, as in the past they have shared in the vicissitudes and travail that have brought this city into being.

EVENTS AND COMMENTS

The King's Jubilee

British residents in Shanghai, enthusiastically supported by residents of other nationalities, are celebrating this month the twenty-fifth anniversary of the accession of His Majesty King George V with all the fervour usual to such occasions. It is a long time since the International Settlement presented such a gay appearance, for it is many years since anything has transpired to call forth such rejoicing. While it is fitting that Shanghai should thus celebrate this happy event, in view of the very prominent part the British have played in establishing and developing this great city-port, it is particularly gratifying to find other nationals joining in so whole-heartedly, thereby eloquently testifying to the good fellowship that exists in this cosmopolitan community and the genuine respect felt for the head of the British people by the people of other countries throughout the world. It is gratifying, too, to feel that Shanghai, sometimes known as the "Model Settlement," at others heartily condemned by the Diplomatic Body as the most troublesome community in the Far East, as a whole appreciates what the British stand for in world affairs and desires to express that appreciation by offering its heartfelt congratulations to King George and Queen Mary on this auspicious occasion.

The past quarter of a century has been one in which the British Empire has passed through some of the darkest and most critical periods of the nation's history, but always their loyal subjects have been able to look to King George and Queen Mary for leadership. Not once have they failed them, and it is with love in their hearts for their Sovereigns that the British people pray for their health, long life and happiness.

* * *

Mayor Wu Te-chen of Greater Shanghai

While there have been many illustrious names connected with Shanghai and its development, none shines brighter than that of General Wu Te-chen, the energetic and big-visioned Mayor of Greater Shanghai. A comparatively young man, Mayor Wu Te-chen has, during his tenure of office here, shown the wisdom and executive ability of a statesman of great experience and tact in handling what must always prove a situation of considerable difficulty. Since 1932, when he became Mayor of Greater Shanghai and concurrently Garrison Commander of Woosung and Shanghai, he has earned the respect of the entire community, both foreign and Chinese. He is the moving spirit in the extensive and far-reaching plans for the development of the Shanghai of the future, with its great Civic Centre at Kiangwan, extensive docks near Woosung, and expansive residential and industrial areas. His name will be remembered long after those of many others who have had a hand in creating this great cosmopolitan city have been forgotten, for he is building soundly and well for future generations.

The Earthquake in Formosa The sympathy of the whole world extends to the victims of the terrible earthquakes that left death and destruction in their wake in the beautiful island of Formosa on April 21. The first violent shock occurred at a couple of minutes after six o'clock in the morning, according to the Observatory at Taihoku. This was followed by a second some twenty minutes later. For several days thereafter further shocks occurred at intervals. Scenes of indescribable horror and distress have been reported in the press, the casualties, according to final figures issued on April 24 by the authorities, amounting to nearly 14,000. Of these 3,185 are dead, 9,215 were seriously injured and 1,415 slightly injured. Some 15,292 houses were completely destroyed, 15,457 partly demolished and 7,816 listed as damaged.

This terrible catastrophe seems to have been the forerunner of a whole series of seismic disturbances in all parts of the world, reports having since come in of more or less severe earthquakes in Persia, Turkey, North Africa, Sicily, Italy, Portugal, Massachusetts and even Kashing near Shanghai, those in Persia (Iran) and Turkey being particularly severe and taking a heavy toll of life. It is difficult to believe there is not some connection between all these disturbances, especially as most of them occurred within a period of two or three days. For fuller particulars our readers are referred to "Scientific Notes and Reviews" in a later section of this journal.

* * *

The Insurrection in the Philippines With startling suddenness what might have been a very serious uprising of fanatical natives took place in the Philippine Islands on May 3, when severe fighting occurred between the Government Constabulary and angry farmers belonging to an organization known as the Sakdalistas, resulting in a considerable number of deaths. A large number of villages round Manila were involved, but the attack upon the capital was frustrated and the rebellion put down. We are reminded of a very similar outbreak which occurred on January 11, 1931, at Tayug in Luzon Island on the part of the adherents of a murderous religious sect known as the Colorums, which was put down by Government troops only after severe fighting. A full account of this insurrection appears in the October, 1932, number of *The China Journal* under the title "The Colorums" by Aleko E. Lilius. It had many features in common with the present outbreak.

* * *

America's Silver Policy There can be no doubt that America's silver policy is almost entirely responsible for the financial crisis that is involving Shanghai as well as most other ports in China at the present moment. While blame has been placed on speculators, it cannot be denied that it is the situation created by the United States Government's pushing up of the price of silver by

artificial means that has invited that speculation. What good it will do America ultimately it is impossible to say, but it is abundantly evident that, if the policy is continued, irreparable harm will have been done to China. This will play right into the hands of certain political elements in Japan, and no one can fortell what will be the outcome.

In the meanwhile there is only one policy for China to pursue, and that is by every means within her power to prevent any further exodus of silver from the country.

* * *

Germany Re-armed It is with a severe shock that the various European Governments have awakened to the fact that Germany has succeeded in fully re-arming, and now appears to be ready to enforce demands that she has been making for some time past. The inevitable answer to Germany is an all round increase of armaments, and there can be but one outcome to this, namely, another World War.

The horrors of such a happening cannot be described, but one thing is certain—it will be a war on civilians. While there are many who still believe in great armies of infantrymen, we doubt very much whether these will play any important part in the next war, for the reason that belligerant nations will concentrate on aerial attacks upon the great industrial and commercial centres behind the fighting lines, which may easily mean that the armies in the field will become completely isolated and useless.

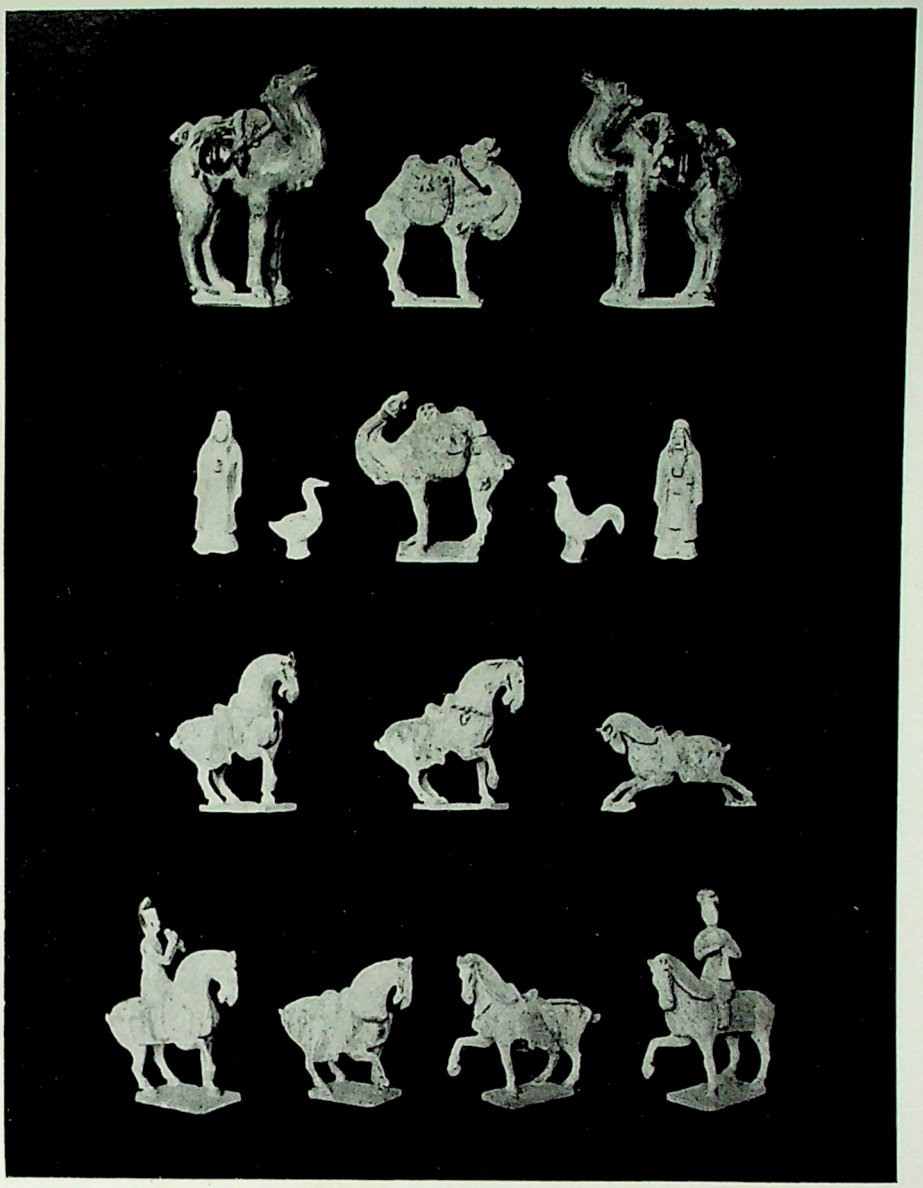
One other thing also is certain, and that is that, if the civilians of the world allow another World War to take place, they will have deserved everything they may get.

* * *

Our Cover Design The design on the cover of this issue of *The China Journal* represents a horse of the T'ang Dynasty as shown by the famous tomb figures of the period. A great many of these equine figures have come to light in the last two decades, their variety of form being amazing. Some are remarkable for their beauty and their wonderful modelling, reaching a perfection that rivals the work of the Ancient Greeks in the famous Parthenon; while others are equally remarkable for their grotesqueness and poor workmanship.

But, good or bad, they all point to one thing, namely, that the Chinese in the T'ang period possessed really fine horses, very different from the small Mongol pony that later became so universally distributed. So far no explanation of a satisfactory nature has been offered for this disappearance of the horse in China and its replacement by the pony.

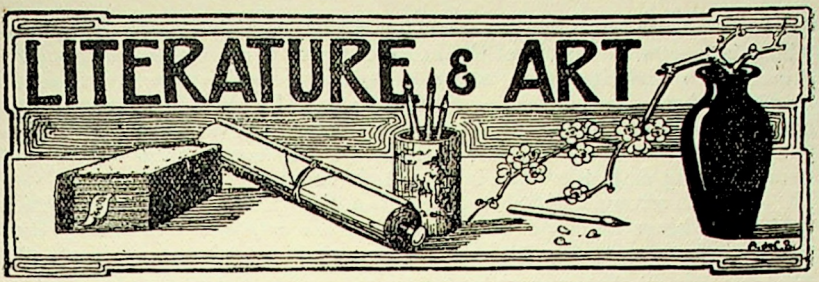
A. DE C. S.



A Series of typical T'ang Dynasty Tomb Figures. N. S. Brown Collection.



Zing, the Titular Diety of Shanghai Native City, From a Photograph by J. H. de Carvalho.



SHANGHAI CULTURALLY CONSIDERED

BY

ARTHUR DE C. SOWERBY.

From time to time visitors to Shanghai, after having enjoyed the hospitality of its leading residents, and, having been "dined and wined" and generally entertained in a manner known only to Shanghai, have gone back to their own countries, where they have proceeded to give this city and its inhabitants a bad name in the eyes of the world.

Many of these visitors have been distinguished personages, some of them well known writers, and the burden of their hymns of hate against Shanghai has always been that it is a city devoid of cultural life, having no intellectual pursuits and without any noticeable aesthetic side to its existence. Its vast population, they say, is wholly and solely engaged in chasing the almighty dollar, watching exchange, going frantic over stocks and shares or dabbling in real estate. For recreation Shanghai's residents spend their time at the cinema theatres and in making the rounds of the cabarets, night clubs, grey-hound racing courses and the hai-alai stadium till the small hours of the morning. This is followed during the day by tennis, swimming, golfing, pony racing and other sports. No thought is given to the higher pleasures of life, such as are to be derived from literature, the arts and the pursuit of scientific knowledge. To support these allegations they ask, "Where are Shanghai's public art galleries, museums, lecture halls, academies, cultural societies and other such institutions that make the great cities of other countries fit places in which to live?"

Unfortunately it is not so easy to answer the charge levelled against Shanghai on the score of lacking cultural amenities, for, in truth, it is impossible to do so by pointing to such institutions as just mentioned, because their absence, except in the form of more or less poorly financed concerns of a private or only semi-public nature, is all too evident.

And yet, at times, Shanghai's rate-payers give startling evidence that they are alive to the cultural requirements of the community, as when, year by year, they complacently vote several hundred thousand

dollars of public funds for the retention of the Municipal Orchestra, even when the august assembly of Councillors deems it advisable, on financial grounds, to abandon such a costly luxury. Deliberate attempts to abolish it have been made several times in the last few years, but always there has been found a stalwart intellectual or two to champion the cause of the music lovers, and always the latter have won by an overwhelming majority when it came to a vote.

What is wrong with Shanghai is not that its many citizens lack a desire for things intellectual and fail to make any effort to satisfy that desire, but that, amongst the European and Americans at least, the majority of the residents in Shanghai are here for the one purpose of making sufficient money upon which to retire in their own homelands, where they look forward to enjoying in some measure the intellectual life denied them in this city of the East.

But even these, it will be found, have in many ways nurtured their aesthetic senses during their sojourn in China, and, when they leave this country to retire, they usually take with them choice collections of Chinese art objects, which none but their friends knew they possessed.

The real trouble with this great city is that it lacks a *public* cultural life. In the past those with money, who might have been the leaders in developing this phase of the city's activities, have always had their eye on their retirement to some other part of the world, and so have not been able to interest themselves in the fate or welfare of future residents in Shanghai. And those whose fate it has been and is to remain here the rest of their lives are in most cases without the necessary funds, and consequent influence, to direct the powers that be to do more for the cultural life of the community.

In the past there appears to have been a feeling prevalent amongst the gentlemen who have been elected year by year to serve on the Municipal Council of the International Settlement that such cultural amenities as museums and art galleries should be looked after by private individuals or societies, with, perhaps, grants-in-aid from the community's treasure chest, having failed to realize that one of the outstanding features of our Western civilization and culture, which we are doing our best to implant and nourish in Chinese soil, is this very catering to the public's intellectual and aesthetic needs by establishing and maintaining just such public institutions.

This has laid the way open to the Chinese to set an example, as evidenced by splendid and comprehensive plans drawn up for the Civic Centre at Kiangwan, plans which have already been partially carried out, and which, when completed, will have brought into being a group of buildings that will compare favourably with anything of a similar nature in Europe or America.

In the meanwhile, there is ample evidence to prove that Shanghai in the past has not been culturally dead, as some would have us believe ; for there are a number of institutions here, both Chinese and foreign, which give the lie to any such idea.

By far the oldest of these is the North China Branch of the Royal Asiatic Society, established over seventy years ago. Originally housed

in a small two-storey building on property in Museum Road which was granted by the British Crown in perpetuity for its use, this Society now occupies a fine six-storey building on the same site, containing a large auditorium, named Wulienteh Hall after Dr. Wu Lien-teh who gave a handsome donation towards the erection of the building, a fine library of reference and other works on China and the Far East, and an up-to-date museum containing good collections of natural history, archæological and ethnological material. The facts that the Society's library is in constant use and a steady stream of visitors passes through the museum, while the fortnightly lectures given in the auditorium are well attended—all go to prove that there is a very lively interest in the community in cultural matters. Recently weekly "talks" on scientific subjects delivered in the museum have been well attended. The Society issues an annual journal which has now reached its 66th volume, and which is the repository of a vast amount of valuable information on China and her immediate neighbours.

On Avenue Dubail in the French Concession is a magnificent building known as the Heude Museum. Originally this museum was housed in a small building at Siccawei, having been established by the Jesuit missionary Father Pierre Mari Heude in 1868, when it was known as the Zi-ka-wei Museum. Only recently has it been moved into the new building, where its vast accumulations of zoological, botanical and ethnological specimens could be adequately accommodated and placed on exhibition. This important museum is maintained by the Jesuit Mission, but it is open to the public and is a great asset to the Shanghai community.

In the French Concession also there has been established the Shanghai Science Institute, housed in a large building in expansive grounds. Here, extensive scientific research is being carried on. It was originally started by a joint Chinese and Japanese Committee, but latterly has been run by Japanese interests alone.

Unfortunately Shanghai does not as yet possess a public art gallery, but an heroic attempt to counteract this drawback is made by the Shanghai Art Club, which puts on at least two exhibitions every year of pictures and sculptures by its own members, and sponsors others of works of visiting artists whenever the opportunity offers. That Shanghai boasts some first class artists is evidenced by the fact that the work of more than one member of the Art Club has been accepted for exhibition in the Royal Academy in London. From time to time various Chinese institutions also hold exhibition of Chinese works of art, especially of paintings, while there are a number of photographic societies or clubs in Shanghai which similarly hold exhibitions of the work of their members. Thus in the course of the year the art lover in Shanghai has the opportunity of visiting a number of excellent exhibitions and so satisfying his needs in this direction. There is also an Institute of Fine Arts in Shanghai run by Chinese artists, where the arts, according to Western principles and ideals, are taught; while it is now common knowledge that many Chinese artists painting in the Western style have received honours in Western countries. Most of these were trained in Shanghai.

Reference has already been made to the Municipal Orchestra, which caters to the music-loving public in Shanghai. It is, we believe, the largest orchestra in existence outside Europe and America, and is admittedly an extremely fine one. The fact that such an institution has been developed and maintained at so high a level itself redeems this community from the stigma of cultural bankruptcy placed upon it by some of its transient visitors.

From music to drama is but a step, and in this phase of intellectual life Shanghai is in no way behind cities of the West. Three foreign dramatic institutions are maintained, the Shanghai Amateur Dramatic Club, the American Players Association and the German Amateur Dramatic Club; while recently a new institution has been formed for furthering the interests of the dramatic art. This is known as the International Arts Theatre Studio, and it already has a wide and enthusiastic Chinese and foreign membership. The Shanghai Amateur Dramatic Club recently produced its 247th play, the first having been produced in 1867. Considerable interest has developed recently amongst European and American residents in Shanghai in the study of the Chinese drama and music.

Another cultural institution that has recently been launched is the Association of Chinese and Foreign Cultural Relations. This is sponsored by the leading Chinese and foreign intelligentsia of Shanghai and should go far in promoting intellectual interests in this city, and especially an exchange of cultural ideas between the Chinese and foreign communities here.

Almost every social group in Shanghai, such as the women's associations of various nationalities, the Young Men's and Young Women's Christian Associations, and the Church communities, has its literary and art sections, whose objects it is to promote and cater to the cultural life of its members. Indeed, there can be few cities in the world where such demands are made upon those willing to give public lectures as in Shanghai.

A year ago the Numismatic Society of China was inaugurated in Shanghai, where there has long been a Philatelic Society. The Shanghai Naturalists Club is another cultural institution which has recently been launched; while the Short Story Club has functioned here for at least twelve years.

For very many years Shanghai has boasted an energetic Horticultural Society that puts on two splendid flower shows every year, and whose influence in beautifying the city makes itself strongly felt.

The Academia Sinica (National Research Institute) has erected a large building on Yu Yuen Road in the Western District, where scientific research work of all kinds is being carried out, while the Science Society of China has established a splendid scientific library on Rue Roi Albert in the French Concession.

Finally, mention must be made of the Henry Lester Medical Institute on Avenue Road in the International Settlement, where splendid work in the way of medical research is being carried out on an extensive scale.

It will be seen from this presentation of Shanghai's cultural balance sheet that there is a very heavy credit balance. There is no need

for any resident in this city to be intellectually starved, for any such food as he may require is here for the asking.

The future of Shanghai in this direction is bright, for there is every indication that this great city is undergoing an intellectual rebirth, brought about by the better mutual understanding and appreciation that has been taking place between the Chinese and Western sections of the community.

This is, indeed, one of the happiest auguries for the future welfare of Shanghai, for nothing is more likely to draw Chinese and foreigners together in a spirit of cooperation for the good of all than the blending of the cultural life of the two elements.

THE CIVIC CENTRE AT KIANGWAN

BY

STUART LILLICO

Although the name "Shanghai" commonly denotes the areas at present under foreign control and known respectively as the International Settlement and French Concession, actually a much greater area is involved. In particular, the communities known as Chapei, Nantao and Pootung are all legally part of the city. To differentiate between the two, the term "Greater Shanghai" is used for the enlarged area. On the development of this territory entirely surrounding the present inadequate foreign administered areas, the Chinese are devoting a great deal of thought and vast sums of money. The carrying through to completion of this gigantic project, which admittedly will require years, undoubtedly bears with it the only happy solution of Shanghai's present mixed and unsatisfactory political status.

The necessity for a Greater Shanghai is the result of a number of present adverse conditions. In the first place, the present port facilities of Shanghai are hopelessly inadequate for a trans-shipping point of its size and potentialities. There is no direct connection between rail and water transport. The streets of the present business districts are narrow and crooked, with traffic badly congested and slow. Finally the division of the community into three separate and distinct administrative areas has involved the triplication—and in some cases the quadruplication—of the public utilities and service organizations that are part of every municipal administration. It is the hope of the promoters of Greater Shanghai that these faults will disappear as their project nears completion.

The heart of Greater Shanghai is to be the Civic Centre at Kiangwan, where an elaborate programme of building and beautification has been entered into by the Shanghai City Government. At present, one structure of importance, the Mayor's Building, has been finished, and three others, the Museum, the Library and the Athletic Field, are nearing completion. The others have been laid out and the space for them reserved, but construction will not be started until later on.

The so-called "Chinese Renaissance" style of architecture will be used for all the governmental buildings in this project. This combines the beauty of the Chinese roof-line and pillared front with the advantages of modern structural technique. The design for these buildings was evolved by Mr. Dayu Doon of Shanghai, an American trained Chinese architect, from general principles that have been worked out by a number of men in China. The outward appearance is similar to that of the new Government buildings in Nanking, and to some of the newer structures in Peiping, notably the Peiping Union Medical College and the National Library. It bears a close resemblance to the grand style of architecture which has made the palaces and temples of the old capital so attractive.

In its final form the Civic Centre of Greater Shanghai will follow the outline of a cross, the two axes being wide and well paved highways. Each will be two hundred feet in width and will be divided into three lanes. The intersection of the axes is to be marked by a 165 foot pagoda, which will be visible from all directions, and from the top of which a view over the entire city may be had. The Mayor's Building is located 500 feet directly north of the pagoda. At the present moment a wooden observation tower stands on the site of the pagoda, and from it the visitor gets an excellent view of the whole project for developing the Civic Centre.

Since all the land in the vicinity is perfectly level, the monumental buildings which are to rise there can not be seen to advantage unless the approaching streets are of adequate length and width. This requirement has been taken care of by the reservation of approximately 170 acres for parks, plazzas and boulevards. A reflecting pool, about 2,000 feet long and flanked by tree boulevards, will mark the approach to the Civic Centre from the present International Settlement. Two smaller pools are to mark similarly the eastern and western approaches, the former leading from the future Central Railway Station, and the latter from the edge of the Whangpoo River. In addition, there will be a wide plazza directly in front of the Mayor's Building where mass meetings and similar gatherings may be held.

At present two buildings are in course of construction, the Museum and the Library. These are expected to be completed by the middle of the coming summer. Their position will be on either side of the long reflecting pool leading to the Centre. A short distance to the west of these an athletic field is being prepared, with a stadium, swimming pool and other necessary buildings.

The first unit of the Library, the part that is to be completed this summer, will include a central three storey tower and two wings. It

will follow the same Chinese Renaissance style as the other structures and will have numerous windows. In the stacks there will be room for 400,000 volumes, both Chinese and foreign, while the shelf space will total 15,000 feet in length. The main reading room on the second floor will have seating capacity for 150 people.

The Museum closely follows the Library in general appearance, but varies considerably in detail. There are, of course, fewer windows and more large exhibition halls, but the same style of architecture is in evidence. The structure is of reinforced concrete construction with a facing of artificial stone and a roof of yellow and green tiles. The whole will blend in well with the rest of the Kiangwan project, in addition to fullfilling the original purpose of providing a museum for Shanghai that is under the entire direction of the Chinese.

The third group of buildings under construction, those connected with the Athletic Field, is equally large and important. Three separate units are involved, all bunched together. The football field and stadium will face away from the Mayor's Building, having their main entrance on Huang-hsing Road, which leads up from the Yangtzepoo district, while the swimming pool and gymnasium will be behind them near Kuo-ho Road. All are easily accessible.

Another important unit in the plans for the Civic Centre is a proposed Medical Centre to lie to the east of the main approach, and to consist of a Hospital, a Medical School and several large wards spreading fan-wise from a main central building. Its planning is the outcome of close co-operation between the architects of the City Planning Commission and the officials of Bureau of Public Health.

The whole project for the erection of a Civic Centre at Kiangwan, while it forms only one unit of an extensive general plan for realizing a Greater Shanghai, is important as being the only one on which results are visible at present, and also as probably the most spectacular. The Great Shanghai programme is, however, a comprehensive one, and includes provisions for zoning, flood prevention, harbour improvement, railway connections, river crossings, arterial highways, an adequate street plan, and numerous parks and open spaces. These must, however, wait for time and funds. So far they have not gone beyond the planning stage. They are, nevertheless, of vital importance to the future of this great city and therefore of great interest.

Zoning is not to follow the system whereby a series of concentric circles govern the building regulations. Instead, areas will be classified geographically. The district in the immediate neighbourhood of the Civic Centre will be devoted to residences and business buildings. The present International Settlement will doubtlessly remain the home of "Big Business," requiring no change. To the north of Kiangwan, made possible by a bend in the Whangpoo River, the harbour district will be located, while the industrial area will be situated to the north-west, where the prevailing winds will blow the smoke and dust away from the city.

Since the average Shanghai property is about five feet lower than the highest recorded river level, flood prevention measures must be

continued. One item of the Greater Shanghai programme is the raising of the dikes that at present protect the city from the waters of the Yangtze and the Whangpoo. The present Military Road which runs from the vicinity of Shanghai College to Woosung was originally built as a dike. It is planned to continue this highway up the south bank of the Yangtze from Woosung, developing it into a parkway similar to Riverside Drive in New York City. Serving the double purpose of an artery of communication and a flood control measure, it will be raised an additional three feet above its present height as a further safety measure.

What is undoubtedly the most important part of the whole plan for Greater Shanghai, both from the standpoint of future facilities and from that of its affect on the present foreign Settlement and Concession, is the development of a great new harbour at Woosung. The scheme now laid out calls for an extensive waterfront having a depth of over thirty feet at low water, where vessels of all sizes and tonnage can berth without trouble.

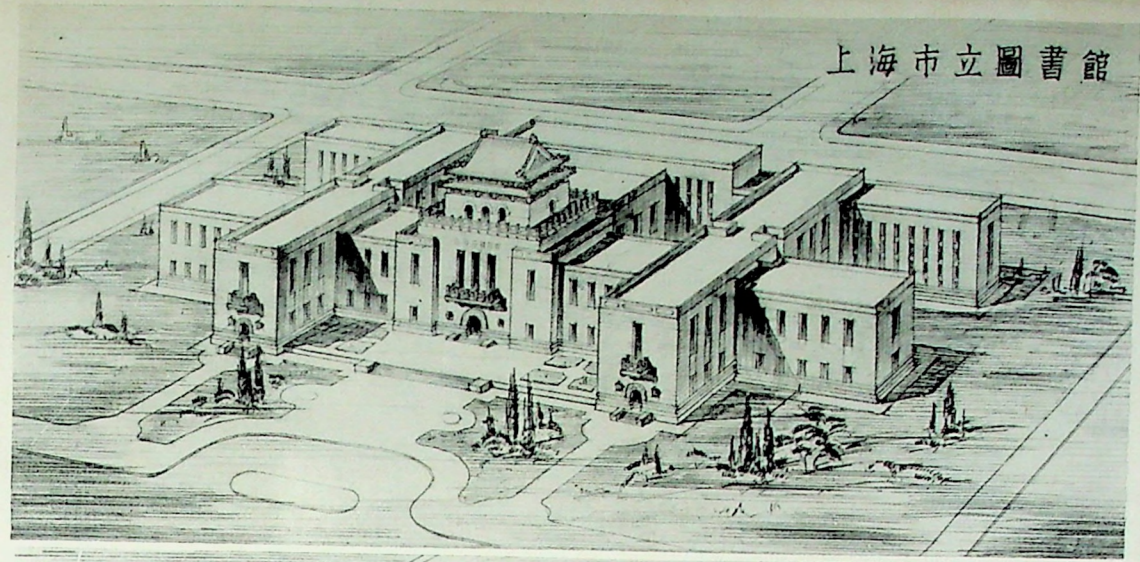
The lay-out of the harbour will follow the "basin" plan, with access from the river gained through a comparatively narrow entrance. From the land side of the basin a series of piers, inclining toward the basin entrance, will provide berthing space for the ships. The piers will have transit sheds along one side and storage godowns on the other. Between the piers will be sufficient space for vessels on both sides, lighters alongside the ships, and navigating room in the centre. The existing railway facilities will be extended and linked directly to the wharfs, so that direct ship-to-rail connection can be made and the present loss of time and money through extra handling eliminated.

The construction of a belt railway to encircle the city is part of the plan for harbour development. The line will be horseshoe-shaped, one end being at Woosung and the harbour district, and the other across the river in Pootung. The tracks will encircle the present densely populated areas and cross the river at Lung-hua, transversing from there the heavily settled communities on the east side of the Whangpoo. Realization of this project will undoubtedly require years, however. In the meantime, a start is being made in connection with work on the first unit of the harbour near Woosung.

To bring about this and other railway projects, a number of changes and modifications will be made in the location of the existing lines entering Shanghai. Chen-ju, the small town located a few miles north-east of the present Shanghai North Station, will become a major junction. The Shanghai-Nanking and the Shanghai-Hangchow-Ningpo Railways will meet there, instead of near the North Station as now, while the lines running to Woosung and to the future Central Railway Station will branch off from the same point. A minor junction at Lung-hua will take care of the railway that is to serve Pootung.

The problem of bridges or tunnels to provide transport between Shanghai proper and Pootung has been considered, and, while there is no immediate necessity of supplementing the present ferry and sampan services, plans are definitely being made for some future action. Two

上海市立圖書館



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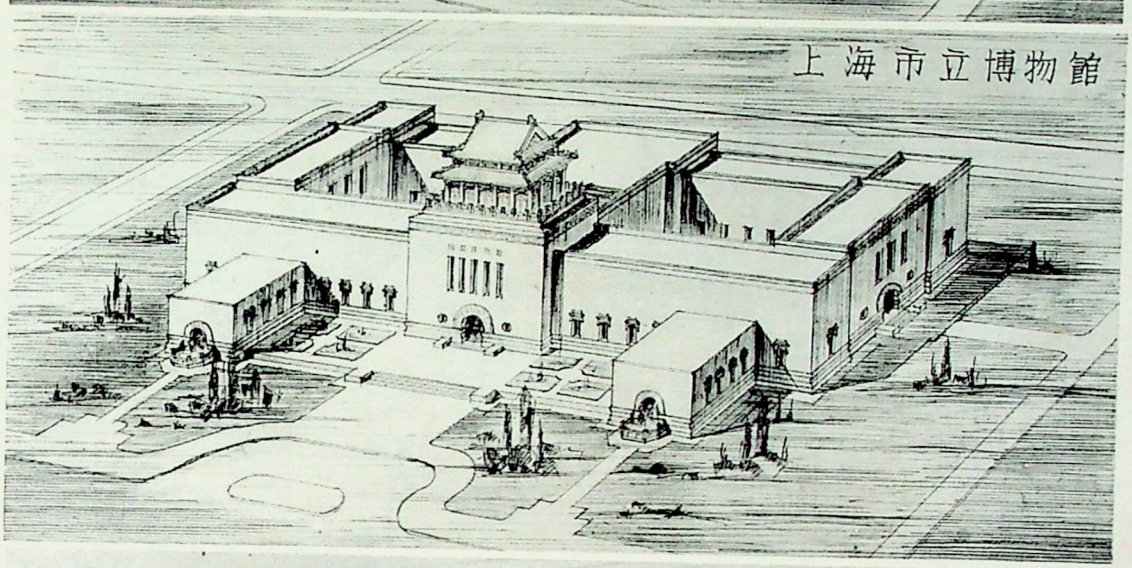

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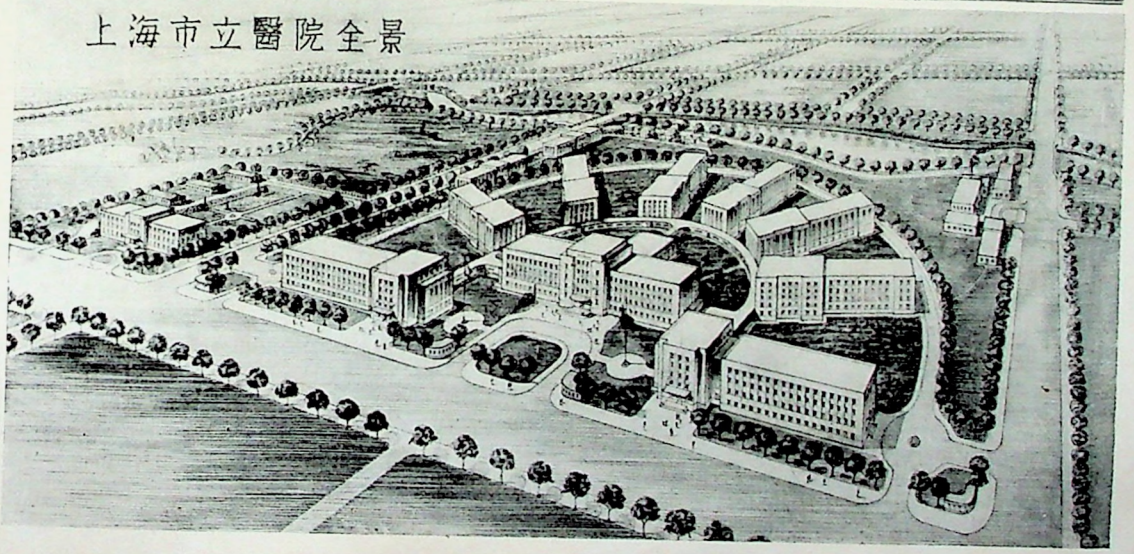
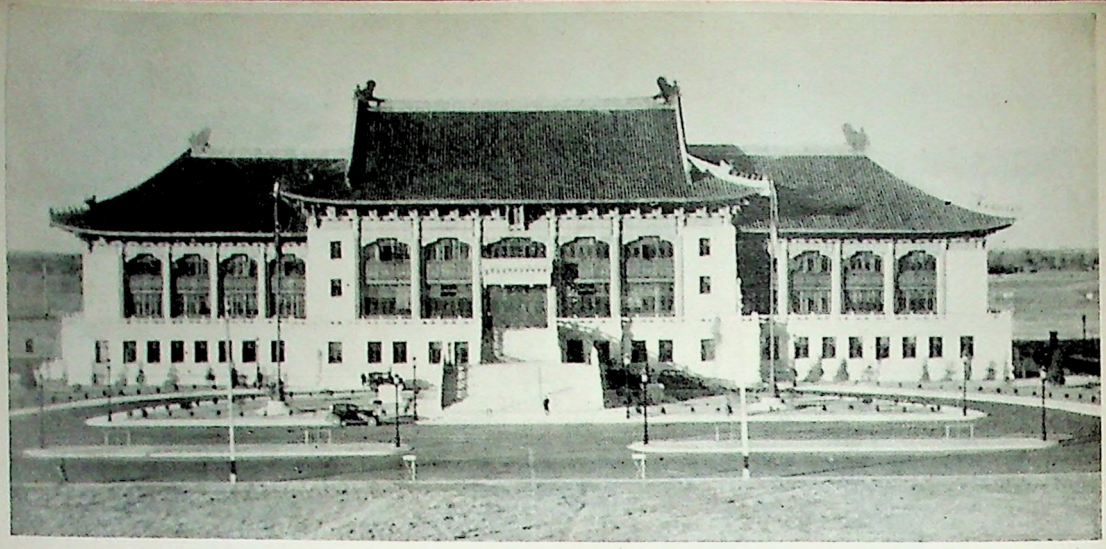




Above is the Mayor's Building, the most impressive of the half dozen Structures already completed at the Civic Centre at Kiangwan.

Other Buildings to be erected at the Civic Centre at Kiangwan as shown in the accompanying Architect's Drawings are in the Order in which they appear :

(1) The Library

(2) The Museum

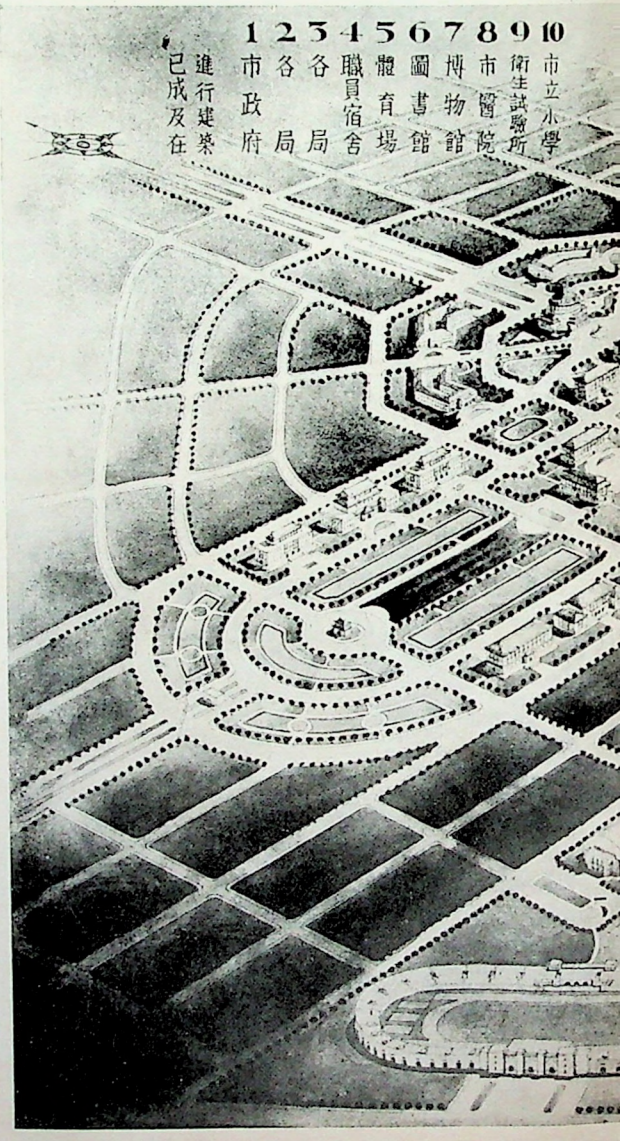
(3) The Medical Centre

(4) The Stadium

(5) The Gymnasium

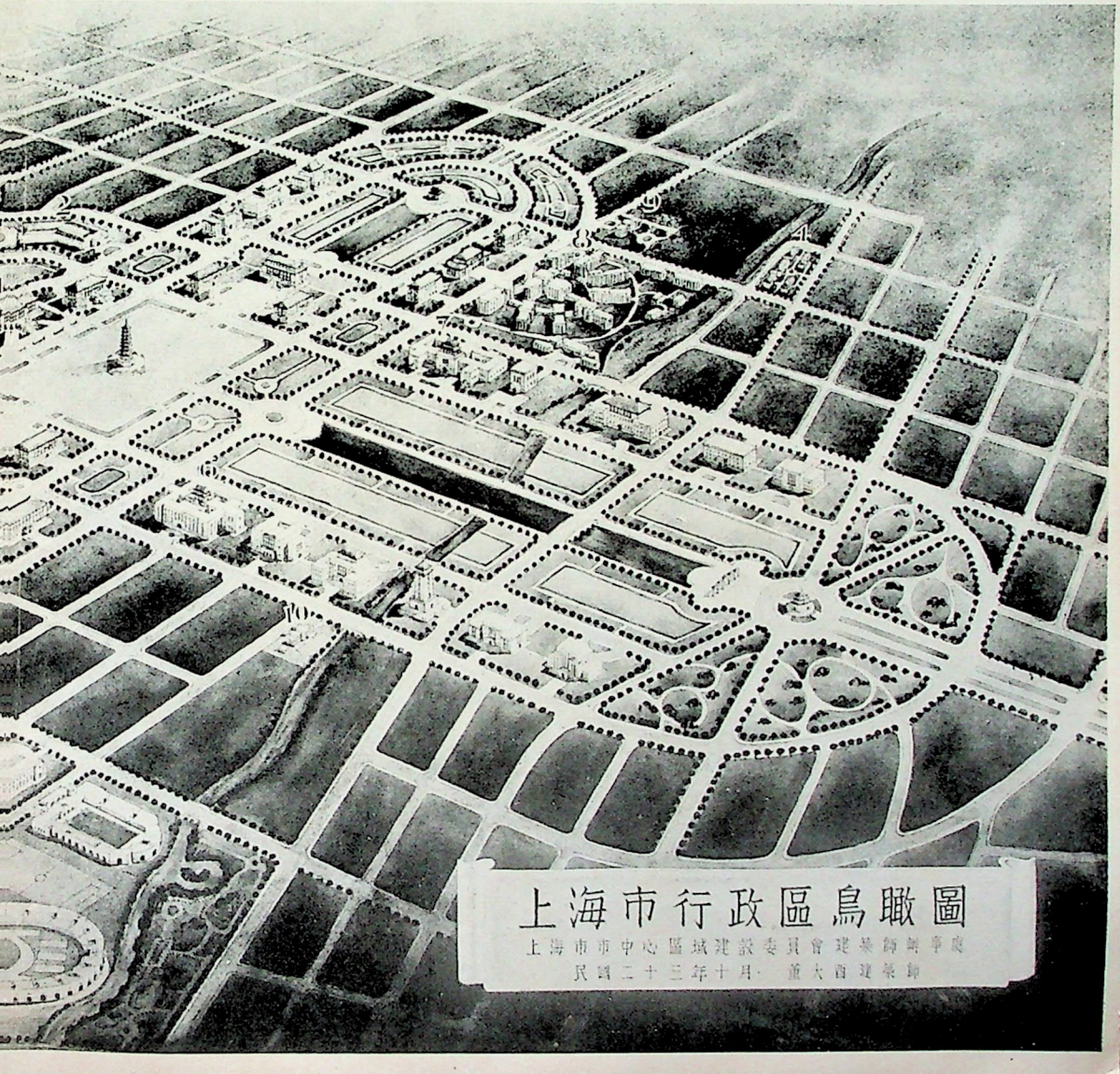
(6) The Swimming Pool

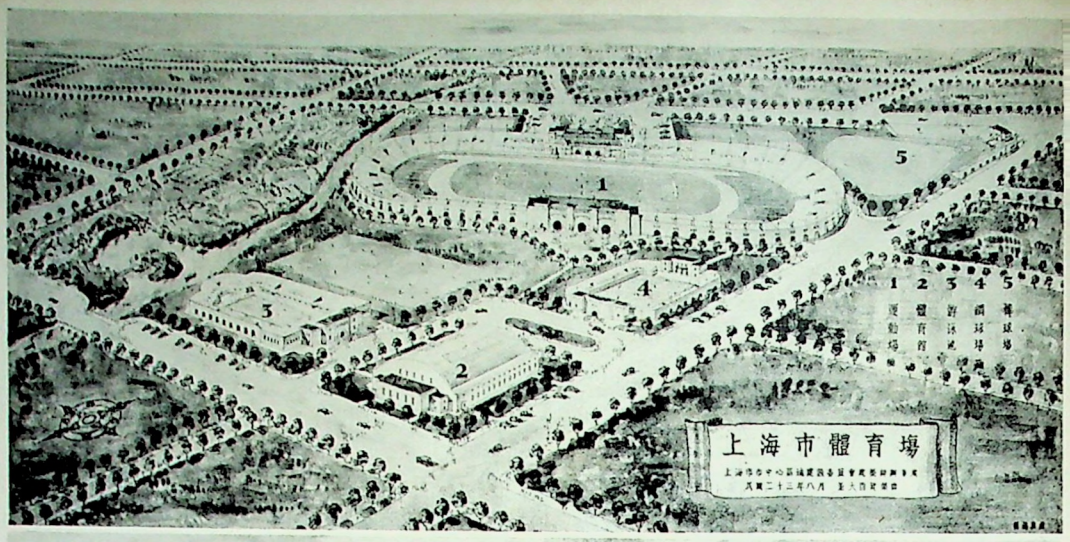
The Funds with which to build these were raised recently in the Form of a big City Loan.



SHANGHAI'S NEW CIVIC CENTRE

Mayor Wu Te-chen of Greater Shanghai and his Associates are to be congratulated on their Vision in laying down Plans for a magnificent Civic Centre at Kiangwan, a few miles to the North of the International Settlement, which is destined to become the Administrative and Cultural Centre of this great City, as well as an attractive Residential Area. Below is seen a General Plan of the Area at Kiangwan as laid out by the Architect, Mr. Da-yu Doon, and accepted by the Council of Greater Shanghai.

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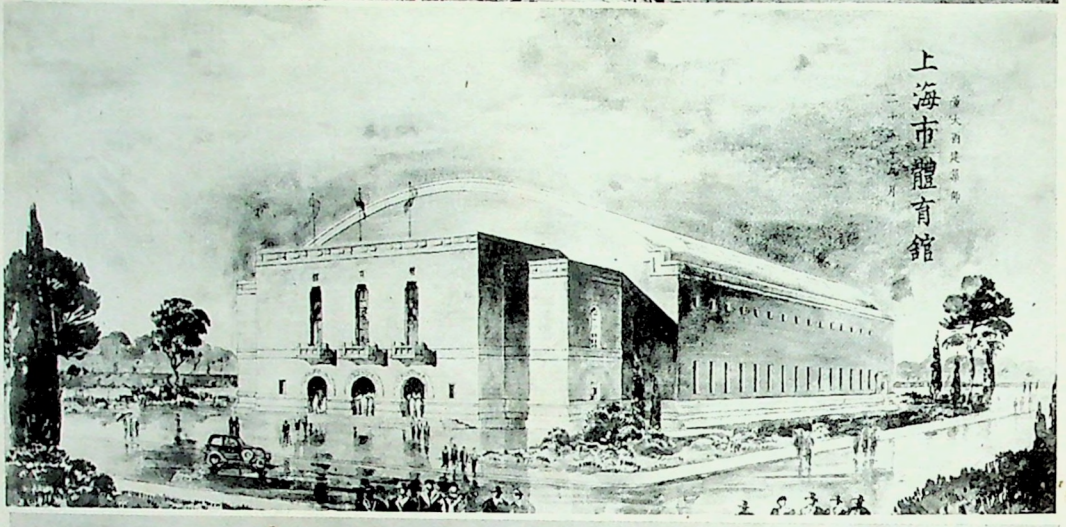
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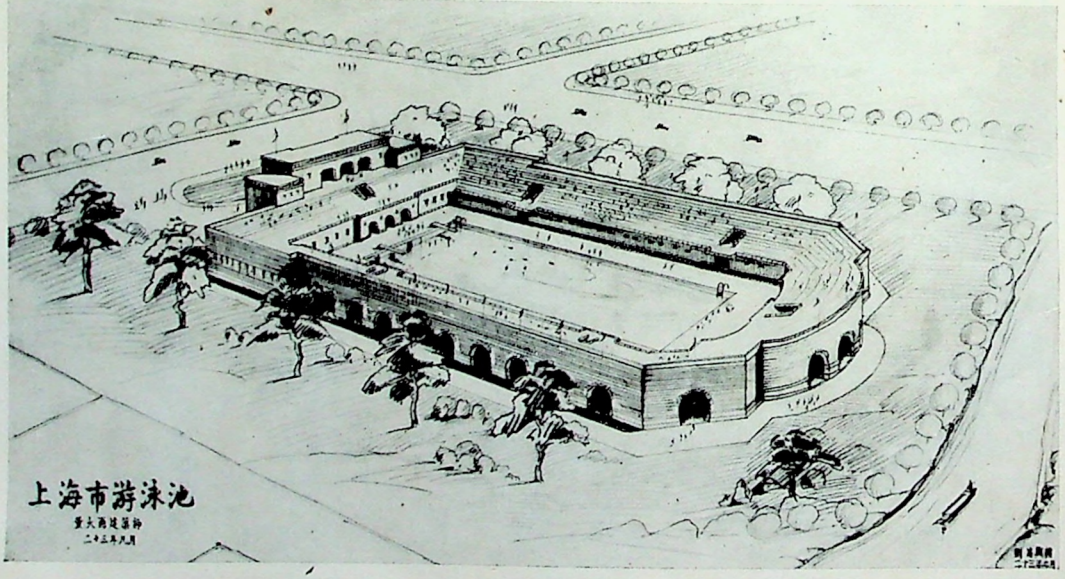

上海市游泳池

major crossing points have been selected, one opposite the Civic Centre and the other at the Nantao Bund.

The approaches to these bridges have likewise been considered, and a network of main arterial highways for the whole new city has been carefully laid out, providing for an even flow of traffic between the different centres and for the relief of over-crowded streets. Since the general flow of traffic in the future is expected to be from north to south, just as it is now from east to west in the Settlement, five principal roads running in this direction have been laid out. At the same time a belt highway linking all the neighbouring towns and villages on both sides of the Whangpoo River has been mapped out.

Both the street system and the plans for parks and open spaces have been made up in keeping with the future size and importance of Greater Shanghai. The thoroughfares will intersect at right angles, while a standard width of sixty meters for boulevards and thirty meters for minor arterials will be maintained. Ordinary streets will be twenty-five meters wide. The comparatively low price of land at present makes this generous width possible, although the city authorities are under no illusions as to what will happen to real estate values when their programme gets under way. The City Planning Commission has, however, been impressed with the handicap underwhich so many other cities of the world operate in the matter of narrow and inadequate streets, and is determined to spare Shanghai that nuisance.

The final point of the plan for developing a Greater Shanghai is the provision for abundant parks and open spaces. By planning these well in advance it will not be necessary to buy up land later at considerable expense. Land on both sides of the numerous waterways that cut through the city will be beautified by the planting of trees and grass. Altogether, approximately fifteen per cent. of the total area of Greater Shanghai will be devoted to parks and open spaces, according to a recent statement of the Shanghai City Government.

It is not expected by even the most enthusiastic promoters of Greater Shanghai that all these plans can be carried through in a few years. Rather, it will be the work of decades. There are too many political and economic obstacles in the way of their immediate fulfillment. Nevertheless, the rapid growth of Shanghai, both in and out of the foreign concessions, has made it obvious that some plan of future development must be laid out if an even more complicated situation than at present exists is to be avoided in the future.

With the full support of Mayor Wu Teh-chen, the City Planning Commission of Greater Shanghai, the body of eleven lay and technical authorities which is entrusted with the evolution and carrying through of the plans, is sparing no effort to bring its ambitions to a successful conclusion. When the scheme is finally carried out, Greater Shanghai will be the only city in China, excepting Peking, the construction of which will have been carried out according to a previously conceived plan. It will not only be a glowing tribute to the power and ability of New China, but will stand as an example to the rest of the country, and to the world.

SHANGHAI AT PLAY

Of all the reputations which Shanghai has had built up about her, that of being "The Paris of the Orient" is probably the least justified. This has been testified to, time and again, by people who are in a good position to judge. Nevertheless, the idea persists, both in Shanghai and abroad, and no amount of adverse publicity can change it. Instead, wisely or otherwise, Shanghai's entertainment moguls are now setting out to put more authenticity into the reputation. The development in the last three years of a number of better class cinemas, cabarets, hotels, parks, orchestras, and kindred features is direct proof of this.

The entertainment activity of Shanghai is rather sharply divided according to whether it is intended for Chinese or foreigners, and the Chinese classification is again split into a number of income groups. It is the foreign style entertainment, however, which has given Shanghai its name, although it is probably less significant financially than the other, so first consideration will be given to it.

The cinema draws a huge following in Shanghai. The 1934-35 Telephone Directory lists thirty-one theatres, all except one or two of which show motion pictures regularly. Twelve of these are of the type that may be classed as "foreign," although only five, the Grand, the Nanking, the Metropole, the Lyceum and the Cathay, do not show Chinese pictures at least part of the time. The rest mainly feature locally produced pictures, showing a few foreign productions for variety.

The clientele of the average big Shanghai motion-picture palace is predominatingly Chinese. This can be confirmed by anyone at an ordinary performance. For a picture that has a special attraction for a foreign audience, as, for instance, "David Copperfield" or "Cleopatra," shown recently, the non-Chinese percentage of attendance is much higher, of course. At the "second run" shows, less than ten per cent. of the patrons are foreign.

The Chinese cinemas are legion in number, not a neighbourhood in Shanghai being without two or three. Some of these establishments are of considerable size and importance, the most prominent being located along Peking Road, between Tibet and Fukien Roads. Several more are bunched together in the Hongkew district.

It is worth mentioning that some of the Chinese-produced motion-pictures attain a high degree of excellence. In the past year "The Fisherman's Song" was outstanding, while more recently "The Great Road," "The Old Capital," "The New Woman," "Kung Ku Lan" and several others have attracted considerable attention. Although evidencing a certain lack of technique in cutting and sound manipulation, much of the photography is equal to foreign work. This is particularly true of scenic "shots." Not all the pictures are "100 per cent. talkie," but most of them at least have sound accompaniment.

The stage is not so well provided for in Shanghai, due to many reasons. The variety of nationalities and languages in this city makes

any universal appeal difficult, while the number of excellent motion pictures detracts from the popularity of the legitimate stage. There is an active Amateur Dramatic Club, mainly supported by British thespians, a group known as the American Players, organized for the same purpose, and a Deutcher Theaterverein, commonly known as the German A.D.C. In addition, numerous minor groups give annual concerts and plays intermittantly throughout the year.

The Chinese drama, on the other hand, is well taken care of by a large number of theatres. These are mainly located along Foochow Road in the International Settlement and do a thriving business. Two distinct types of production are to be found, the old style, in which the players speak a language no longer understandable to the layman, but the story of which is known by heart to everyone, and the more modern dramas, in which *t'u hua*, or the language of the streets, is used, and in which present day methods prevail.

An element in the native entertainment business that must not be overlooked is the presence of several large resorts where a variety of presentations are going on under one roof. The best known example of these is the Great World, at the corner of Tibet Road and Avenue Edward VII, a four storey building in which vaudeville shows, modern and ancient dramas, shooting galleries, penny arcades, restaurants, galleries of horrors and all the other popular amusement devises are available. Others are the Small World and the Great Thousand Worlds. Yet others are scattered all over the city, some being situated on the roofs of the large department stores on Nanking Road.

Despite these more or less cultural amusements, however, Shanghai's fame as " The Paris of the Orient " comes principally from its cabarets, whose number again is legion. A total of sixteen of these establishments, grouped under the heading of " Places of Entertainment where Alcoholic Beverages are Dispensed," are registered in the International Settlement, while the total for the French Concession is about twice that number. A large number are also located on Settlement roads outside the Settlement boundaries, where they cannot be effectively controlled by the Municipal Police. This is particularly true in the Hongkew district.

These cabarets vary to a remarkable degree in size, tariff and respectability, popular belief dividing them into three classes—first class, second class and no class ! There are, nonetheless, quite a few highly respectable night clubs operating in Shanghai, while persistant rumours exist to the effect that one more such establishment will be opened during the coming year. The two best known at present are the Little Club, located opposite the Race Course, and the Paramount, at Bubbling Well. This last is the newest in the city, having opened in 1933, and is one of the most attractive such establishment in the Far East. The Little Club is much smaller, more " intimate," and boasts an American orchestra. The entertainers are specially brought out from the United States. These two night clubs provide entertainment for a great deal of the " dress up " trade.

The Cathay Hotel has long featured its ballroom and dinner dances, while recently the opening of the Park Hotel has made a second *rendez-*

vous of the same type available. The latter has the advantage of a view out over the city from the windows of the main dining room, fourteen floors above Bubbling Well Road.

Of considerable popularity at the moment are a number of no-cover-charge cabarats, replete with dancing partners, "hot" orchestras and considerable gaiety. St. George's, Del Monte and Casanova are typical of these, and represent the kind of resort that has given Shanghai its world-wide reputation.

In an entirely different field, the residents of Shanghai find recreation in a wide variety of sports. Facilities for these are plentiful, both within the International Settlement and French Concession, and in the Chinese controlled territory. Numerous athletic fields, stadiums, swimming pools, golf courses, tennis courts, riding paths and similar areas are dotted around the city. With the expanding boundaries of the community, many more are being planned.

The space within the track of the Shanghai Race Course is probably the most popular recreational area in Shanghai. During the year this is used, sometimes simultaneously, for race meetings, soccer, rugby, cricket, American footabll, baseball, hockey and golf. During the summer months, the whole Race Course is turned over to the tennis, cricket and polo players, with a baseball diamond and grandstand in a corner near the Tibet Road gate for the American community. Equestrians take their exercise the year around, from five to seven o'clock in the morning being the most popular time in spring, summer and autumn.

The Ascot Riding School on Tunsin Road in the Western District caters to the needs of those owning ponies and horses without stabling accommodation and those desirous of learning to ride or wishing to hire mounts for rides in the country.

A Paper Hunt is a conspicuous feature of Shanghai's winter sports.

Two big race meetings a year and numerous smaller ones are features of the riding calendar. Short-legged rugged little Mongol ponies are used exclusively, their times comparing rather well with those of full sized horses. Popular interest in this sport is great, most of the offices in the city closing for three afternoons during the big meets in May and November.

Greyhound racing is carried on at the Canidrome in the French Concession, drawing considerable crowds, the patrons being further catered to by a large ballroom, where music and cabaret entertainments are furnished.

Another sport attracting large numbers of Shanghai's amusement seekers is Hai Alai, a South American game introduced a few years ago and carried on in a special stadium in the French Concession.

Of considerable popular importance is the growing interest of the Chinese in sports and athletics of all kinds. The approaching completion of a large athletic field, stadium, swimming pool and gymnasium at the Kiangwan Civic Centre is indicative of this. The popularity of rugger and soccer in the Chinese schools and colleges is also significant. Annual tournaments among the teams draw a great deal of interest, the feature games being extremely well attended. The favourite sites for these

contests are the Race Course, the Canidrome and the New Stadium, the last two of which are well equipped to handle and seat large crowds.

It is reasonably fair to say that the residents of Shanghai are sharply divided on the matter of recreation. Either one goes in for it in a big way or one leaves it severely alone. This applies not only to sports, but to the night life as well. It accounts for the large number of people who declare that outdoor recreation of any sort is impossible in the "Paris of the Orient," and for the equally numerous group which declares that sport is more easily available here than anywhere else in the world. At the same time, half the residents devote their spare moments to deprecating the cabarets of the city, while the other half patronize them. Disagreement on the importance and attractiveness of such activities are thus inevitable, but no one denies that a significant part of Shanghai's all round development is to be found in the growth of its recreational facilities.

ART NOTES

Exhibition of Palace Treasures: The outstanding event in the Shanghai art world during the past month has been the holding of an exhibition of the Palace Museum art treasures which are being sent to London for the International Exhibition of Chinese Art to be held in Burlington House next November. For some considerable time now a very large consignment of Palace Museum treasures has been stored in Shanghai, having been sent here for safety's sake when it was feared that the hostilities between the Chinese on the one hand and the Manchoukuo and Japanese forces on the other in Jehol might lead to an invasion of other parts of North China and the occupation of Peking by the latter. Naturally the whole Shanghai community has been very curious about these much discussed art treasures, and have very much wanted to see them. Thus the decision on the part of the authorities to hold a preliminary exhibition here before sending away the collection selected for the London exhibition has proved extremely popular, and, inspite of the rather high charge of $2.00 for admittance, somewhere in the neighbourhood of sixty thousand people have visited the exhibition, which was held in the old building of the Bank of China, formerly the German Club, on the Bund.

If any of those thousands of visitors had expected to see a spectacular show they would have been very much disappointed, because the art objects on exhibition in no single instance could be said to fall within this category. Rather would it seem as though the objects had been chosen for their quiet and unostentacious dignity, which, in the last analysis, is one of the fundamental characteristics of true Chinese art. In this connection it is essential to distinguish between the highest art of the Chinese people, as expressed by their masters of the past, and the flamboyant work that has passed for it in its presentation to the world at large. The paintings, for instance, shown in the exhibition, including pieces belonging to the T'ang, Sung, Yuan, Ming and Ch'ing periods, are, without exception, remarkable for their dignity and strength, achieved by the unparalelled accuracy of line and the perfect blending of what little colour was used by the artists who executed them.

Even more are these characteristics shown in the wonderful bronzes of the Shang, Chou and Han periods, than which nothing finer has ever been made by man in any other part of the world. Again the porcelain pieces shown in the exhibition, dating from the Sung, Yuan, Ming and Ch'ing periods, emphasized the same feature. There was nothing spectacular in the collection, but every piece showed exquisite workmanship, while the great majority were

monochromatic. Those colours, however, are not only unexcelled, but are to-day not reproduceable, the art of securing them having been lost.

Paintings, writings, tapestries, bronzes and porcelains formed the main part of the exhibition, such things as carved jade, cloisonne and lacquer ware being represented by but a few exquisite pieces. More interesting to the archaeologist than to the artist were some ancient bronze weapons and carved bone and ivory objects of the Shang period (1766-1154 B.C.) from the famous An-yang site in Honan. The exhibition was opened to the public on April 8, after a preliminary view held the preceding day for Chinese Government officials, foreign guests and members of the press, and it extended till May 5. The exhibits are now being packed for shipment to England on *H. M. S. Suffolk*, which is calling at Shanghai for the purpose before leaving for home waters.

Shanghai a Chinese Art Distributing Centre: Although Peking has always been looked upon as *the* place to buy Chinese art objects and antiques, there can be little doubt that Shanghai is rapidly assuming first place in what is vulgarly called the curio trade, if this city has not already usurped the position hitherto held by the former capital of the country. True, shopping for such things in mundane business-like Shanghai instead of in Peking loses much of its romance, but, after all, it is better to make sure of getting what one wants than to wait to shop in a romantic setting and be forced to take something one does not want in its place. And this can be said with absolute assurance, that it is now possible to get the best that is going in the way of Chinese art objects and antiques in Shanghai. All the important Chinese dealers in Peking have representatives here, and are sending their best things to the Shanghai market; and one has but to go down Honan Road, or to visit some of the innumerable "Curio" shops scattered all over the Settlement, Concession and Native City to realize what a wealth of material of this nature is available here.

It may be suggested, however, that those who are not well aquainted with Chinese antiques and *objets d'art* should go to some realiable emporium to make their purchases, rather than get into the toils of the average curio dealer. The Jade Store, on Nanking Road a little way up from the Bund on the right hand side, is one such reliable concern, the genial proprietor, Mr. Harmer Lee, always showing a frankness in regard to the age and quality of the pieces he offers that is truly refreshing. The Caravan Studio on Route Ferguson in the French Concession, has some very lovely things, and can be relied upon to give the customer a square deal.

Toyo Murakami, Japanese art dealers on Kiangse Road, also have some very good Chinese stuff at times, while, of course, they can offer really excellent Japanese art objects.

The Elite Workshop on Central Road is another studio where delightful Chinese works of art of every description may be purchased, as also is Jean Lindsay's on Nanking Road.

In the Native City whole shops devoted to wood, jade or ivory carvings may be found, but all of this material is modern, although much of it is extremely beautiful.

A. DE C. S.

THE LIBRARY

Printing and Publishing in Shanghai: The oldest extant printing and publishing house in Shanghai is the North-China Daily News and Herald, Limited, whose history goes back to the year 1850, when the *North-China Herald* was first established. This was only seven years after the founding of Shanghai as a place for foreigners to reside in, so that it may be said that this concern is almost as old as the International Settlement itself. Situated on the Bund in what but a few years ago was one of the two tallest buildings on Shanghai's waterfront, this important firm not only issues China's leading and most widely circulated foreign daily newspaper, the *North-China Daily News* and its weekly edition, the *North-China Herald*; but it

also carries on an extensive high-class printing business, being responsible for the printing of such periodicals as *The China Journal* and *The Far Eastern Review*. It also prints and publishes first class books, such as E. S. Wilkinson's "Shanghai Birds" and "Shanghai Bird Year," A. de C. Sowerby's "A Naturalist's Note-Book in China" and others. Recently it has published an excellent Atlas of China, already in its second edition, while the "China Hong List" has long held the field as the leading directory in this country. It also produces the "China Year Book."

Probably the next oldest printing and publishing concern in Shanghai is Messrs. Kelly and Walsh, Limited, formed in 1876 by the amalgamation of two local booksellers, Kelly and Company and F. & C. Walsh. While this firm's main concern is bookselling, it also runs an important printing business, turning out high class work of every description. It, too, publishes books, and now has a very long list of excellent works to its credit, mainly, of course, on China and things Chinese. Originally situated on the Bund, this company moved to its present site on Nanking Road in 1918.

Of more recently established printing and publishing houses the Willow Pattern Press, may be mentioned. This is managed by Millington Limited, to whom we owe our frontispiece showing His Majesty King George V as painted by the well known artist, John St. Helier Lander, and who were also responsible for the excellent get up and printing of the very attractive programme of celebrations in Shanghai in connection with the King's Silver Jubilee.

The Willow Pattern Press has risen in a few years from a modest little concern, started by Mr. F. C. Millington, to one of the most important and up-to-date printing establishments in Shanghai.

The same may be said of the Mercury Press, an American concern situated on Avenue Edward VII. Besides printing the *Shanghai Evening Post and Mercury*, the only afternoon daily newspaper in the English language in Shanghai, the Mercury Press prints a whole series of monthly magazines, such as the *Town and Sportsman* and Mr. H. G. W. Woodhead's *Oriental Affairs*, owned either by the Mercury Press itself or by independent proprietors. Amongst other publications it turns out H. M. Child's excellent "Intimate Guide to Twenty Oriental Cities," which has a guaranteed annual distribution of 30,000 copies, and is the best thing of its kind hitherto produced.

Besides the *North-China Daily News* there are two other important morning newspapers in English published in Shanghai. These are the *Shanghai Times*, situated on Avenue Edward VII, and the *China Press*, now situated on the same street, which is fast becoming the Fleet Street of this city. The *Shanghai Times* has an extensive and up-to-date printing plant, and turns out work that is second to none. It has been in existence for some considerable time, being second in this respect only to the *North-China Daily News*.

The *China Press* was originally started by American interests as a medium of expression for Americans in China. Later it passed under British management, but is now owned and controlled by Chinese interests. As already indicated, it has recently changed quarters from Szechuen Road to Avenue Edward VII.

In addition to these four English daily newspapers in Shanghai there are several published in other languages, including French, German, Russian and Japanese; while of newspapers in the Chinese language there is a very considerable number. Most important of the last named are the *Sin Wan Pao* and the *Shun Pao*, both of which have a very wide circulation, not only in Shanghai, but also in the interior of China.

Described in the Hong List as English and Chinese publishers and booksellers, the Kwang Hsueh Publishing House, situated on Peking Road, is, amongst other things, the China representatives of the famous Oxford University Press in England. The presses of this establishment turn out numerous educational and religious books, mainly for Chinese consumption.

The University Press, printers and publishers on Avenue Edward VII, have recently done a splendid piece of work in re-printing Robert Fortune's "Three Years' Wandering in the Northern Provinces of China" in the form of an *edition de luxe*. This comparatively new concern proposes to devote itself largely to the publishing

of good books in China. It issues an excellent "Shanghai Guide," the second edition of which is shortly making its appearance.

The A. B. C. Press on Szechuen Road devotes itself almost exclusively to printing, and turns out excellent work of all kinds.

Finally, mention must be made of what at one time was the biggest printing press in the whole of Asia. This is the Commercial Press, a purely Chinese concern, which, prior to the Sino-Japanese hostilities in 1932, had an enormous establishment in Chapei, and a capital of many millions of dollars. Unfortunately this plant and the adjacent magnificent Oriental Library building, also run by the Commercial Press, became involved in the fighting which laid waste so large a section of Shanghai, both being completely destroyed. Not to be defeated by this untoward event, the directors of the company have set to work to re-establish it within the International Settlement, and are making good progress.

Besides all the above mentioned printing and publishing concerns in Shanghai there are a host of smaller places, such as the Modern Printing Company with reasonably good plant, down to mere shops with a limited supply of type for hand-setting and a single hand-worked press. From all of this it may be gathered that the printing industry in Shanghai is by no means a negligable one, nor is the publishing business the least of Shanghai's many activities.

PARTIAL BIBLIOGRAPHY OF SHANGHAI

Those of our readers who are sufficiently interested to want to know more about Shanghai may be referred to the following books dealing with various phases of this great city's life and activities. They have not been arranged in any special order, but an idea of the contents of each may be gathered from the title:

A Short History of Shanghai, by F. L. Hawks Pott: Kelly & Walsh, Ltd., Shanghai.

Historic Shanghai, by C. A. Montalts de Jesus: The Shanghai Mercury, Ltd. (defunct)

The History of Shanghai, by G. Lanning and S. Couling. Shanghai Municipal Council (Not completed)

Shanghai: Its Mixed Court and Council, by A. M. Kotenev: North-China Daily News & Herald, Ltd., Shanghai.

Shanghai: Its Municipality and the Chinese, by A. M. Kotenev: North-China Daily News & Herald, Ltd., Shanghai.

Histoire de la Concession Francaise de Changhai, par Ch. B.-Maybon et Jean Fredet: Librairie Plon, Paris.

Report of the Hon. Mr. Justice Feetham, C.M.G., to the Shanghai Municipal Council (3 Vols., 6 Parts), Printed by North-China Daily News & Herald, Ltd., Shanghai. This was a report on an investigation of the status of Shanghai, and advice as to the future, made by Justice Feetham at the invitation of the Municipal Council of the International Settlement. Amongst other things it contains a copy of the Land Regulations.

"Industrial Shanghai" The special May, 1930, number of *The China Journal*, Shanghai.

"Commercial Shanghai," The special May, 1931, number of *The China Journal*, Shanghai.

"Greater Shanghai," The special May, 1932, number of *The China Journal*, Shanghai.

The Port of Shanghai (many editions); Whangpoo Conservancy Board, Shanghai.

Shanghai Country Walks, by E. S. Wilkinson: North-China Daily News & Herald, Ltd., Shanghai.

Shanghai Birds, by E. S. Wilkinson: North-China Daily News & Herald, Ltd., Shanghai.

The Shanghai Bird Year, by E. S. Wilkinson: North-China Daily News and Herald, Ltd., Shanghai.

A Naturalist's Note-Book in China, by Arthur de C. Sowerby: North-China Daily News & Herald, Ltd., Shanghai.

Wayside Plants and Weeds of Shanghai, by W. M. Porterfield: Kelly & Walsh, Ltd., Shanghai.

The Shanghai Museum, Special number, November, 1933, of *The China Journal*, Shanghai.



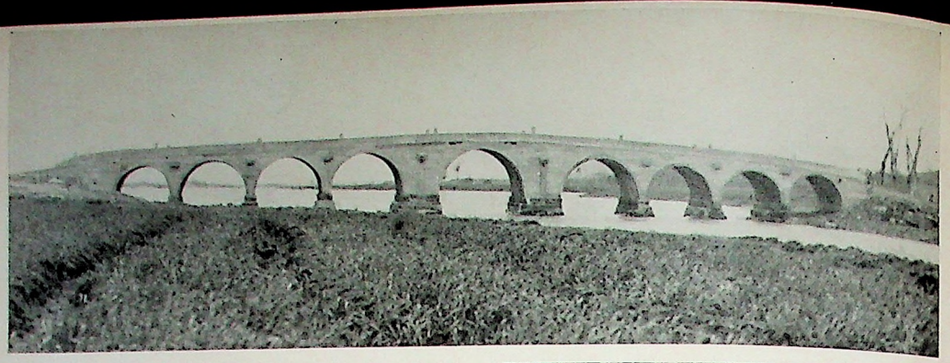
The Pleasures of House-boating and up-country Shooting are well known to Shanghai Residents.



Off for a Day after Snipe on the Marshes of the Si-t'ai Lake. In the neighbouring Hills may be found Pheasants and Bamboo Partridges.



A well-earned Rest and Refreshment after a Morning's Tramp over the Marshes in search of the elusive Snipe. Their Friends will recognize these Gentlemen, but we do not propose to give them away.



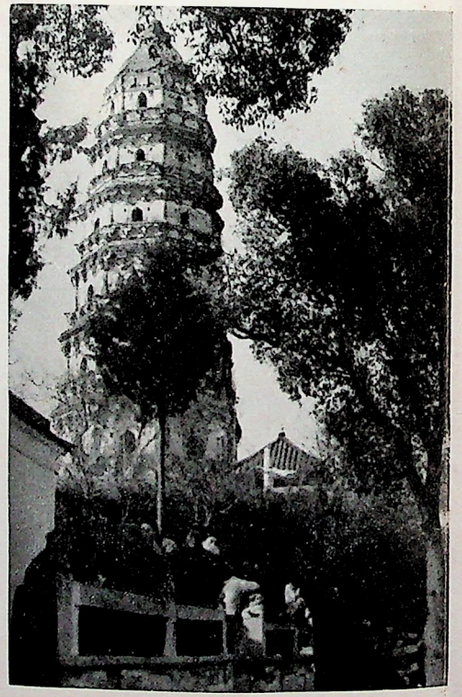
The Nine Arch Bridge reached by Houseboat from Soochow. It lies at the Entrance of the Canal to the Great Lake, and near it are the beautiful Azalea-covered Hills of Soochow.



Pine Trees and distant Hills are Features of the Scenery round Hangchow.



Round the Tai Hu, or Great Lake, which lies to the West of Shanghai, are many old Temples, while near Hangchow may be seen this ancient and picturesque Pagoda.





A typical Village Scene along one of the innumerable Canals that intersect the Kiangsu-Chekiang Plain in every Direction.

Although Shanghai itself is not very attractive, it is surrounded by Country, accessible by Houseboat, Railway or Motor Car, that is really beautiful, as shown in these Pictures by A. M. Preston, Stuart Lillico and A. Kapelle.



A Houseboat negotiating one of the many narrow Bridges that span the Creeks and Canals on the great Kiangsu-Chekiang Plain.



Remnants of a Fish Dyke on the Foreshore at Cha-p'u on the Hangchow Bay.



Sportsmen in Shanghai have always been extremely Fortunate in that excellent Shooting is to be had within easy Reach of the City. Snipe and Wild Fowl in the Marshes, Woodcock and Bamboo Partridges in the Groves, Pheasants wherever there is Cover, and Deer and Wild Boar, in the Hilly Regions. Many Shanghai Sportsmen go as far as North Manchuria for their Big Game Shooting.

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Above is shown a Group of Sportsmen with a Specimen of the rare Crested Muntjac *(Muntiacus crinifrons* Sclater*)* shot by E. H. Clayton of Hangchow in the Mo-kan Shan District, Northern Chekiang. To the Right is a lovely sylvan Scene in the Soochow District, another famous Shooting Area easily reached from Shanghai.

Photograph by A. M. Preston.

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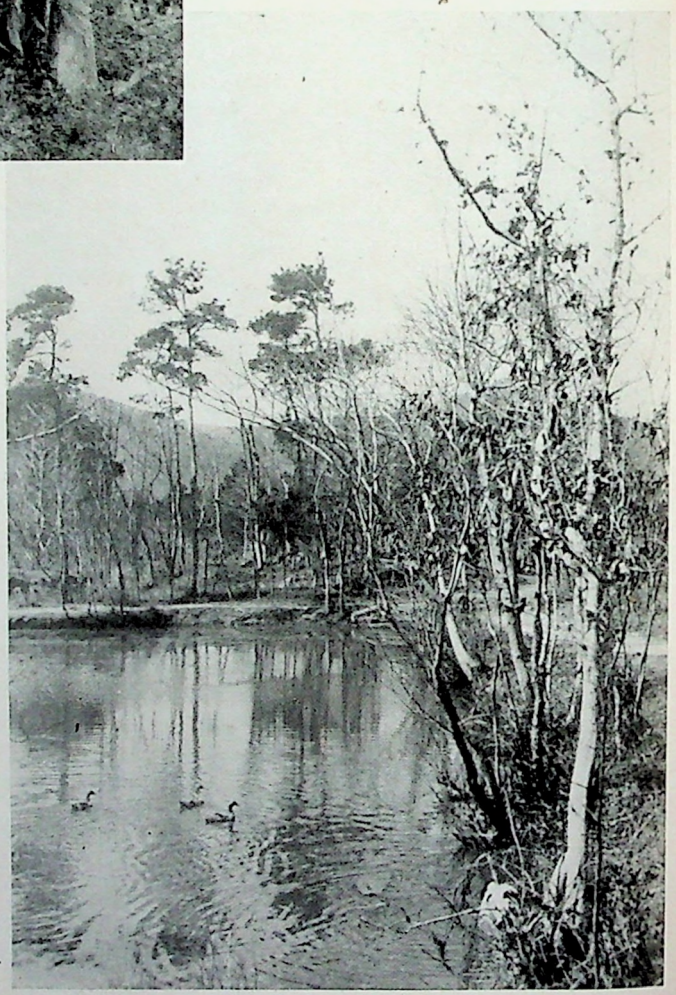
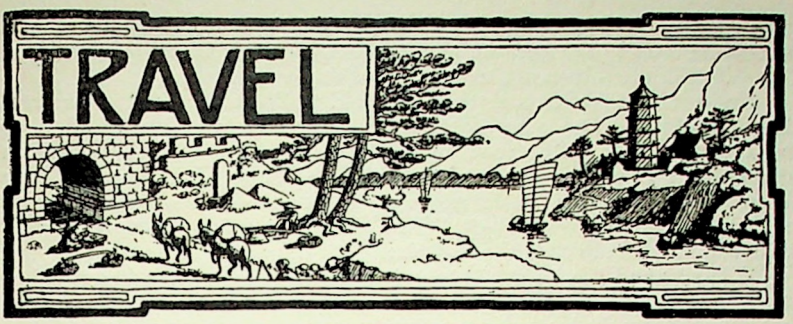




THE BEAUTIFUL ENVIRONS OF SHANGHAI

No attempt is going to be made here to compare the country round Shanghai with the Lake District of England, the high plateau of New Mexico and Arizona, the Yellowstone Park, or any of the other famous beauty spots of the world. The great Southern Kiangsu plain is flat, and is relieved only occasionally by slight elevations. Rice, beans and cotton are the principal crops, while trees are scattered and small. Numerous creeks and canals cut the area into irregularly shaped plots, and transportation facilities are limited. Ordinarily considered, the environs of Shanghai are not particularly inviting.

Nevertheless there is a great deal of attractive scenery to be found if one goes about it properly. There are marine vistas, rocky little hills that in season are masses of colour, sites where pottery bits a thousand years old can be picked up, tumbled down temples where the age-old gods sit in undisturbed meditation, and busy market towns that have remained unchanged through the turbulent centuries. Most of these are within two or three hours' journey of the Shanghai Bund, yet are as far removed in spirit and tempo as the ends of the earth.

One trip that is easily made any afternoon is down the Whangpoo River from Shanghai to Kao-chiao, and from there by 'bus to the seawall that parallels the mouth of the Yangtze River. A small but adequate hotel is located here, and in season there are facilities for bathing. The trip down the river is made on one of the ferries operated by the Shanghai City Government, which leave every hour from the Bund at the end of Peking Road. The first class fare is less than a dollar.

The varied life on and beside the river that is revealed from the deck of the ferry is not the least interesting part of this trip, while the countryside between Kao-chiao landing and the beach is typical of the flat delta land surrounding Shanghai. For the sake of variation, part of this three mile journey can be made on foot, or by ricsha or wheelbarrow. The 'bus, however, is quick and inexpensive.

A possible variation, particularly attractive to those fond of walking, is to leave the ferry at Ching-ning Shih, and take the little railway

that runs to Chuan-sha as far as Hsiao-wan. From Hsiao-wan it is a three-mile walk to the seawall, along which one may travel to Kao-chiao Beach. This provides a not too strenuous day's walking.

In another direction are the quaint old walled cities of Kia-ting and Liu-ho, both of which may be reached from Shanghai by omnibus or private motor car. The road in this direction runs northward from Chapei, and is best approached by way of Chung Shan Road. Some knowledge of Chinese is usually necessary to find the beginning. It passes through Da-zang village *en route*. The 'bus terminus is even more difficult to find, and is best located the first time with the aid of a hire car.

Kia-ting and Liu-ho are both extremely picturesque, being situated along canals and having a great deal to do with inland junk travel. The old walls still stand, although now slightly in need of repair. Through the streets the traffic of ancient days passes. Only the presence of electric lights and the fact that the shops now stock such foreign style goods as bright coloured yarn and rubber shoes indicate that this is modern China.

Inquiring travellers can avail themselves of "boat train" services to reach other points in this direction. Steam launches make regular trips through the creeks and larger canals to innumerable neighbouring communities, towing one or more passenger junks behind them. Such accommodation cannot be termed luxurious, but it is effective and decidedly interesting. A little inquiry and the study of maps will reveal a dozen possible routes for a day's outing.

An hour by express train from Shanghai North Station lies Quinsan, another historic town that figures in the early history of Shanghai. During the Taiping Rebellion General Gordon led a force of Imperial troops against the rebels ensconced in this town. After hard fighting the wall was breeched and the city captured, and "Chinese" Gordon had gained another victory. He made his headquarters here for some time. Quinsan boasts of a hill with a pagoda on top, to which visitors may ride by ricsha if they desire. The town itself is well worth a visit.

Soochow is, of course, well known to every Shanghai resident and to many visitors. It has for centuries been famous for its bridges and canals, while its silks and brocades are among the finest in China. Soochow women also are renowned for their beauty. The greater part of the charm of this one-time capital of the Kingdom of Wu is to be found in the surrounding country, however. Hills, temples, lakes and streams almost encircle the city, and travel is made pleasant by such variations as chairs, ricshas and ponies.

More adventurous souls may find accommodation for the night in any of the numerous temples or monasteries which top the nearby hills, if they so desire, while food that is, with discretion, safe can be obtained readily. In Soochow there are several foreign style hotels which, while sometimes primitive, are at least adequate.

Within a few months a motor road from Shanghai through Soochow to Wu-sih will be open, making these cities much more easily accessible to the Shanghai resident. A connection has already been made by way of the Shanghai-Hangchow Highway, but it is extremely round-about. 'Buses operate over this line, following the banks of the Grand Canal most

of the way. The Soochow area is definitely recommended to the traveller who is willing to undergo occasional discomfort for the sake of seeing something new and interesting.

In yet another direction from Shanghai is the late lamented Cha-p'u Beach, the status of which is still very much in doubt. This stretch of pleasant sandy foreshore is located on the Shanghai-Hangchow Highway about midway between the two cities. The swimming is the best in the immediate vicinity of Shanghai, there are hills everywhere, and in summer the climate is much more bearable than that of Shanghai. Cha-p'u was just gaining full popularity as a week-end resort last summer when the Chekiang Provincial Government suddenly proclaimed it a military reserve. Since then visitors have been barred, and the future status of this pleasant retreat left unannounced.

An interesting point about Cha-p'u is its history. During the Sung Dynasty, approximately a thousand years ago, the city was a great sea port, equalling in importance present-day Shanghai. Numerous Arab, Indian and Malayan traders resided there and gained great influence with the Government. This situation lasted until the arrival of the conquering Mongol Horde, which overwhelmed the Sung capital in nearby Hangchow and massacred all the inhabitants of Cha-p'u. Later, after this port had regained some of its former importance, it became involved in the Sino-British war of 1842, and was heavily bombarded and captured by the British fleet. It is still a Chinese trading centre.

An attractive week-end holiday is to be found in a trip to the island of P'u-t'u (Poo Too), a bit of land sacred to Kuan-yin, the Goddess of Mercy. Three things go to make up P'u-t'u's charm, the peaceful surroundings, the beautiful buildings and the sea bathing. Any one of these would be sufficient to gain fame for the place, while the combination of the three is irresistable.

A special excursion steamer is run to P'u-t'u by the China Merchants' Steam Navigation Company every week-end during the summer. The departure is at five o'clock on Saturday afternoon, the ship arriving at P'u-t'u at daybreak the following morning. The visitor has all day to spend as he wishes, as the ship does not sail until nearly six that evening, reaching Shanghai again early on Monday morning. This service is a popular one for week-ends. Other steamers, however, make the trip possible all through the week.

The beauties of Chekiang Province are by no means exhausted by visits to Cha-p'u and P'u-t'u, for there is Hangchow itself, considered by Marco Polo one of the most beautiful cities on earth. Indeed, West Lake and its surroundings are hard to beat anywhere, yet Hangchow must be considered only as the gateway to country of unsurpassed loveliness. And, now that good motor roads are available, Shanghai residents have practically at their doors places to visit which bring to mind the scenery of China's most exquisite paintings. Here one discovers whence the old masters got their inspiration.

According to officials at Hangchow, Chekiang is to be divided into seventeen " beauty districts," each to be administered by a special office. These seventeen areas are as follows : (1) T'ien-mu Shan, East and West ;

(2) West Lake and Lin-ping, Hangchow ; (3) Hsien-tu Ssu, Feng-hua ; (4) T'ung-hsien Lake and T'ien-tung Ssu, Ning-po ; (5) T'ien-t'ai Shan ; (6) Yen-t'ang Shan, near Wenchow ; (7) Ssu-men Tung, near Wen-chou ; (8) Nan-ming Shan, near I-shui ; (9) Hsien-tu, near Chin-yun ; (10) Fang-yen, near Yung-kang ; (11) Pei-shan, near Chin-hua ; (12) T'iao-t'ai, near T'ung-lu, on the Ch'ien-t'ang River ; (13) Wu-hsien, Chu-ki ; (14) P'u-t'u Island ; (15) Lan-ying, near Hsao-hsing ; (16) Ta-fo, near Yung-chang ; and (17) Mo-kan Shan, the famous summer mountain resort.

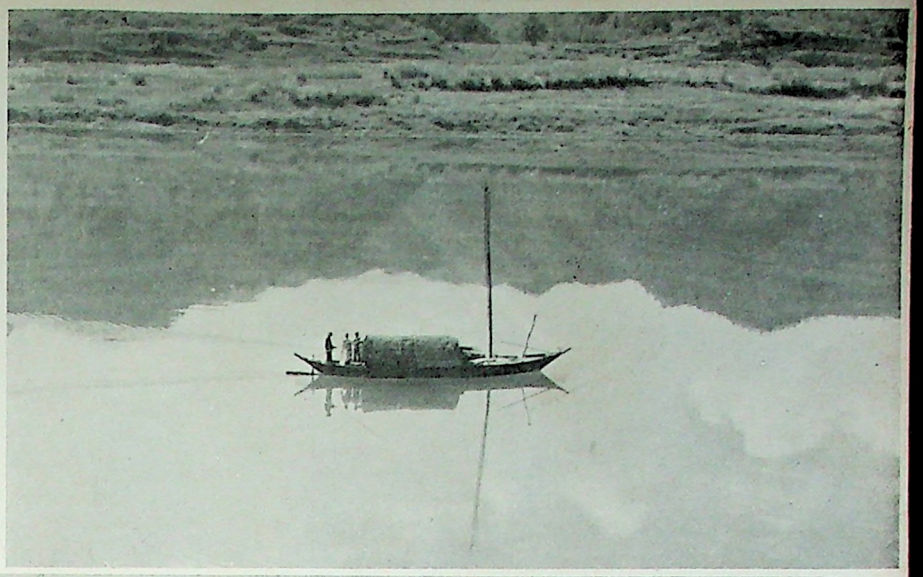
Plans drawn up by the Chekiang Provincial Government call for the building of modern hotels at the principal scenic spots and the formation of special police corps to patrol the areas affected. Owing to the financial stringency that resulted from the drought in Chekiang last autumn and winter, the expenses of the new Provincial Tourist Bureau have been covered by the other communications organs of the Government, principally the Highway Administration, the Telephone Administration and the Chekiang-Kiangsi Railway. The Bureau devoted its energies last year to the readjustment and repair of the various places of interest and to publicity. Guidebooks on T'ien-mu Shan are reported to have been published, in both Chinese and English, and distributed.

Three steps are now contemplated by the Bureau, to be carried out as soon as funds are available. Daily 'buses will be run between Hangchow and T'ien-mu Shan, Yen-t'ang Shan and T'ien-t'ai Shan, respectively, with the collaboration of the Chekiang Provincial Highway Administration. Guides will be trained for the conducting of tours, and a business office will be established in Shanghai.

Another mountain area, considerably smaller in size than that covered by the Chekiang Provincial project, is being converted into a tourist centre at the same time. This is Huang Shan, located in Anhuei Province between Huei-chou and Wu-hu, and famous all through Chinese history for its scenic beauty. Up to the present, transportation facilities have been hopelessly inadequate for brief visits, but a programme of road and trail building has been instituted that is calculated to make the whole Huang Shan district easily accessible for week-end visitors from Shanghai.

Three years at least will be required to carry through these reconstruction plans. The first season will be devoted to opening up communications. Roads and paths will be repaired, bridges built, telephones and lights installed, and steamer landing places along lakes and rivers constructed. At the same time the water supply will be adequately safeguarded, while facilities for recreation will be provided. In the second year factories, mines and other forms of industry will be encouraged as part of a programme of economic reconstruction, while in the final period libraries, museums and art galleries will be established to take care of the cultural needs of Huang Shan.

Despite the disadvantages of its situation, Shanghai is not too badly off as regards interesting and beautiful environs. The greatest handicap is the lack of means of communication. This is gradually being overcome by the numerous roads that the Provincial Governments are building as rapidly as possible. Another serious handicap is the almost



A peaceful Scene on the New Peace River in Southern Anhuei, now easily accessible from Shanghai by Motor Road.



The famous Old Stone Bridge at Huei-chou in Southern Anhuei is one of the most picturesque Structures of its kind in China.



Rafts of Bamboo floating down the New Peace River in Southern Anhuei.

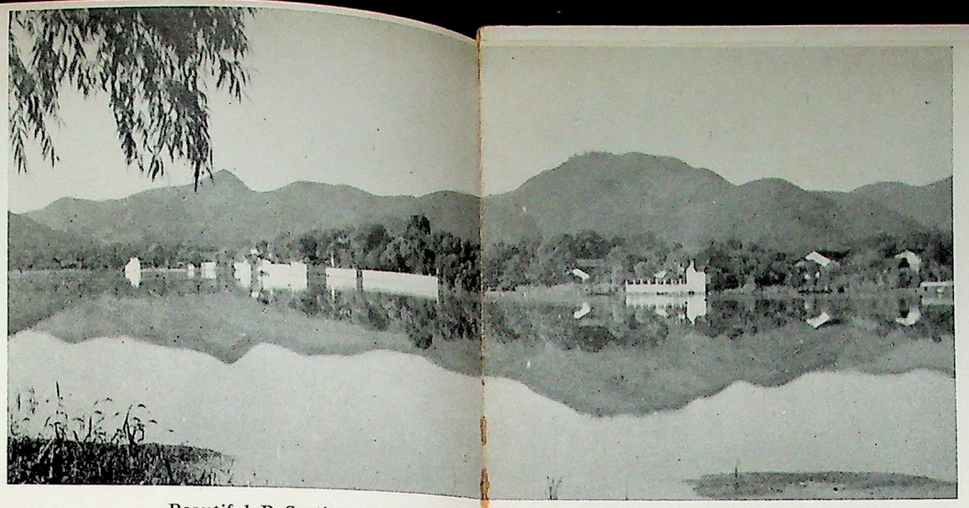
Photographs

by

A. Kapelle.

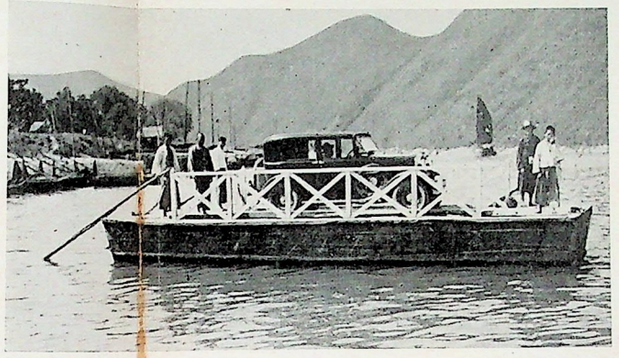


On the Sea Front at Hai-ning near Hangchow, the Place usually chosen from which to see the famous Hangchow Bore in the Autumn.

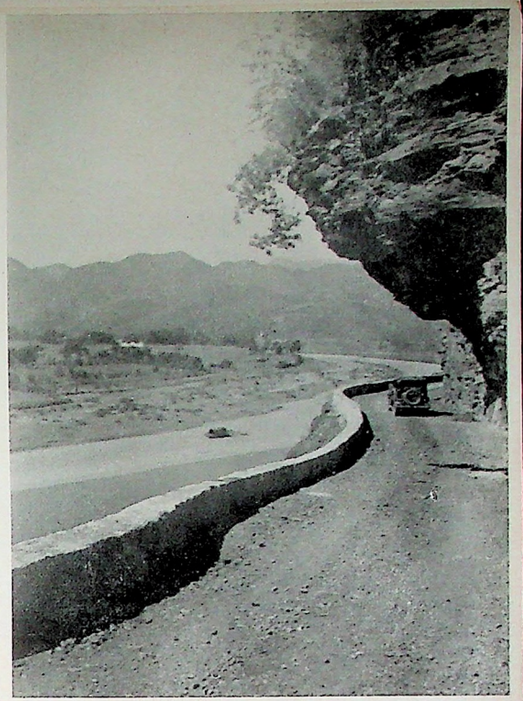


Beautiful Reflections on West Lake, Hangchow, on a Sunny Morning.

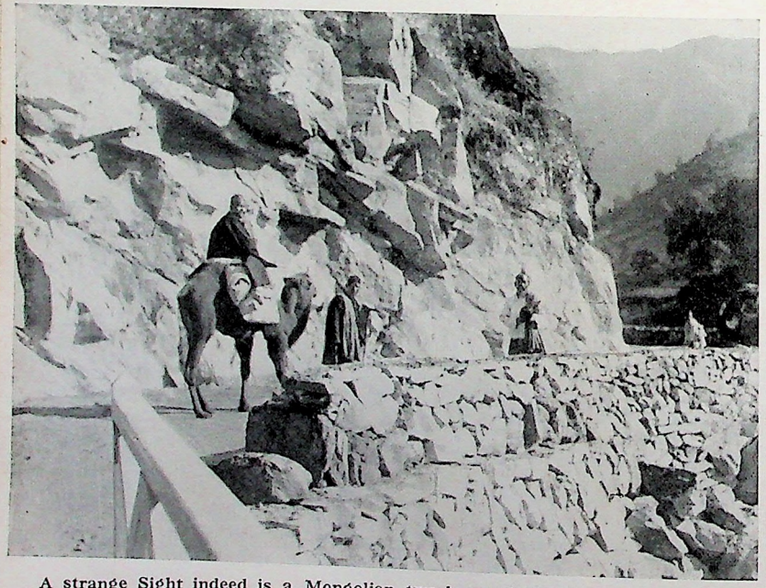
These Pictures were taken by Dr. A. Kapelle of Shanghai on a recent Motor Car Excursion into Southern Anhuei by way of Hangchow.



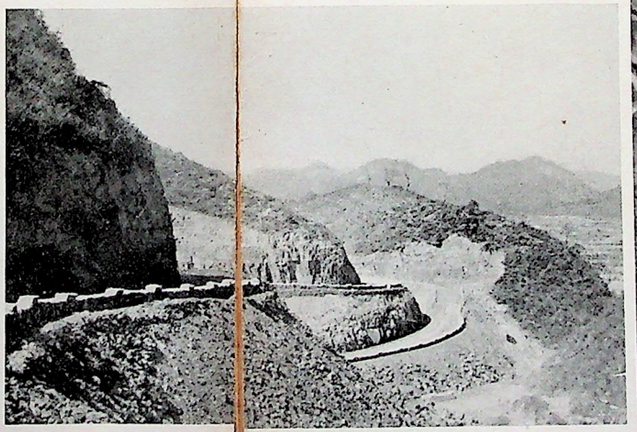
A Motor Car crossing the Ch'ien T'ang River on a Ferry near Tung-lu, Northern Chekiang.



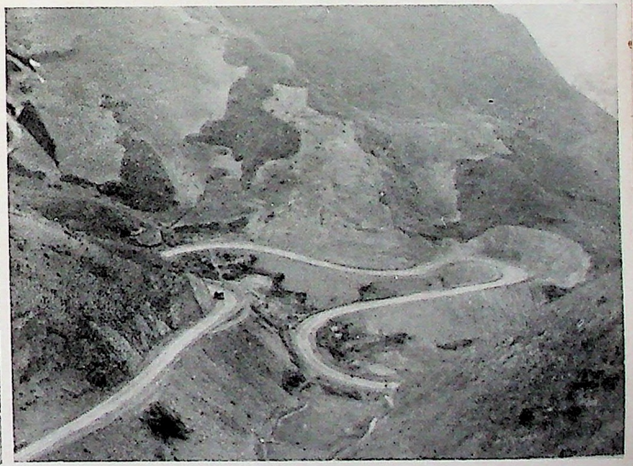
The Motor Highway from Hangchow into Southern Anhuei, now accessible to Shanghai Residents, cuts into the solid Rock in some Places, at others winding along the sides of beautiful Valleys or up through deep Ravines in the Mountains.



A strange Sight indeed is a Mongolian two-humped Camel quietly treading the newly made Motor Road in Southern Anhuei.



Fine Engineering Work on the Road to T'ien Mo Shan in Southern Anhuei. Photograph by Stuart Lillico.



Some of the many Double Curves in the new Motor Road through the Mountains of Southern Anhuei.



Early Morning Mists on the Road between Huei-chou and Tung-ki in Southern Anhuei, making the lovely Scenery even more beautiful. Such country lies at Shanghai's very Doors, and is a constant Invitation to its Residents.

Photographs by A. Kapelle.



The upper Reaches of the New Peace River in Southern Anhuei where the clear Stream winds through deep Defiles in the Mountains. Scenes like this are now within easy Motoring Distance of Shanghai.

complete lack of information on what facilities there are. This can only be removed by the actions of the more adventurous souls in the community, who will investigate for themselves and then spread the news. The Automobile Club of China, however, has a considerable amount of information, which is available to its members. Its headquarters are in Shanghai.

MOTOR ROADS AND RAILWAYS RADIATING FROM SHANGHAI

The many small navigable waterways that interlace the fertile Yangtze Delta have been both a great help and a great handicap to the development of communications in this area. They have been a help because junks and even power vessels of respectable size have been able to reach points that were otherwise entirely inaccessible. They have proved a physical hindrance to roads and railways by necessitating untold numbers of bridges and culverts, while the need for replacing an adequate, if slow, medium of transport with faster and surer Western methods has not been at all apparent to residents of the hinterland. The consequence has been that for centuries land communication in the Lower Yangtze terrain has been neglected to a large extent.

Within recent years, however, both roads and railways have been developed energetically, so that now several thousand miles of motor highway and four important railway lines are to be found in the provinces of Kiangsu, Chekiang and Anhuei within easy distance of Shanghai. What is more, active measures are being taken to extend the mileage of both these systems.

The highway of greatest immediate importance to Shanghai motorists is the forthcoming route to Wusih, *via* Kia-ting and Chang-shu, with a branch to Soochow by way of Kun-shan. Completion of this will open a direct road from the port city to Nanking, and will make possible a great number of extremely interesting "loop" tours. Unfortunately, there is no assurance as to when this road will be finished. Announcements that it would be ready "on the first of next month" have been made repeatedly for nearly a year, with no apparent affect on the actual condition of the road itself. There are, however, indications that the final bridges will be in place some time during the coming summer.

The completion of this road will probably have the same result that the opening of the highway to Hangchow had. A whole new section of the Southern Kiangsu countryside will be made accessible to motorists, namely, that along the Nanking-Shanghai Railway between Shanghai and Wusih. Included in this district are a number of fine lakes where boating will be possible in summer, a range of picturesque hills along the edge of T'ai Hu, and the shores of the Great Lake itself.

The result of opening this through road to traffic will be that the mountainous country of southern Anhuei Province will be within easy

reach of Shanghai for the first time, and ambitious plans for making this and adjoining areas a recreational centre are being formulated. Two such projects are already under way, one in Chekiang and the other in Anhuei. Details of these new areas have already been given in the preceding article on Shanghai's environments.

Roads to connect Shanghai with these two areas of scenic beauty are being pushed through to completion with all possible dispatch. At the same time railways are gradually reaching out to new districts, so that within a few years a thoroughly modern and adequate system of communications will link Shanghai with the whole of the rest of China.

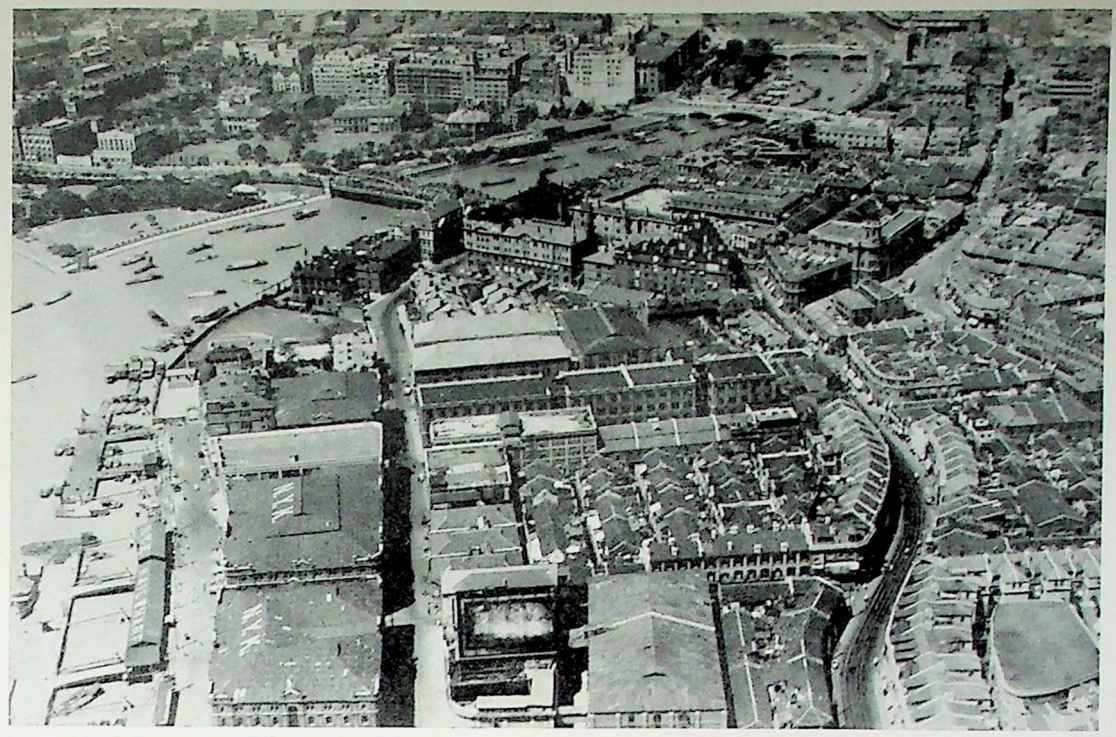
The most important railway under construction at present is the Chekiang-Kiangsi Line, which runs westward from Hangchow through the mountains of Chekiang into Kiangsi. By October 10, 1935, the anniversary of the birth of Dr. Sun Yat-sen, the system will be open to traffic as far as Nan-chang, the builders now promise. Eventually it will extend westward to connect with the Hankow-Canton Railway, giving Shanghai a direct rail link with the south-western provinces.

Coal deposits have recently been discovered near the proposed railway line in Kiangsi, so that a good fuel supply is assured. There are also several known sources of mineral wealth in the same area, development of which will be greatly facilitated by the new line. The plentiful agricultural products of Northern Kiangsi will likewise be made more easily available to the inhabitants of the Yangtze Delta.

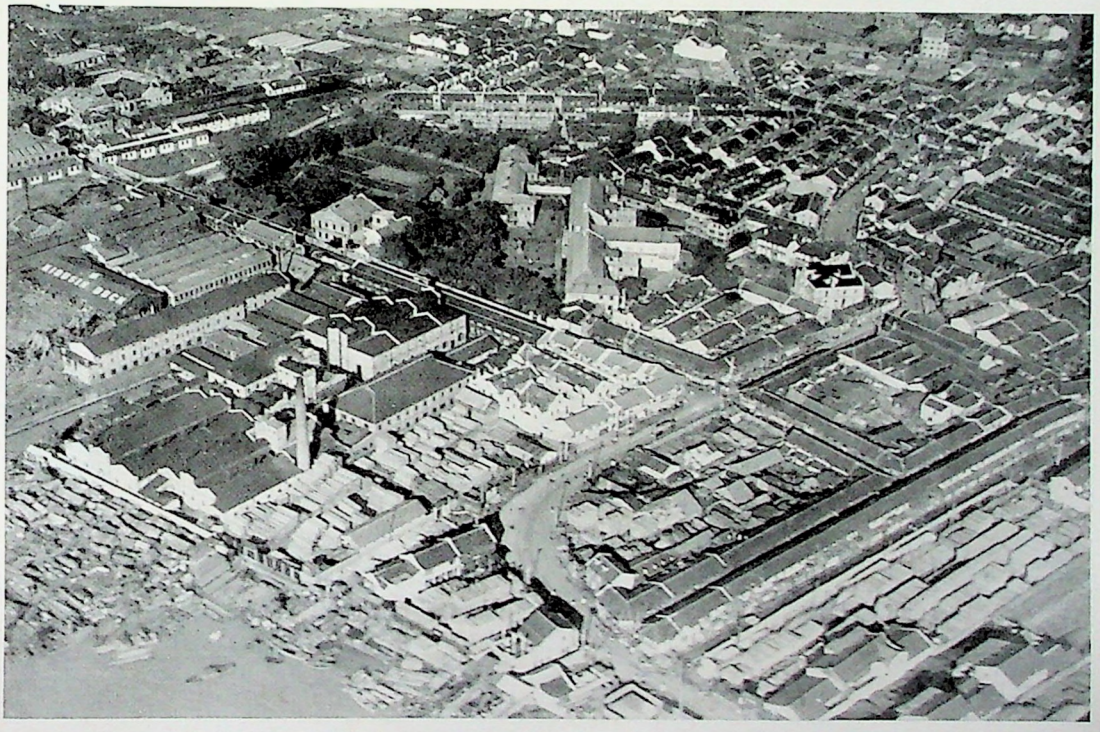
As an important link in this new railway, a bridge is at present being built across the Ch'ien-t'ang River at Zah-kou, near Hangchow, to connect with the railway system radiating from Shanghai. The span will carry both railway and highway traffic, replacing the distinctly inadequate ferry service that is operated at present. Completion is not promised for a year or more, but the fact that work is progressing is infinite encouragement to those interested in developing China's communications.

Another important part of the railway network radiating from Shanghai is the train ferry *Chang-kiang* that operates between Nanking and Pukou. The changing of trains that was formerly necessary in crossing the Yangtze at this point is now obviated, with a great resultant saving in time and expense. It is reported that another similar vessel may soon be ordered to supplement the present service.

Transportation facilities of all sorts are being pushed forward as rapidly as finances permit throughout the Lower Yangtze provinces. Each Provincial Government has a Bureau of Public Roads which has charge of construction and maintainance, while the Ministry of Railways at Nanking has charge of most of the railway construction that is going on, materials being supplied by such concerns as the China Continental Commerce Company. All of these agencies realize the importance of their work, and the result is that every effort is being made to carry through the various programmes to completion. Before many years have passed railway and highway transportation will undoubtedly have surpassed the small inland waterways in popular importance.



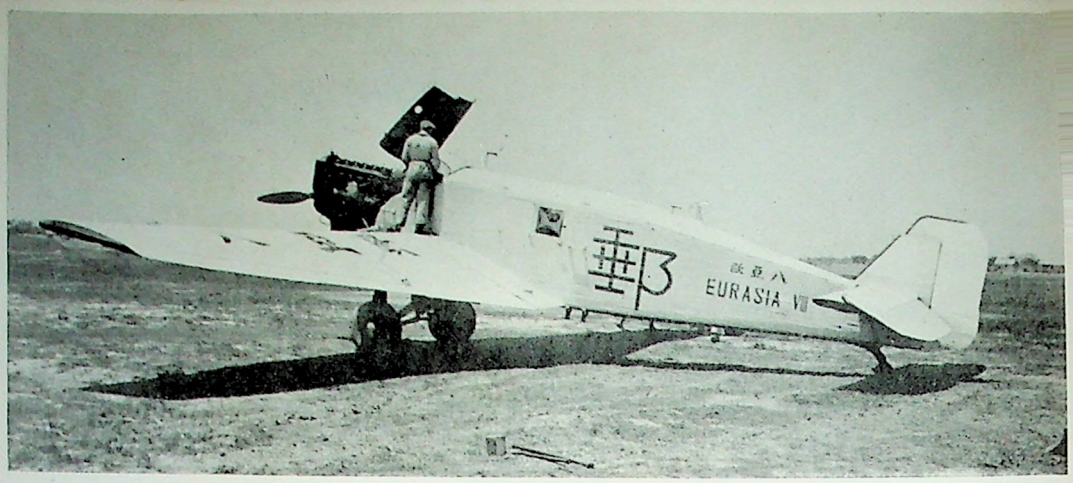
A busy Part of Shanghai as seen from a China National Aviation Corporation Aeroplane. It shows the British Consulate, part of the Public Garden, Soochow Creek, Broadway and the old U. S. Consular Buildings near the Bridge crossing the Creek.



One of Shanghai's Industrial Areas as seen from a China National Aviation Corporation's Machines and photographed by Merl La Voy.



The almost completed Broadway Mansions belonging to the Shanghai Land Investmen[t] [C]ompany. Photograph by Courtesy of Palmer and Turner, Consulting Architects.



One of the Aeroplanes of the Eurasia Aviation Corporation, on the Ground and in Flight. Both the Eurasia Aviation Corporation and the China National Aviation Corporation use the Lung-hua Aerodrome as their Headquarters in Shanghai, their Machines taking off from this Field on their long overland Flights to distant parts of the Country.





"Bad Lands" in Ninghsia Province, Part of China's Great North West, over which Eurasia Aeroplanes have to fly, and where no Landing is possible.

SHANGHAI AS AN AVIATION CENTRE

One of the most notable developments in Shanghai in recent years has been the growth of the area as an aviation centre for South-eastern China. Four separate air routes, operated by the two major aerial transport companies, now end on the outskirts of this city, while Lung-hua Aerodrome includes one of the best sets of facilities for land and sea 'planes in the Far East. As soon as the current plans for expansion are completed, Shanghai will become an air transfer point of international importance.

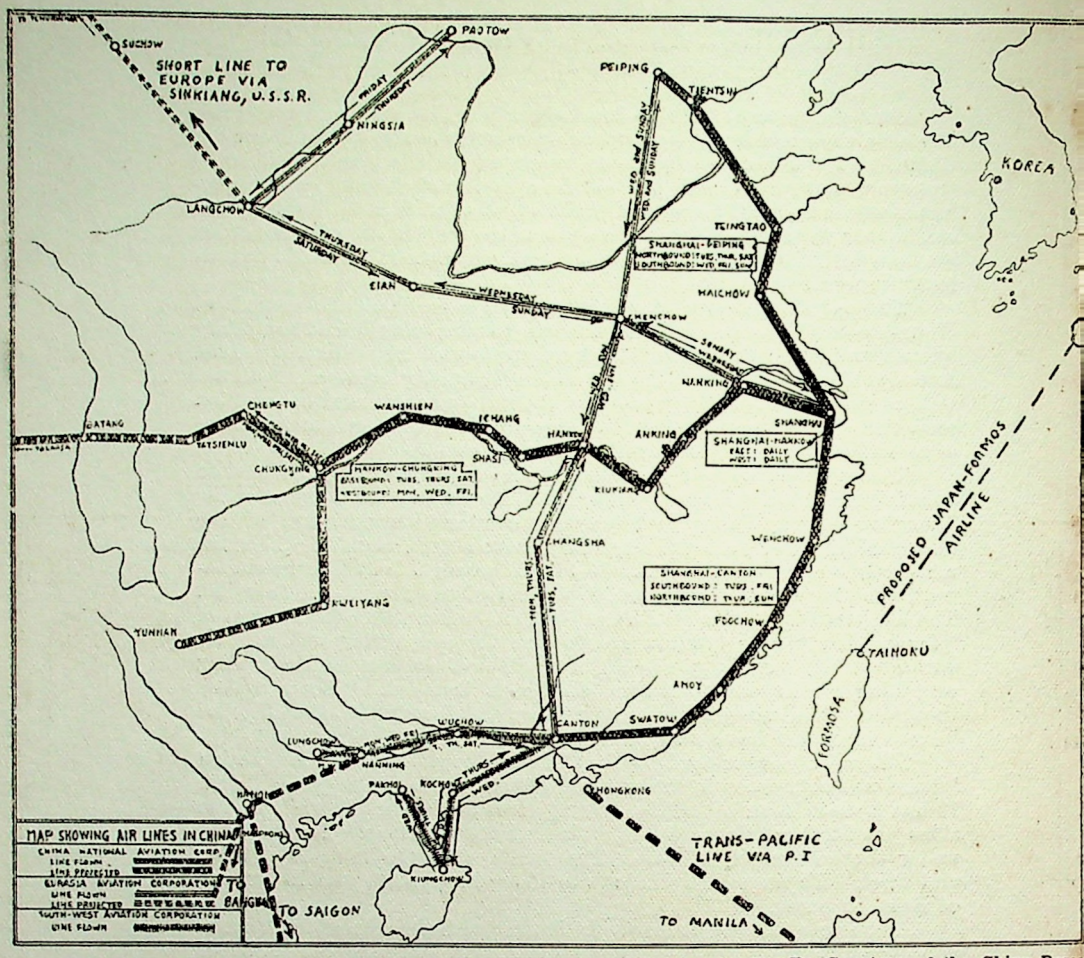
Two aerodromes are at present available to Shanghai. One is at Hung-jao and the other at Lung-hua, the former being limited to military 'planes and the latter being the headquarters of the China National Aviation Corporation and the Eurasia Aviation Corporation. Both are well equipped to handle passengers, freight and mail, and in addition each maintains an extensive workshop for the repair and maintenance of aircraft. Both airports are Government owned.

The facilities at Lung-hua Aerodrome are of necessity designed to handle both land and sea 'planes, since the field is the terminal of the Shanghai-Peiping line, which employs overland aircraft, and of the Shanghai-Hankow and the Shanghai-Canton runs, both of which use amphibians or seaplanes. The field itself boasts a four-directional runway, allowing aeroplanes to land regardless of the direction of the wind. The approaches to the field have been cleared to allow for the use of 'planes with higher landing speeds and for use during unfavourable weather, while a drainage system that will ensure a firm field for landing or taking off in any weather has been installed. "Beam radios" that guide the Shanghai-Canton air liners and the Eurasia long-distance 'planes into port have also been set up.

The main hangar used by the China National Aviation Corporation 'planes was completed in the summer of 1934 and is the largest in China. It has a main span of 120 feet by 120 feet in the centre, while on the sides are further wings 25 feet wide and 120 feet long. The clearance under the entrance is 27 feet. The whole structure is made of brick and steel, with numerous windows to allow the greatest possible amount of light to enter.

A concrete runway connects the hangar with the edge of the Whangpoo River, where the amphibian 'planes land and take off. A small tractor is used to tow them out of the water and into the hangar, while a landing stage, jutting into the river beside the runway, allows passengers to disembark without trouble.

Hung-jao Aerodrome, located about seven miles from the western boundary of the International Settlement, at the end of Hung-jao Road, is the same size as Lung-hua. After serving the Eurasia Aviation Corporation as its Shanghai terminus for three years, it is now used by the Chinese Army Air Corps as a base. A hangar for the storage of 'planes was completed some time ago, replacing the matsheds that served pre-



By Courtesy of the *China Press*

Map showing the Air Lines at present in Operation in China.

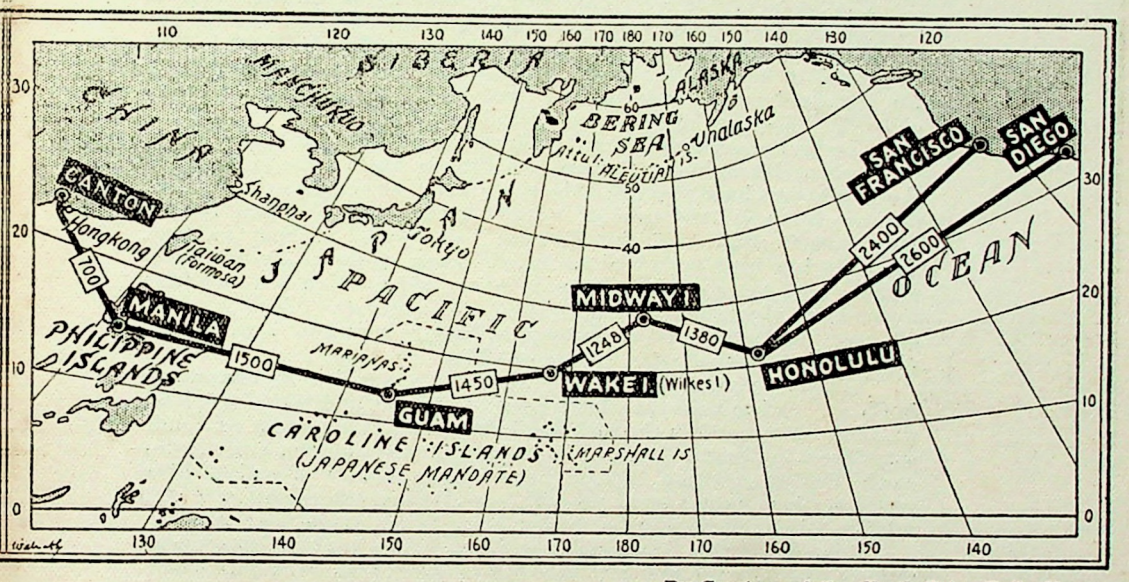
viously. The boundaries of the field were likewise expanded to permit better manœuvring for landings and take-offs.

There are also several aerodromes in the cities round Shanghai, notably in Soochow and Hangchow. The most important of these is at Ch'ien-chiao, a few miles east of Hangchow, where the Central

Aviation Academy is located. This field is not, however, open to commercial flying, but is restricted to official use.

At the present time there are four aeroplane services out of Shanghai. The longest of these is operated by the Eurasia interests and reaches from Lung-hua Aerodrome *via* Lan-chou Fu, in Kansu, to Pao-t'ou, on the left bank of the Yellow River some four hundred miles west of Peiping. Within a few months this line hopes to revive its service westward from Lan-chou Fu to Ti-hua Fu, and eventually to Ta-cheng, on the Siberian border, where connection will be made with Russian aircraft for the conveyance of mails, freight and passengers to Berlin in four days from Shanghai. At present this route touches Nanking, Cheng-chou, Si-an Fu and Lan-chou Fu. A second service connects Peiping and Canton, *via* Cheng-chou, Hankow and Ch'ang-sha. This last has been in operation just a year this month and has been extremely successful.

The China National Aviation Corporation has three main services running out of Shanghai. The best known and most popular goes up the Yangtze Valley to Hankow. On this run Loening Amphibians with seating capacity for four passengers fly every day, while there is a three-round-trips-a-week extension up through the Yangtze Gorges to Chung-king in Szechuan. Four round trips are made each week between



By Courtesy of the *North-China Daily News*

Map Showing the Trans-Pacific Air-route which is being planned, and which can be linked up with Shanghai as an Aviation Centre for Eastern Asia and thence with Europe overland *via* Lan-chou Fu in Kansu.

Chung-king and Cheng-tu, the capital of the province, this service being the most popular one operated by the company.

Stinson land 'planes with a passenger capacity of four make three round trips a week between Shanghai and Peiping, with stops at Haichou, Tsingtao, and Tientsin. Some time before May 1 this service will be improved by the introduction of a new Douglas transport with a cruising speed of 200 miles an hour and a passenger capacity of fourteen. A daily flight will be made each way, the Douglas going up one day and returning the next, the alternate flight being made by one of the present Stinson's. A four-hour service between Shanghai and Peiping will be possible.

The Shanghai-Canton run was re-established early in 1935, and is now operating on the basis of two round trips a week. There is every prospect that this will be increased to at least three round trips a week before the end of the present year. Two Douglas Dolphin amphibians are used in this work and maintain a six hour schedule. They have a passenger capacity of six, carry a crew of two, and are completely equipped for blind flying in case of bad weather. Stops are made *en route* at Wenchow, Foochow, Amoy and Swatow, this inter-port service proving extremely popular.

The future of commercial aviation in China seems assured. Figures released by the China National Aviation Corporation show that the number of miles flown by their 'planes has increased from 57,893 in 1929 to a total of 897,190 last year. The number of passenger-miles flown has increased in the same period from 66,411 to 1,565,441. A total of 58,052 kilograms of mail was carried in 1934.

The figures concerning the Eurasia Aviation Corporation are equally favourable, although the disturbed conditions which have prevailed in the North-west have prevented the operation of the entire system. The distance flown in 1934 totalled 603,292 kilometers, as against 120,000 kilometers in 1931. All this distance was covered without accident. The fleet has been expanded to include seven all-metal Junkers aeroplanes, one being an extra large tri-motor ship, which flew out from Germany in the record time of five days last summer. There is, all in all, every indication that commercial aviation is bound for a permanent place in the transportation system of China.

Military aviation has already attained a position of importance in China. It has been the effective use of scouting and bombing 'planes that has made possible the virtual elimination of communism as a military threat in Central China. The training of pilots has gone on steadily at the Central Aviation Academy, and a large number of well qualified graduates have been turned out each year. Upon the cessation of civil warfare, these pilots will be available for flying commercial airlines.

Private aviation is negligible in China. The Nanking Government strictly prohibits the flying of privately owned 'planes, the only exceptions being in the cases of occasional visitors who have flown from Japan, Europe or America, and who have been allowed to fly over Chinese territory before landing. Colonel Charles Lindberg is probably unique for the amount of flying over interior China he was allowed to do. There

is some indication that Nanking may relax its attitude in the future, but up to the present no such step has been taken.

A glance at a map of Eastern Asia is enough to convince anyone that Shanghai has a real future as a centre for aviation in the Far East, particularly in regard to the air lines converging from the east, north and west. For those entering from the south, Hongkong is in a more favourable position, but the existance of a connecting link between the two cities will bring Shanghai into close touch with any Trans-Pacific service that may be inaugurated.

TRAVEL AND EXPLORATION NOTES

Shanghai as a Jumping-off Place for Explorers : Although Shanghai itself, being ultra-modern, offers nothing in the way of excitement and little of interest to the would-be explorer, it has during the past few years proved a very important jumping-off place for explorers of the interior of China. For some time the Chinese-Tibetan borderlands have been attracting explorers of many nationalities, including British, American, German and Chinese, and several expeditions have been formed, most of which have assembled in and started from Shanghai after the arrival of their members from abroad. The members of others, such as the Kelly-Roosevelt which have entered China from the Indo-China border, have passed through this city on their way back to their homelands.

Of the expeditions that have set out recently from Shanghai, those carried out by Mr. Floyd Tangier Smith, the two Brooke Dolan Expeditions, the Sikong Expedition (during which Mount Minya Gongka on the Tibetan border was climbed), the Dean Sage Expedition and the Jack Young Fxpedition to the same region and that just completed by Mr. H. C. Brocklehurst for the British Museum may be mentioned.

At present there are two expeditions preparing in Shanghai for exploration work in the same regions, namely, one including Messrs. W. H. Harkness and F. T. Smith, and the other being led by Mr. Lawrence T. K. Griswald.

Dr. Wilhelm Filchner, famous German explorer of West China and Central Asia, was also in Shanghai recently, preparing for further magnetic surveys in this country.

Famous German Explorer Passes: It is with considerable regret that we have to record the death recently of the well-known German explorer of West China and Central Asia, Dr. Albert Tafel. Dr. Tafel accompanied Dr. Wilhelm Filchner, who is now in China again, on his expedition through China to North-eastern Tibet and Mongolia, during the years 1905 to 1908.

Recently Dr. Tafel revisited China, passing through Shanghai on his way to the north. His book "Travels in Tibet," in two volumes, gives much valuable information about a country that still is little known to the outside world.

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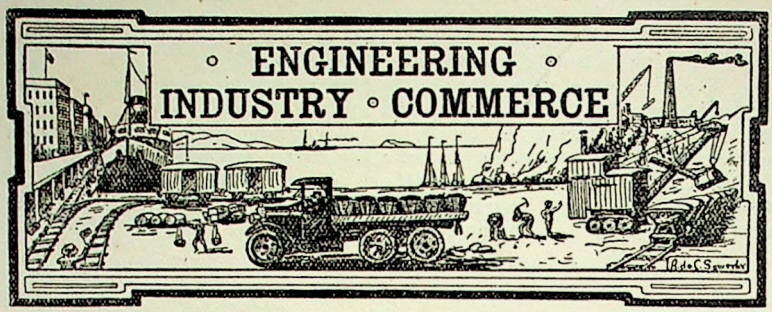


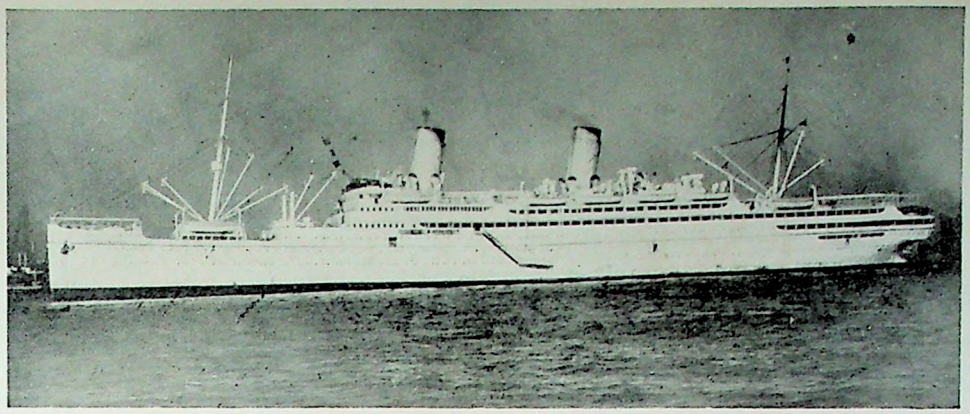
SHANGHAI, THE COMMERCIAL CENTRE OF THE ORIENT

Since the opening of Shanghai to the residence of foreign traders in 1843, commerce has been the cornerstone of this community's prosperity. Not only has the port been the distributing centre for the whole vast Yangtze Valley, but its position at the extreme east of China has made it the crossroads for all the shipping between Far Eastern and Western countries. Little wonder, then, that Shanghai's harbour is its most vital features, not even second in importance to its banking.

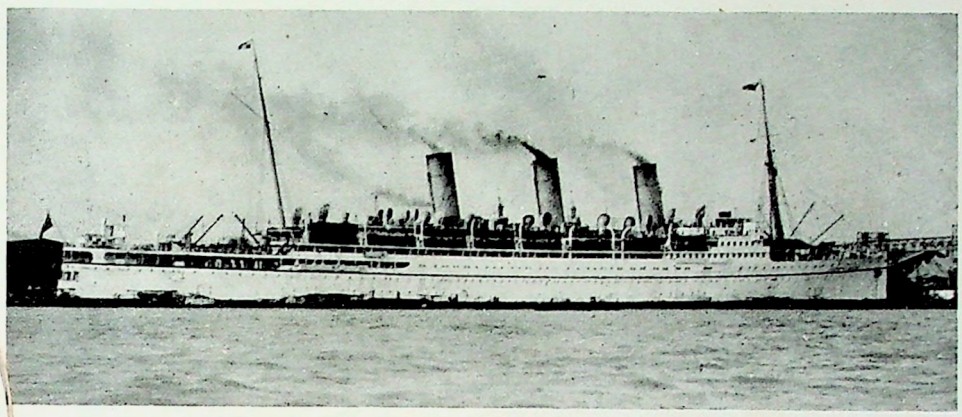
Despite depressions, financial panics, retrenchments and the threatened loss of extraterritoriality, March 11 of the present year saw the greatest number of ships in seventy-five years lying in the Whangpoo River, and the highest total of tonnage in many months. Among the twenty-three largest vessels in the harbour on that date at least seven nationalities were represented. Some of these are listed in the following table, which gives a good idea of the importance of Shanghai as a world port.

Vessel	*Line*	*Flag*	*Where From*	*Tonnage*
President Hoover	Dollar	American	San Francisco	22,000
Conte Rosso	Lloyd Triestino	Italian	Brindisi	17,800
Aramis	Messageries Maritimes	French	Marseilles	17,500
Empress of Russia	Canadian Pacific	British	Vancouver	16,800
Cathay	P. & O.	British	London	15,000
President Garfield	Dollar	American	San Francisco	10,500
Hakusan Maru	N. Y. K.	Japanese	London	10,400
Glenberg	Glen Line	British	London	9,500
Coblenz	North German Lloyd	German	Bremen	9,500
Preussen	Hamburg-Amerika	German	Hamburg	8,200
Tjibadak	Java-China-Japan	Dutch	Batavia	7,800
Santhia	British India S.N.	British	Calcutta	7,700
Margerit Dollar	American Mail	American	Seattle	7,000
Silver Sandal	Silver	British	New York	6,700
City of Elwood	Ellerman	British	Liverpool	6,200
General Sherman	States	American	Portland	4,700

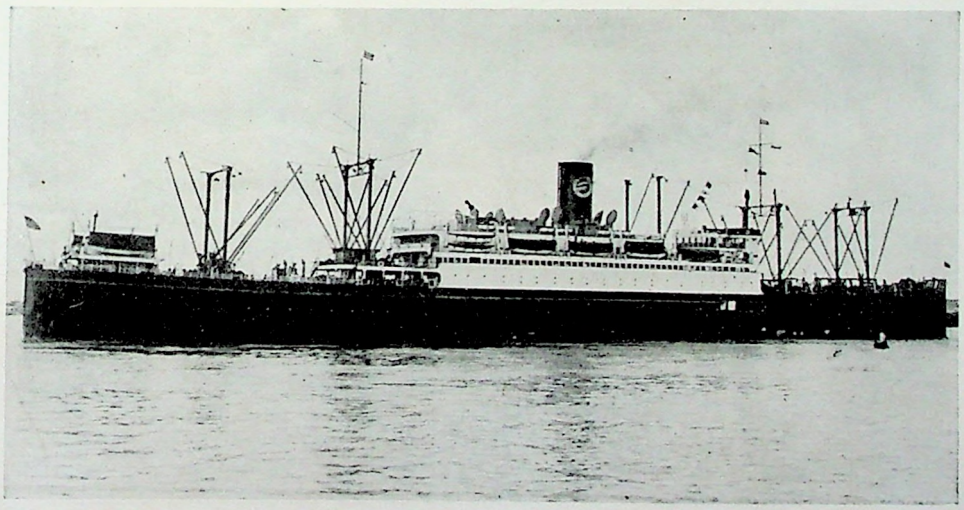
The total tonnage was 218,800, which was additional to the usual large amount of river and coast-wise shipping constantly entering and leaving the harbour.



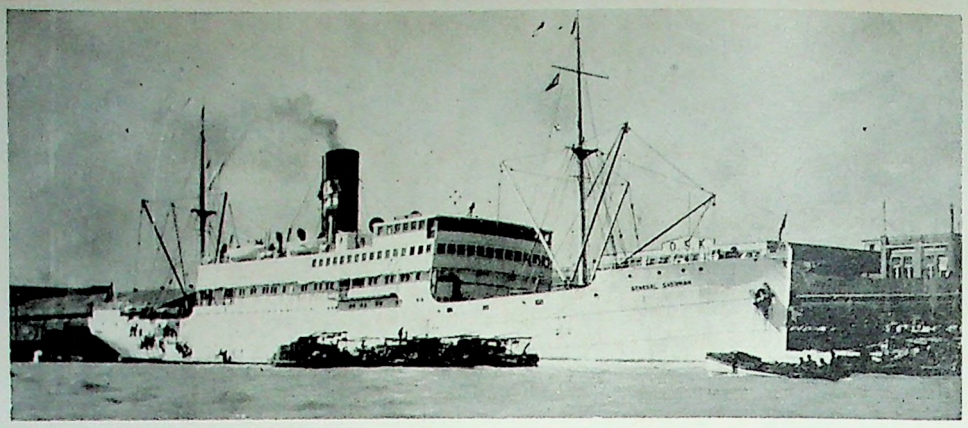
The Lloyd Triestino's magnificent Vessel "*Conte Rosso,*" which makes an express run between Trieste and Shanghai in 23 Days.



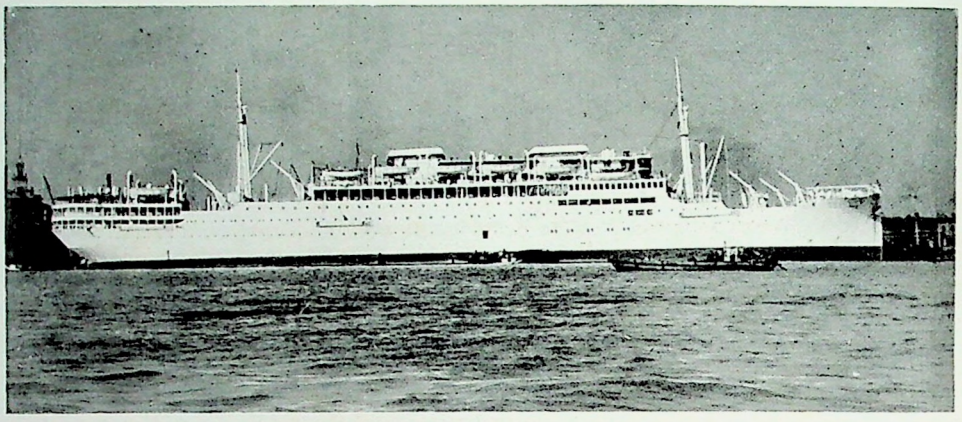
The "*Empress of Russia,*" one of the Canadian Pacific Railway's palatial Steamers which crosses the Pacific Ocean between Shanghai and Vancouver.



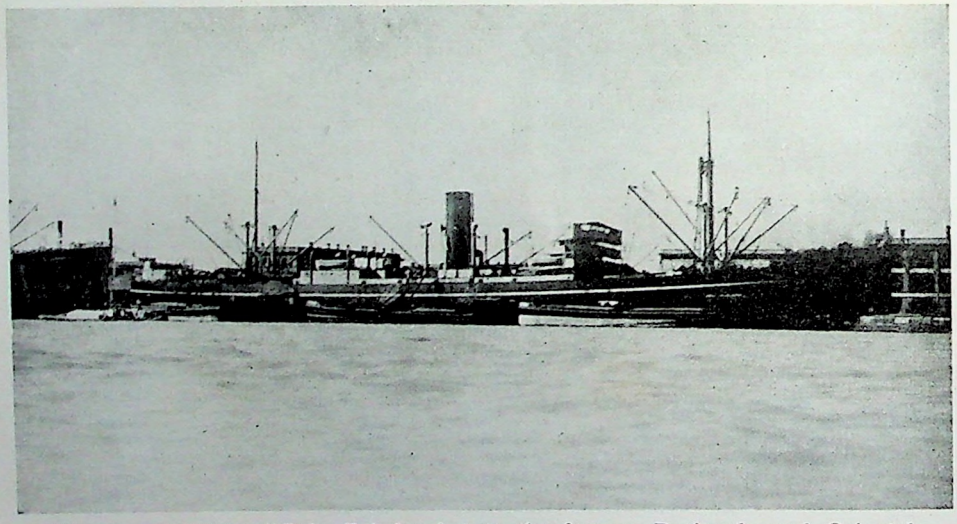
The Dollar Liner "*President Grant,*" on the Shanghai-Seattle Run.
Photographs by Courtesy of the *North-China Daily News.*



The "*General Sherman*," of the States Steamship Line, which runs between Shanghai, San Francisco and Portland.



The Messageries Maritimes (French Mail) Motor Vessel "*Aramis*" which plies between Japan and Marseilles *via* Shanghai.



The Fast Freighter "*Behar*," belonging to the famous Peninsula and Oriental Steamship Company, runs between Japan, and London, *via* Shanghai.
Photographs by Courtesy of the *North-China Daily News*.

Shipping lines connect Shanghai directly with nearly every important port in the world. In addition to those indicated in the above list, there are regular services to Japan, Seattle, South America, South Africa, Australia, Scandinavia and North Atlantic ports. A dozen or more lines operate on the Yangtze River and its tributaries, of which the Yangtsze Rapid Steamship Company is the best known, while others run up and down the China coast to Tsingtao, Weihaiwei, Tientsin, Chinwangtao, Dairen, Foochow, Amoy, Swatow, Hongkong and Canton. Through the narrow waterways around the mouth of the Yangtze River hundreds of minor launch services operate, delivering passengers and small cargo to the villages that dot the delta. The whole system centres on Shanghai.

The wharfing facilities of Shanghai, however, are not as yet equal to those of other ports of its size and importance. This is mainly because of the divided jurisdiction over the river and the lack of railway connection. Ships must either anchor at bouys in the stream or berth at some distance from the centre of the city. Cargo is lightered ashore, and, if it is to be shipped by rail, must be carried through the streets to the railway station on trucks or handcarts. This, of course, makes good business for such concerns as the Shanghai Tug and Lighter Company with their fleets of tugs, barges and motor trucks.

There is, nevertheless, space for unlimited expansion both up and down the Whangpoo River from the International Settlement. Navigation is now possible for about five miles above the Bund, and the channel can easily be dredged considerably farther up if necessary. The river banks between the lower limits of the Settlement and Woosung are not at present developed except for a number of oil installations. It is in this area that the greatest future building up of harbour facilities may be expected, and the Greater Shanghai City Government is even now starting work on the first unit of the future harbour at Jukong, just above Woosung.

There are twelve concerns in the Settlement engaged in the tug and lighter business, and all find work plentiful. There are also two companies operating small launches from the neighbourhood of the Customs Jetty to various destinations, in addition to the regular tenders which the steamship companies run while their liners are in port. All these services are necessary to a degree not found in most other ports.

Shipbuilding facilities in Shanghai include two large and several small shipyards and drydocks, while the machine shops attached to these are equipped to do nearly any kind of engineering work that may be called for. The two largest ship repair yards, the New Engineering and Shipbuilding Works and the Shanghai Dock and Engineering Company, find their equipment in constant use.

Because of the lack of direct connection between wharf and railway, commercial transport occupies a position of considerable importance in the city. Nineteen firms are listed in the Dollar Directory as engaged in this line of work. There are many others not listed, having as equipment only a single motor truck or a few hand carts. An immense amount of transport work in and around the city is carried on by hand trucks, pushed and pulled by teams of from two to half a dozen or more

coolies. The carts are visible on every street and often constitute a serious traffic problem.

Since Shanghai is such an important *entrépôt*, the Shanghai office of the Chinese Maritime Customs does a tremendous amount of work, clearing in the neighbourhood of $20,000,000 worth of exports and $40,000,000 of imports a month. It is by far the greatest port of entry in China, handling about sixty per cent. of the country's $67,427,559 of imports during February, 1934, and approximately half of the exports of $41,545,843. The magnificent Customs House on the Bund is concrete evidence of the importance of Shanghai in handling its share of China's import and export trade.

In 1934 that trade amounted to $1,029,000,000 in imports and $535,000,000 in exports. Three years before, in 1931, these figures were $2,002,000,000 and $915,000,000, respectively. The principal decreases in imports were in cereals, flour, soap, fats, oils, cotton goods (excluding yarn), sugar, and raw cotton. Importation of machinery, tools, wool and woollen goods increased, however. At the same time exports of hides, leather, skins, cereals, vegetable oils, tallow, wax, seeds, textile fibre, yarn, thread and piece goods decreased, while outgoing shipments of beans, peas, tea and fuel went up. The decrease in cereal imports was due to the completion of the American wheat and cotton loan.

As a direct result of the immense trade through Shanghai, a number of large trading firms have grown up through the years. Some of those of particular importance at present boast of beginnings in the first days of Shanghai's history as an open port. Others, of more recent origin, have gained affluence in company with the general prosperity of the city. Trading of one sort or another, whether importing, exporting, wholesaling or acting as agents, probably accounts for the employment of more foreigners in Shanghai than any other line of activity. A rather large proportion of the European or American staffs of these companies—although this applies more particularly to British than to American concerns—is brought out from the home countries on contract, which is a good indication of the comparative prosperity of these concerns even to-day.

British interests, taken as a whole, have a dominant position in the foreign trade of China, particularly that passing through Shanghai, although this is being seriously challenged by Japan. America also ranks high, its exact status varying with the season. During February, 1934, the trade figures for the whole of China, by countries, included the following:

Country	*Imports*	*Exports*	*Excess*
British India and Burma	$1,332,000	$2,051,000	$718,000
Canada	1,767,000	361,000	1,406,000
French Indo-China	5,304,000	241,000	5,063,000
Germany	6,765,000	2,222,000	4,543,000
Great Britain	7,761,000	2,336,000	5,424,000
Hongkong	1,684,000	7,864,000	6,179,000
Japan	9,063,000	5,096,000	3,966,000
Netherlands India	3,750,000	298,000	3,452,000
U.S.A.	14,254,000	9,667,000	4,586,000

It should be borne in mind that Shanghai's portion of this flow of goods is, as previously stated, about sixty per cent. of the imports and half of the exports.

The immense importance of Shanghai's trade, as well as its international character, are well reflected in the fact that there are no fewer than sixteen Chambers of Commerce located in this city. These are the American, Belgian, Brazilian, British, Chinese, Danish, French, German, Hellenic, Italian, Japanese, Netherlands, Norwegian, Polish and Swedish. There is also a General Chamber of Commerce for Shanghai as a whole. Many countries also find it worth their while to retain a Trade Commissioner in this great port, while others have special officers attached to their consulates to handle their trade interests.

The Chinese have many powerful trade guilds: in fact practically every line of commerce maintains one such institution. These, of course, look after the interests of Shanghai's vast trade with the interior of the country, especially the great Yangtze Basin, and with other cities up and down the China coast. Much of this extensive trade consists of goods and commodities never handled by foreign firms. The existence of this vast purely domestic trade is often lost sight of when discussing Shanghai as a commercial centre.

Two factors have operated in the past to make Shanghai a banking centre of major importance. These are the vast amount of trade and commerce that has needed financing, and the fact that the city, being internationally controlled, has been a haven of refuge for Chinese money during times of trouble. This last has not always been a blessing, as on numerous occasions the city has harboured more silver than it could take care of adequately. As recently as the spring and summer of 1934 this was the case, a fact upon which local bankers and business men may now look wistfully in the face of the present acute shortage of cash.

To meet the varying financial demands of Shanghai's business men three classes of banks have grown up. Until recently the most important from the standpoint of trade were the foreign banks, usually branches of banking concerns located in foreign countries. The National City Bank of New York, the Mercantile Bank of India, the Mitsubishi Bank, and the Banque Belge pour l'Etranger are examples of this type, while the all important Hongkong and Shanghai Banking Corporation differs only in that its head office is in the Far East (Hongkong) rather than in some distant land. Their presence here has come about as a response to the demand on the part of commercial interests in this city for the adequate financing of their trade ventures.

The second type of bank is one that has grown up in recent years to fill the place in the Chinese community that the first group does for the foreign, and is now, perhaps, the most important. This is the modern Chinese bank, which differs to no great extent from the average bank to be found in Western countries. It engages in commercial banking, the discounting of commercial paper, the financing of internal business and the general acceptance of deposits at reasonable interest rates. The Shanghai Commercial and Savings Bank, the Kincheng Bank, the Joint Savings Society and the Woman's Commercial and Savings

Bank are examples of this variety. The Bank of China, and the Central Bank of China differ in that they are Government owned, and operate as media of exchange and control between the private banks and the Ministry of Finance.

Small native banks, which vary in size and importance from enlarged exchange shops to unincorporated commercial banks, form the third class. Their business is mainly in the form of character loans at relatively high rates of interest, while the management usually is vested in one family. These organizations handle the greater part of the minor Chinese financing in the city, and are an integral part of the nation's banking structure.

The future development of Shanghai as the commercial centre of the Far East is assured. There is, however, some doubt as to just what direction this development will take. Two possibilities are before it, one, that extraterritoriality and the foreign concessions will continue indefinitely, and, the other, that before long foreigners will be in the same position here as they would be in any other nation not their own.

Granting, however, that the present system of extraterritoriality, continues indefinitely, Shanghai will almost certainly carry on its tradition of being a safety zone for the Chinese during times of trouble. The gold, silver and other portable treasure of the country will pour into the city whenever a disturbance breaks out in the interior, and will return again to the interior with the return of peace. At the same time, despite the growth of the Civic Centre at Kiangwan and the efforts of the Chinese authorities to coax the business of the city in that direction, the international Settlement will for long remain the commercial heart of Shanghai. Certainly the trade on which the city has flourished for the past three quarters of a century will not terminate abruptly, and the gradual shift of business interest to manufacturing rather than trading will not basically hamper its growth.

Even if the Chinese Government once more gains control over all that lies within the boundaries of the country, there are those that believe that no great cataclysm will engulf Shanghai. Rather, after the first setback that would certainly follow rendition, the whole community would, they think, go forward in a much more sane and rational manner to its destiny as a truly great city. There is no reason to believe that foreign enterprise would be oppressed so long as it competes with Chinese endeavour on an equal footing. Many of the present artificial advantages would undoubtly disappear however. These views, it must be noted, are by no means shared by the whole foreign community, many residents here feeling that the utmost caution should be maintained in the bringing about of changes of such far reaching importance.

As a centre for the business and commerce of Central China, there can be no serious doubt about Shanghai's future, however. Despite temporary depressions, exchange fluctuations, civil disorders, " outside roads" disputes and kindred difficulties, every indication is that the same factors that have raised the community from an insignificant fishing village to one of the ten largest cities in the world will continue to operate, and will force it, willy nilly, into a supreme position in the Eastern Hemisphere.

SHANGHAI'S PUBLIC UTILITY SERVICES

Because Shanghai is in reality three cities in one, with three separate municipal administrations claiming jurisdiction over the business and welfare of the residents, the operation of any system of public utilities is difficult. This is well evidenced by the simultaneous operation of three omnibus companies, three tram lines, four power systems, two telephone networks, and the general duplication of all such services as the public ordinarily controls in other communities. The difficulty under which the concerns themselves labour is shown by the intricate negotiations which the Shanghai Telephone Company has found necessary before its rates can be raised. Despite these handicaps, however, the public utilities of Shanghai have grown steadily up to the present and appear likely to continue doing so.

Most in the public eye at the moment is the Shanghai Telephone Company. This institution has registered steady advancement in equipment, service and subscribers since 1882, when the first exchange in Shanghai was opened by the Japan and China Telephone Company. In 1900 the Shanghai Mutual Telephone Company, Ltd., was granted a franchise by the Municipal Council. A year later there were 418 subscribers, and in 1905 the number of telephones in use had reached 1,794.

Despite temporary setbacks as the result of the World War and through inability to decide on the system of operation best suited to Shanghai, the Mutual Telephone Company continued to expand. Late in the last decade it became apparent that the facilities then in use would not long be adequate to the city's needs, and that extensive additions and improvements would soon be necessary. As the result of prolonged investigation and negotiation, the entire system was sold to the Shanghai Telephone Company, incorporated in Delaware, U. S. A., a subsidiary of the International Telephone and Telegraph Company. The transfer took place on August 5, 1930. Two other offers were also received before final decision was made.

A sum of Taels. 10,000,000 was paid for the system as it stood. At the same time the company undertook, as a condition of its franchise, to have a complete automatic telephone system in operation in Shanghai within two years of the date of transfer. An extremely stiff schedule of re-equipment was entered into at once. Six new buildings were required, while, to be converted to automatic operation, the majority of the instruments in use had to be replaced. The contract was, however, completed on March 26, 1932, more than four months ahead of schedule.

At the time of transfer there were 32,850 telephone lines in operation in the system. By the end of the period of reconstruction, 38,060 were in use, served by eight exchanges. To-day, thanks to an aggressive advertising campaign backed up by real service, the number of subscribers exceeds 40,000, with a total of more than 54,000 individual instruments in daily use.

While the number of stations was increasing, the use of these facilities was multiplying. The average of completed calls per line per day over a period of two years during the change was as follows : August 15, 1931—7.43 ; December 31, 1932—12.36 ; December 31, 1933—15.33.

While the franchise under which the Shanghai Telephone Company operates limits its business to the International Settlement and the French Concession, including the so-called Extra-Settlement roads, connection is made with the lines of the Telephone Administration of the Chinese Ministry of Communications, which operates in Chinese territory. By this arrangement it is possible for subscribers in the Settlement and Concession to communicate with any point in the rapidly growing network of long distance lines which radiate from the city, as well as with local stations in Greater Shanghai. A charge of five cents is, however, made for the connection.

The China Electric Company specializes in telephone installations, having supplied these for most of the ports and many large cities in the interior of China.

Almost as important as the telephone service are the telegraph, cable and radio facilities, which link the city with the rest of the world. The telegraphs of China are controlled and operated by the Ministry of Communications of the National Government, and they cover the country extremely well. The difficulty of sending messages written in the Chinese language has to a great extent been overcome by the use of numbers to indicate characters, but it is expected that eventually some such telephoto system as is coming into use in other countries, whereby a picture of the original written message is transmitted, will be adopted.

Cable communication between China and the rest of the world is taken care of by three foreign controlled lines—the Great Northern Telegraph Company, Limited, of Denmark ; the Eastern Extension, Australasia and China Telegraph Company, Limited (British owned) ; and the Commercial Pacific Cable Company (American). The systems controlled by these concerns extend to practically every corner of the globe. Fully automatic high-speed transmitting and receiving instruments are used, making possible direct long-distance communication without the necessity of manual re-transmission *en route*.

The companies have an arrangement with the Bureau of International Telegraphs of the Ministry of Communications whereby the submarine cables may be landed on Chinese soil and connection made by underground cable with the commercial offices in the Cables Building, near the corner of Avenue Edward VII and the Bund. The agreement runs until January 1, 1945, and is subject to renewal. The actual acceptance and delivery of messages is done in the name of the Ministry of Communications as a gesture to recognise the Government's control in the matter, but the same staffs perform the work with the same efficiency as was in effect previously. No change was made in the working of the cables, which are still exclusively in the hands of the respective companies.

That Radio Broadcasting is a popular enterprise is indicated by reports that as many as a hundred stations operate in the Shanghai area. By actual count, thirty can be heard during an ordinary evening. The majority are Chinese, of course, the programmes varying from very good to very bad in accordance with the resources of the station. Phonograph records of popular songs, speeches on timely topics, dramatization of classical stories and political discussions make up the greater part of the programmes. The broadcasting system follows the American plan in that expenses are met with funds derived from advertising announcements, although there is now an official station operated by the Ministry of Communications which is supported by the licence fees paid by listeners in Chinese territory. The studio for this station is located in Sassoon House on Nanking Road.

Three stations cater to foreign listeners and to such Chinese as appreciate Western ideas of entertainment. They are XMHA, XQHA and XQHC. The programmes are mainly made up of mechanical music, varied occasionally in the evening with concerts by the Municipal Orchestra or local talent. Financial reports, which formerly were broadcast at odd moments by all stations, much to the annoyance of listeners, are now concentrated at XQHA and sent out on schedule.

Probably the largest single utility service in Shanghai from the standpoint of capital investment is the Shanghai Power Company, an operating subsidiary of the American and Foreign Power Company of the United States. The present system was taken over from the Shanghai Municipal Council in 1930, and has recently been expanded through the addition of a 22,500 kilowatt turbo generator to the steam-electric generating station at Riverside, which was completed during 1934. The total installed generating capacity of the Riverside station, the sole source of power for the company, is 183,000 kilowatts.

Another notable achievement of the past year was the obtaining of a franchise from the Shanghai City Government to supply power to the area known as the Western District, lying outside the Settlement boundaries. The franchise was granted to a subsidiary concern to be known as the Western District Power Company, which will in turn receive its supply from the Shanghai Power Company. Besides proving of direct advantage to the many residents of this popular section of the city, the granting of the franchise, which was accompanied by the loan of $1,500,000, to be used for building workers' homes, marks the first voluntary concession to be made by the Chinese authorities to a foreign utility firm.

On December 31, 1934, the Shanghai Power Company was supplying electric power and light service to a total of 80,214 customers, as compared with 73,642 at the end of 1933, an increase of 8.9 per cent. The total generating station output in 1934 was 800,852,000 kilowatt-hours, an increase of approximately 6.2 per cent. over the previous year. Particularly significant was the increase in electrical cooking and refrigerating units installed in private homes. The total number of cookers in use at the end of the year was 2,900, an increase of 171, and refrigerator units came to 3,451, up by 871 since 1933.

A comparative classified summary of the connected load of the company at the end of 1933 and 1934 showed :

Purpose	1933 *Kilowatts connected*	1933 *% of Total*	1934 *Kilowatts connected*	1934 *% of Total*
Industrial	157,547	52.1	167,656	52.8
Residential Service and Commercial Lighting..	131,015	43.3	135,023	42.5
Other Public Service Companies	8,435	2.8	9,117	2.9
Municipal Lighting, Heating and Power ..	5,483	1.8	5,749	1.8

An analysis of the property and service of the company as of December 31, 1934, compares with statistics of the two preceding years as follows :

December 31,	1934	1933	1932
Population served	2,257,000	2,225,000	1,863,000
Number of electric power and light customers served	80,214	73,642	68,260
Kilowatt generating station capacity installed	183,500	161,000	161,000
Kilowatt-hours generating station output for twelve months	880,852,000	753,568,000	*636,898,000
Total miles of electric lines in service (all voltages)	1,089	1,064	1,038
Kilowatts of Connected Electric Load ..	317,605	302,390	287,294

After nearly seventy years' operation on the old site at the corner of Tibet and Soochow Roads, the Shanghai Gas Company early in 1934 moved its producing plant to a new location in the Yangtzepoo district. This up-to-date plant, which was formally opened on May 16, was built at a cost of $5,000,000. The big storage tanks on Tibet Road still remain, the gas being carried to them from Yangtzepoo for distribution.

Besides being one of the most recently constructed public service plants in Shanghai, its equipment is amongst the most efficient. A great number of by-products are obtained in addition to the commercial gas itself. The treatment of coal-tar to produce saleable commodities has received special attention, and two twelve-ton pot-stills for the production of pitch or refined tar have been installed. These tar distilling plants are complete with steam dehydrators for the removal of water, overhead feed tanks, condensers, oil separators and final storage tanks. Equipment is provided for the mixing of various tars for the production of road surfacing materials, paints and flooring and roofing compounds. The entire installation is arranged so as to enable tar to be easily handled during the coldest weather.

Sufficient ground area has also been allotted for the future installation of equipment to treat ammoniacal liquor for the production of either ammonium sulphate or anhydrous ammonia.

During 1930, the last year of normal operation with the old equipment, the Shanghai Gas Company sold its product to 11,795 consumers, the quantity of gas reaching 722,408,500 cubic feet. A total of 165.53 miles of mains were in operation. A full year's use of the new plant has not been completed, and figures for its output have not yet been

* Reflects local disturbances during part of the year.

compiled. Recently a system for the reduction of the cost of using gas has been announced by the Company.

Water for domestic and industrial purposes in the International Settlement is largely supplied by the Shanghai Waterworks Company, Limited, which has its pumping and filtering station in the Yangtzepoo district. Because the only large source of water near Shanghai is the Whangpoo River, a highly efficient system of purification is essential, and it is to the credit of this firm that its output maintains such a high degree of purity. In order to meet the requirements set out by the Municipal franchise, it is necessary to effect a purification nearly ten times as great as that required for Thames water.

While a great deal of difficulty is being encountered in giving service in the Western Extra-Settlement district, progress is being made in reaching an agreement with the Chinese authorities. In the meantime, a number of large enterprises are resorting to the drilling of their own wells. Deep wells, sometimes wrongly called "artesian wells," have proved a serious rival to the Waterworks Company, though even the users of these usually maintain a connection with the Company's mains for use in emergency. The Company receives a good income from this at very little expense.

Incidental to this work, the Shanghai Waterworks Fittings Company, Limited, reported a very good year in 1934, having completed contracts on such notable construction projects as Broadway Mansions, Patons and Baldwins' new woollen mill and staff quarters in Yangtzepoo, and the Chinese Stock Exchange. The work on Grosvenor House, the entire boiler room fittings of which were supplied by this concern and its subsidiary, the China Brass and Iron Works, is expected to be finished soon.

In Chinese territory the Chapei Electricity and Waterworks Company supplies consumers from up-to-date equipment. In the Western District, however, this firm suffers just as much as the foreign company does from the uncertain jurisdiction. The two concerns are on friendly terms, however, and work together very well.

Transport facilities throughout Shanghai are reasonably well taken care of by a network of tramway and omnibus lines, by numerous hire car companies, and by the ubiquitous ricsha. Travel on the Whangpoo River is facilitated by frequent launch services sponsored by the concerns having property on the Pootung side, by two fleets of water taxis operating from near the Customs Jetty, and by the Shanghai City Ferries. These connect important points all up and down the river.

A total of nearly 120,000,000 passengers were carried by the trams and trackless trolleys of the Shanghai Electric Construction Company, Limited, in 1934, the chairman reported at the annual meeting of the concern, held in April. Twenty-six tons of copper coins were received every day in fares. Accidents, including the most trivial, amounted to only thirteen for every million passengers carried. As an indication of traffic density, it was pointed out that during rush periods no less than 130 trams pass the corner of Nanking and Chekiang Roads in an hour. Because the streets of Shanghai are narrow and tortuous, the use of

metre gauge is necessary, making it impossible to operate double deck vehicles or larger trackless trolleys. Instead, two-car trains are used, and have proved very satisfactory.

In the French Concession, the Compagnie Francaise de Tramways et d'Eclairage Electriques de Shanghai operates the street tramway system. This concern exchanges facilities with the Settlement utility company, so that vehicles of the one may operate in the other's territory and thus obviate unnecessary transfers. There is, however, a dearth of east-and-west through facilities, due to the lack of political unity. The French Tram Company is controlled from Paris.

Competing somewhat, but to a large extent supplementing the tram services of the city, the China General Omnibus Company has a fleet of 141 'buses in daily service. Eleven routes, extending from Hongkew Park and Kweiyang Road on the east to Jessfield Park and Rubicon Road on the west, intersect the city. The total length of these routes at the end of 1933 stood at 52.5 miles.

The most notable achievement in the year 1934 was the inauguration of a number of double-deck buses. Each of these accommodates eighty-two passengers, as against forty-four in the old single deck type. Of this total, thirty-eight can sit in the upper saloon, while thirty-two find seats and twelve can stand in the lower level. A small additional charge is made for a place upstairs, since no crowding is permitted, and a seat is assured. At the end of April seventeen of these vehicles were in operation, with seven more promised by July. Their use is so far limited to Route 1, operating between Jessfield Park and Hongkew Park.

Fares on Shanghai's buses are reported to be the lowest in the world. The average cost of a ticket is nineteen coppers, approximately six cents big money. At the same time, season tickets are sold for ten dollars a month for adults and six dollars for school children. Even these extremely low rates brought in a profit of $186,000 during 1934, it was reported at the Company's last annual meeting; this despite adverse fluctuations in the copper-silver exchange rate that brought about a loss of $87,000. The use of diesel-electric drive for the 'buses has proved a considerable saving.

Shanghai's complicated traffic has proved a handicap to the development of the 'bus system to the full extent that the managers have desired. The narrow streets have made vehicles of greater length inadvisable; overhanging roofs have delayed the greater use of double-deckers; and unruly traffic, mainly caused by ricksha and hand-truck pullers, renders additional rolling stock a handicap.

Several fleets of hire cars operate in Shanghai, one of the principal being that controlled by the Taylor Garage. Regular stock model limousines are operated, few alterations being necessary for this use. The drivers are principally Chinese, all of whom understand English, although Russians are employed to some extent. The fare is one dollar for twenty minutes. Despite considerable agitation for the use of smaller cars at a reduced rate, a petition to license these was turned down by the Municipal Council recently. The fare was to have been sixty cents for twenty minutes, a maximum of three passengers being allowed. There is still hope that this plan will be adopted.

Fuel and lubricants are supplied for all these motor vehicles by generous systems of pumping stations maintained by such important concerns as the Asiatic Petroleum Company, the Standard Oil Company of New York, the Standard Vacuum Company and the Texas Oil Company. There are, of course, many importers of motor cars and trucks, such as Cathay Motors Limited, situated on Medhurst Road.

The opening to the public of the new double-deck pontoon, located at the end of Peking Road as the Shanghai terminus of the Shanghai City Ferry service, marked the largest single advancement in some time for this enterprise. Eleven boats are now in operation. Four of these craft run on the Shanghai-Woosung route, four carry cross-river traffic, and three are held in reserve. Three others are now being built, the first of these, to be known as " No. 6," going into service at the end of June.

During the summer months special excursion boats are run each evening, while extra service is put on the Shanghai-Kaochiao-Woosung route on holidays.

Considering the difficulties under which Shanghai utility firms operate, an extremely high standard of public service is being maintained in this city. Because of rapidly improving political conditions there is little doubt that soon a general expansion will be possible. When this is achieved, several of these concerns will probably rate with the biggest and most efficiently operated in the world.

SHANGHAI'S INDUSTRIES

" While, in considering the foreign trade of China, regard must be given to the general economic depression and to the intense nationalistic policies which have resulted from it in most countries, one cannot ignore the industrial development taking place in China. This industrial development is proceeding a good deal faster than is generally appreciated, and, though many of the factories are still in what may be called the experimental stage, the products of these factories nevertheless loom large in the aggregate, and must, with improved methods of manufacture and salesmanship, and a much needed let-up in the present tendencies towards gambling and speculation in commodities, inevitably seriously affect the import of many articles formerly only obtainable from abroad."

This statement made by Mr. R. Calder-Marshall at the annual meeting of the British Chamber of Commerce, gives an excellent *resumè* of the industrial situation to-day in Shanghai. Great as the city may be commercially, its industrial importance is growing every day. A survey of the present manufacturing situation is good proof of this.

The production of fabrics is probably the most important industry in Shanghai at present, a great number of spinning and weaving mills being located in the International Settlement as well as in Chinese territory.

Ownership of these mills, where it is not Chinese, is usually Japanese or British. The following figures on the operation of these mills were collected by the Chinese Cotton Mill Owners' Association and are for the latter half of 1934 :

Spindles	In Operation	4,680,832	
	Under Installation	12,220	
Raw Cotton Consumed (Total Bales)		1,305,832	
	Chinese		1,022,316
	American		151,384
	Indian		115,099
	Egpytian		15,248
	Others		1,785
Raw Cotton in Stock (Total Bales)		460,008	
Suspended Operations—Spindles		963,683	
Average Hours per Spindle		1,598	

Suspended operations during the half year were equivalent to the complete stoppage of all spindles for a period of 2.49 weeks. During the previous six months, however, the shut down was equal to a 3.89 weeks' holiday.

Chinese owned mills have been having a particularly difficult time, both because of technical inefficiency and inadequate backing. Many are heavily mortgaged at high valuations, and as a result of hard times are now unable to meet the service on these debts. Japanese interests are reported to be purchasing many of these distressed plants, believing that by judicious re-equipping they can be made to return a profit.

The foreign owned and managed mills have a slightly easier time, having larger resources to fall back upon. However, all are feeling the effects of indiscriminate competition and overproduction.

Woollen manufacturers, on the other hand, are enjoying no little prosperity, thanks to a shortage in supplies and high tariffs on imported woollen goods. The three principal spinning mills are owned respectively by Patons and Baldwins Limited, Jardine, Matheson and Company, and the Toyo Menkwa Kaisha. The first has just completed a large factory in the Yangtzepoo area, while the Japanese interests are now erecting a modern establishment nearby. A few Chinese enterprises are also in the field, but their output is relatively small thus far.

An indication of the troubles of China's silk industry is to be found in a recent statement to the effect that every one of the silk filatures in the International Settlement is now closed, while of the fifty-one located in the surrounding areas only four are still in operation. Employment in this industry has dropped from a normal 23,644 operatives to only 1,815. Japanese competition in the important American market is usually given as the reason for this unfortunate state of affairs, a secondary cause being to some extent the poor financial backing of the local spinners. Much more important than either of these, however, is the fact that absolutely no control over silk production has been exercised in China, so that the silk has been very unsatisfactory in quality and in almost every

way inferior to the Japanese product. Until some coordination is carried out in the industry, particularly in the maintaning of high quality eggs, there is little hope that any major improvement can take place in the world's demand for Chinese silk.

There is, nevertheless, considerable activity in spinning and weaving silk fabrics all through the Shanghai area. This is mostly done by concerns operating in a small way, half a dozen or so looms being erected in a converted dwelling house, where boy and girl workers carry on under extremely poor conditions. It is impossible for these conditions to be improved at present, however, as the whole business is run on a comparatively slight margin of profit. The work that is turned out by these plants is of unexpectedly high quality, but has the disadvantage of irregularity.

Owing to lack of technical facilities, there is practically no production of rayon in Shanghai. Large quantities of artificial silk fiber are imported from abroad, particularly from Japan, while the smuggling into the country of this product is a major source of trouble in the Tientsin area. Legitimate imports during February, 1935, of both silk and rayon, which are grouped together in the Customs reports, were valued at $374,692, the bulk of this being artificial silk.

While rug weaving is an important industry in North China, the distance from the source of raw material millitates against any great development of this industry in Shanghai. However, a great deal of the retail trade is carried on in this city. The principal interior decorating firms, such as the Caravan Studio, either have their own looms or make arrangements with one of the larger manufacturers in the north to turn out rugs of special design. It is worthy of note that Chinese rugs are probably the least expensive high quality carpets available to-day.

A branch of the textile industry that has reached a place of importance in Shanghai is the manufacturing of ready-to-wear clothing. With the gradual breaking away of the Chinese from the long gown, a market for foreign style garments is developing, and the large department stores in particular have been active in pushing sales. At least two concerns located on Nanking Road, the Triangle Store and the A.B.C. Underwear Store, notably the latter, do a large trade in this line. Large foreign stores like Whiteaway, Laidlaw and Company, of course, meet the demand for such articles with imported goods, while foreign tailors such as C. N. Gray and Company make their suits entirely of imported material. Nevertheless, the day will come when first class woollen fabrics will be manufactured in Shanghai. In the meanwhile such foreign fabrics as the famous "Viyella" have and will long continue to enjoy an extensive demand in China.

A second field of industry that is of great importance to Shanghai is that concerned with the manufacture of building material. Because of the constant need for new constuction, all the minor branches of this business have prospered with the boom in building. With the present cessation of any new construction work, however, these are suffering from a temporary stagnation, but the diversified character of Shanghai

and its dwellings makes it possible for them to turn their attention to other fields for the time being.

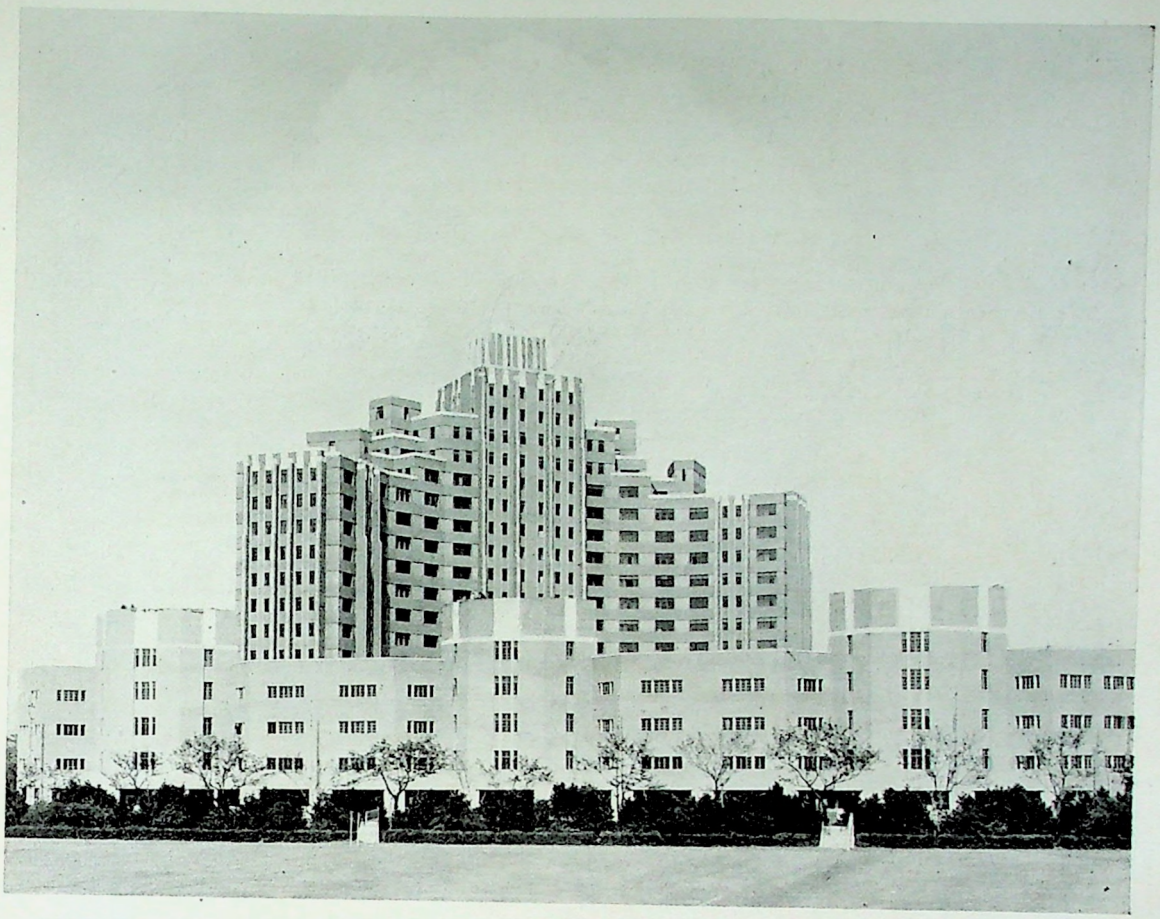
Mr. Julean Arnold, American Commercial Attache in Shanghai, is reported to have said that more building is going on in Shanghai, even at present, than in any city in the world outside the North American continent. In view of the extensive slum clearing projects which are being carried out in England, this statement is very significant, being indicative of the rapidity with which the whole Shanghai area is being built up. This same point is true of many other Chinese cities, some of which are being modernized almost beyond recognition. The result has been a huge demand for building materials of all sorts. For many years tremenduous quantities of foreign timber were imported, but the rising cost has latterly made this almost prohibitive. Similarly, Chinese lumber is expensive, except where the haulage is short. The result has been that many of the new buildings all over China, and particularly in Shanghai, are being made of concrete, much of which is itself produced in China.

Bricks are vital in Chinese style cronstuction, and a number of kilns for producing them are to be found in the hilly country west of Shanghai, From these the products are usually brought in by junk along one of the many canals that converge on this city. Roofing tiles are similarly produced and brought to the city. One enterprising firm has solved the problem of obtaining raw material by using the ash that is produced at the big Riverside generating station of the Shanghai Power Company. The products of the Chee Hsin Pottery, which include various kinds of tile, sanitary ware and insulating material, are offered in Shanghai for sale. These China made products have a real advantage in the Shanghai market because they compare extremely well with most foreign imported material and are much lower in price.

Facing bricks manufactured by the Tai Shan Brick and Tile Company, a Shanghai concern, were chosen in preference to imported material for the new Broadway Mansions building, shown in the accompanying illustration.

Because building is such an important enterprise, the importation and sale of building materials has reached large proportions. A number of Shanghai firms engage exclusively in this line. For instance, Duncan and Company are agents for the important Kohler of Kohler sanitary fixtures, which have a large demand in Shanghai. They also handle a wide variety of roofing and reinforcing materials. Anderson and Meyer, Limited, and Gordon and Company are important concerns engaged in supplying furnaces, machinery, plumming necessities and the like.

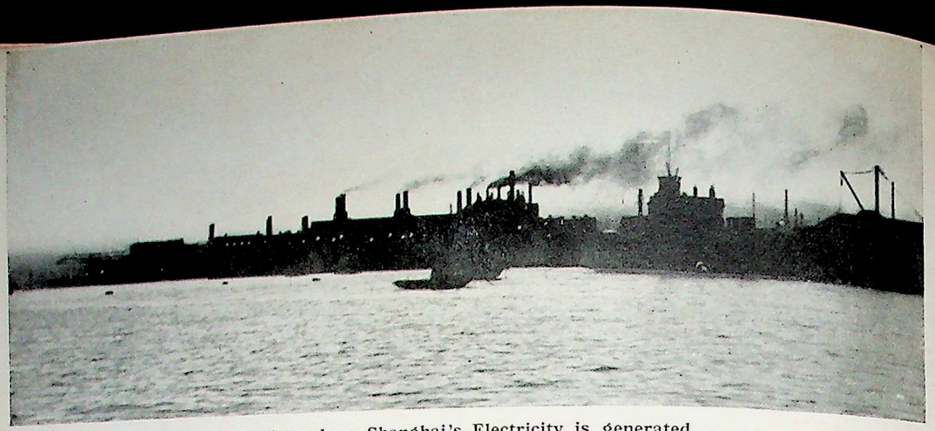
Interior decoration is well taken care of in Shanghai by both Chinese and foreign firms. The most interesting feature in this field is the way in which Chinese are adopting Western styles of furniture for their homes. The so-called modern trend is accepted almost universally. A few attempts have been made by some of the more consciencious designers to adapt this style to Chinese architecture, but up to the present success has not been very marked. The firm of W. W. Wagstaff carry on an extensive and very important business in the manufacture of all kinds of material for both interior and exterior decoration.



GROSVENOR HOUSE AND GROSVENOR GARDENS

Building is one of the leading Industries in Shanghai, and Grosvenor House, the magnificent Edifice shown here, is one of the latest Undertakings in this Direction in this City. In Front of it are Grosvenor Gardens, a Row of Buildings with Shop-fronts on Rue Cardinal Mercier in the French Concession. This Group of Buildings belongs to the Cathay Land Company.

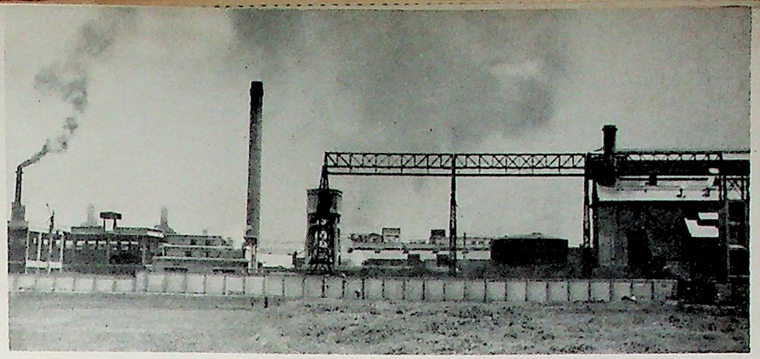
Photograph by Courtesy of Palmer and Turner, Architects.

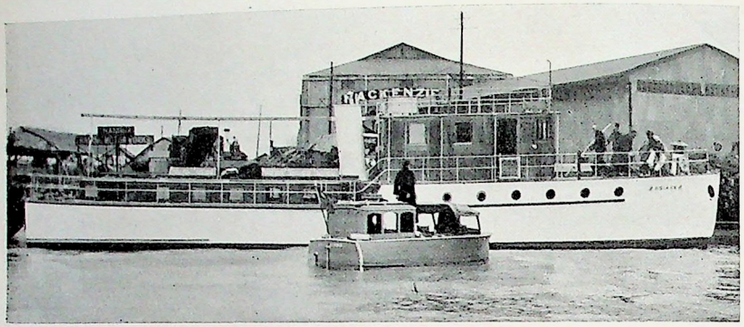


The Riverside Power Station where Shanghai's Electricity is generated.

Industry is Developing in Shanghai at a rapid Pace. Here are shown a few examples of this great City's Industries.

Photographs by Stuart Lillico.



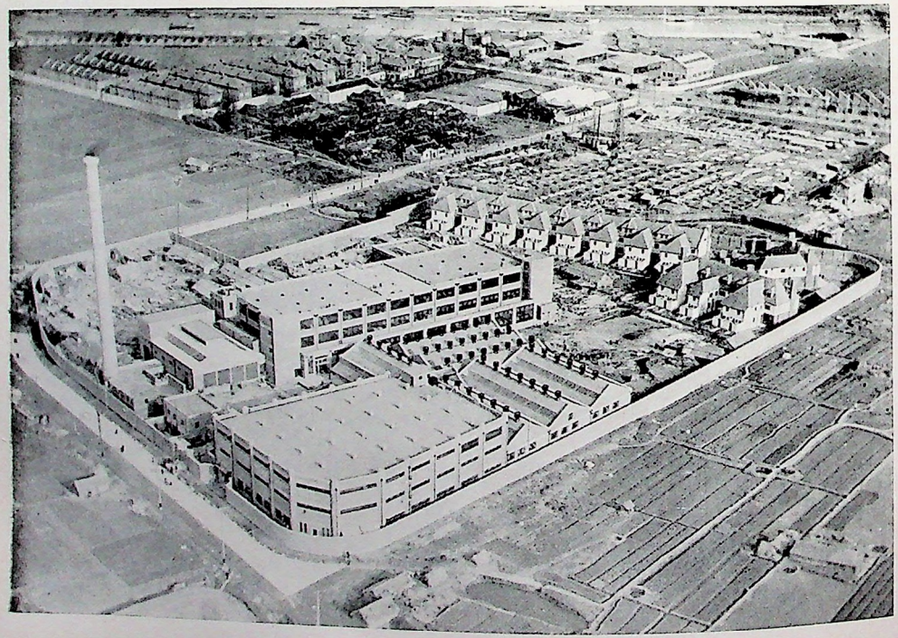


The Motor Vessel *Hsi-an*, built by the Shanghai Marine Motor Works for Customs Service on the Upper Yangtze.



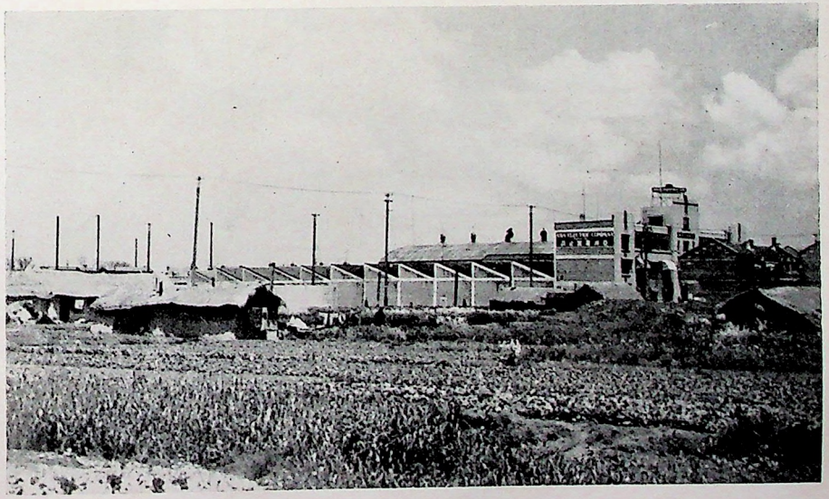


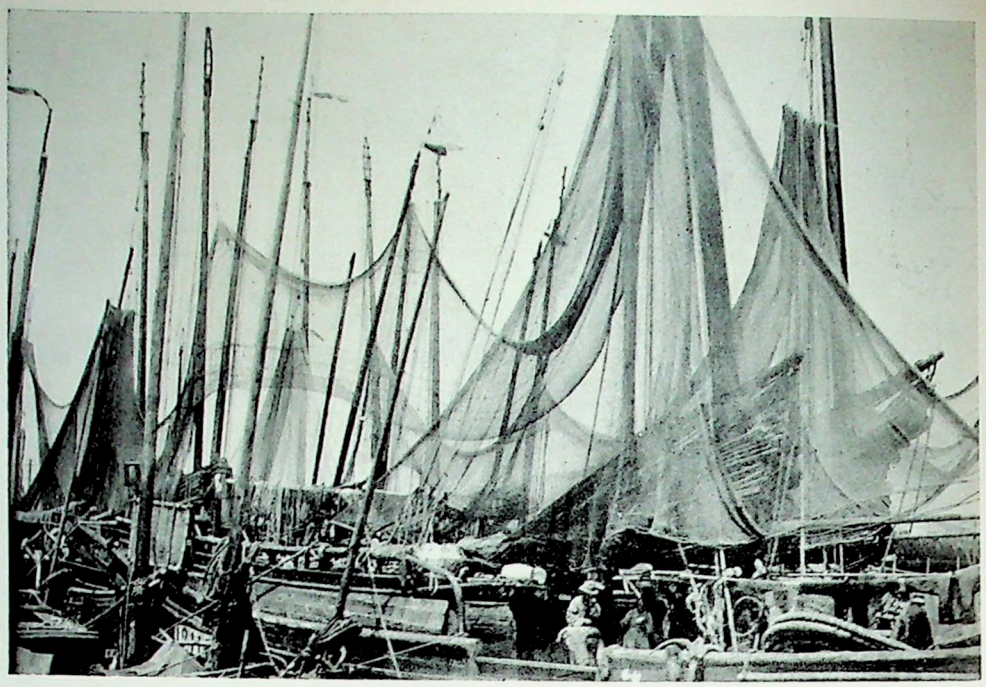
Above and Below may be seen the Factory and Plant of the Asia Electric Company, while to the Right is one of the Shanghai City Ferries.

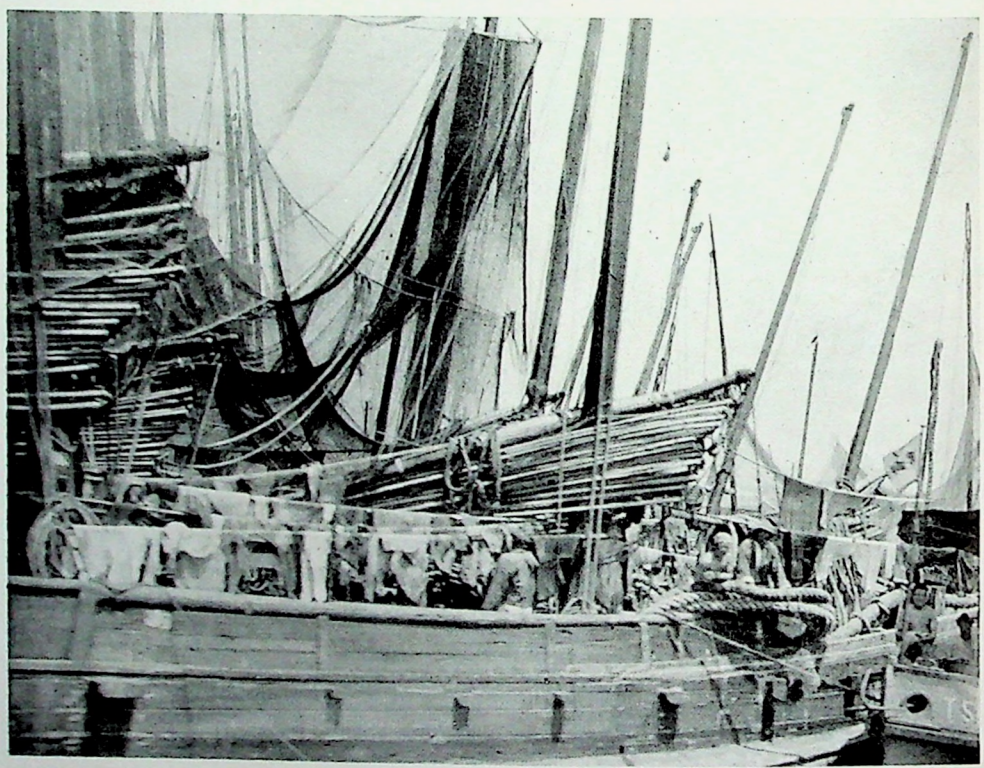


The Magnificent new Wool Factory of Messrs. Patons and Baldwins recently completed in the Yangtzepoo Area, one of Shanghai's Industrial Centres.

Photograph by courtesy of Palmer and Turner, Architects.







The Fishing Industry in China, while of very long Standing, is still far from being developed to its full Capacity. Here are some of the Hundreds of Fishing Junks with their Nets up to dry, after having come in to Nantao, Shanghai, with their Hauls made in the Yangtze Estuary and the Yellow Sea.

Photographs by Stuart Lillico.

As an example of how industries are developing in Shanghai, that of manufacturing locally the famous "Beautyrest" mattresses, beds and hospital furniture by Simmons and Company may be mentioned. This concern now only imports steel wire and some of the upholstery necessary, but more and more the material is being secured locally. The output has increased by fifty per cent. during the last four years, since the factory was established in 1932, and still it is difficult to supply the demand. Mattersses are shipped all over China and to the Straits Settlements. The factory has recently been removed from Yulin Road to larger premises on Yangtszepoo Road.

In the realm of foodstuffs Shanghai offers a serious problem in that a population of nearly three million must be provided with fresh food constantly. Although the city has a considerable volume of cold storage space, it is not sufficient for a community of this size for any length of time. Consequently, a continuous stream of foodstuffs must enter the city from the surrounding countryside and from foreign lands, and any interruption of this flow is almost bound immediately to lead to trouble.

Other food products are preserved along lines developed in Europe and America. For instance, the Ma Ling Canned Goods Company, a purely Chinese concern, is engaged in the canning of various kinds of fresh foods, its products comparing favourably with those from abroad, Many foreigners, however, prefer the goods imported by such firms as Connell Brothers, the Geddes Trading and Dairy Farm and Hirsbrunner and Company.

For years the supply of milk to Shanghai residents has been a source of trouble. Within the past ten years dairies have come into existance in the suburbs of the city, bringing a supply that was occasionally of doubtful purity but generally of great help to the community. The work of the Departments of Public Health of the three Municipalities making up Shanghai has been such as almost entirely to remove this last evil. Shanghai's milk supply is very nearly on a level with that of any other city in the world. The single point in which it fails is in the quality of the milk producing stock, the very heavy expense of importing cattle making the substitution of lower grade cows necessary. However, a strict quarantine is now being enforced, so that there is little chance of cattle diseases being introduced with imported stock. This, however, does not eliminate the danger of infection from the interior. Nevertheless, fresh milk from such reputable dairies as the Shanghai Milk Supply Company is perfectly safe and reliable.

The most recent attempt to supply Shanghai with pure fresh milk is through a process of dried milk revitalizing, the product being known as "Newmilk." Milk powder and fresh butter, manufactured in New Zealand under strictly sanitary conditions, are brought to Shanghai in cold storage ships and remixed to produce fresh milk of exactly the same taste and quality as the original. One of the advantages this product is claimed to have over locally produced fresh milk lies in the use of a new process of sterilization known as stassanization. Whereas ordinary pasteurization requires milk to be raised to of 140 degrees Fahrenheit and kept at this temperature for thirty minutes while being gently stirred, stassaniza-

MAP OF SHANGHAI



By Courtesy of the General Omnibus Company, Shanghai.

tion accomplishes the same germ-killing result in twelve seconds at 172 degrees. The milk, otherwise ready to be bottled, passes through a thin jacket, heated inside and out by water of a minutely regulated temperature. When it emerges from the other end of the apparatus directly into waiting bottles, the bacteria have been killed, while the helpful vitamins, removed by ordinary pasteurization, remain. To prevent any contamination between the bottling machine and the final consumer, an aluminium cap is fitted in such a way that it cannot be removed without being destroyed.

Numerous bakeries and confectioneries supply the wants of the city in regard to bread and sweets. The many national groups located here make for a surprising variety of these delicacies. It is, for instance, possible to find within the space of a few blocks shops selling French, German, Russian, Spanish, Jewish, Japanese, Chinese, Swedish, British and American delicacies, the quality of all of which is generally above reproach.

The farm produce of the country surrounding Shanghai finds a huge sale in the markets of the city. Any night after midnight on the roads leading into the International Settlement and the French Concession there will be found dozens of farmers bringing in their vegetables. Before dawn the sale of these products begins, and by nine o'clock the big markets of the city are cleared. The numerous products of truck gardens, such as native cabbages, spinach, marrows, turnips, and a few foreign vegetables, are dealt in usually in large quantities. No meat is brought into the city in this way, due to the ruling that all livestock for consumption in the Settlement must be killed in Municipal slaughterhouses, after having undergone a rigorous inspection.

An important industry in Shanghai is that of manufacturing cigarettes and other tobacco products. While there are several concerns engaged in this, by far the largest and most important is the Yee Tsoong Tobacco Distributors, Limited, formerly the British American Tobacco Company (the famous B.A.T.), whose factories in the Pootung area supply a large proportion of the cigarettes smoked in China, and whose branch offices and agencies are to be found in every part of the country. Besides manufacturing many brands of cigarettes, this great concern also imports such famous brands as "Capstains," for which there is a big demand.

This company also has one of the largest and finest printing establishments in China, where all kinds of colour work of a high quality is turned out in volume.

Beyond these major industries which play such a big part in supporting the city, Shanghai has a multitude of minor lines of manufacturing, which together assume considerable volume. Most of the individual enterprises are small in themselves, employing from ten to a hundred workers, but when it is realized that the rubber manufacturing industry alone, which has only two or three large units, absorbs nearly 10,000 workers, the importance of these secondary industries to Shanghai can be appreciated.

The manufacture of hardware fittings, for instance, occupies a great number of small shops both in the foreign controlled areas and in Chinese

territory. One foreign firm is engaged in making wire netting. At present a firm known as Kung Chin, located on Pinching Road, is the largest manufacturer of hardware in the Shanghai area.

The importation, sawing and storing of lumber is an important business in Shanghai, due to the large quantities of timber used in building, furniture manufacture and other industries. The China Import and Export Lumber Company is by far the most important concern in this field. It has large mills and lumber yards in the Yangtzepoo area in Shanghai as well as in several other cities of China. The timber is brought in from America after having been merely "squared" from the original logs. These pieces are then sawed up into the required sizes in the yards here. At one time it was customary to cut these square balks of timber with hand saws, a practice that is still followed by the Chinese in the interior, but to-day machinery has replaced much of this manual labour in Shanghai.

The Chinese sawmills, of which there are a multitude, are mainly located close to Kao-chang Miao, near Shanghai South Station. During February, 1935, the value of imports of timber through Shanghai amounted to $3,903,876. This business is, however, suffering rather severely at the moment, owing to the fact that building has practically ceased for the time being, except for that which was already in hand—one result of the temporary financial crisis.

Plywood, which finds great favour in interior decorating, is manufactured by the China Woodworking and Dry Kiln Company, a branch of the China Import and Export Lumber Company. The product is in every way equal to the foreign article in strength, appearance and durability.

Rubber goods manufacturing is surprisingly active in Shanghai, but suffers badly from lack of cooperation amongst the manufacturers themselves. The market constantly suffers from over production and consequent wholesale price cutting, for which reason returns on many of the finished products are actually below cost. There is also a great deal of industrial risk connected with rubber manufacturing, so that the industry is harrassed on all sides. It is principally because there is a large and growing demand for rubber products in China that the business is able to continue at all.

Rubber shoes are extremely popular at present, and, since the price of these is low, the sales are large. Besides foreign-style overshoes, tennis shoes and native shoes are made with rubber soles. The actual rubber content of these products is often low, a large proportion of the substance being "filler" of one sort or another. About 600 tons of raw rubber are imported into Shanghai a year at present.

An industry that attains some importance in Shanghai is the manufacture of enamel ware. On December 31, 1932, there were eleven factories producing about $4,000,000 worth of enamelled goods a year. In opposition to this, imports totalled only about $1,600,000 for the same period, most of this coming from Japan or Europe. Chinese plants are now able to produce almost any type of enamel ware, often

at prices distinctly below those of Japanese goods, so that what import there is confines itself principally to high quality articles not manufactured in China.

The development of what may be called the laundry business from being entirely in the hands of the proverbial Chinese washerman to a large and important industry conducted under strictly sanitary conditions is marked by the inauguration of the Cathay Laundry Company with thoroughly up-to-date equipment and plant.

With a daily output of 30,000 litres, sufficient to meet China's entire present demand for industrial alcohol, but with facilities for doubling that capacity without further construction, the $1,000,000 plant of the China Alcohol Distilling Company was opened in Pootung on April 1, 1935, by the Minister of Industry of the Nanking Government. This enterprise is a joint undertaking of the Ministry of Industry and a number of Chinese merchants, several from overseas. Before the opening of this plant almost all of China's industrial alcohol came from abroad.

The majority of the workers in the new distillery live on the premises, and, to provide these with recreational facilities, a large playground and swimming pool have been constructed. Mr. Tsai Sze-sung has been brought to Shanghai from Java to take over management of the plant.

Mention may be made of a host of small purely native industries that help to make Shanghai the biggest industrial centre in China. These include all the art crafts, such as jade, ivory and wood carving, the manufacture of artistic screens, chairs, cabinets and the like, the redwood furniture manufacture in the Chinese City and so on. Glass ware of a rather low grade is also manufactured in Shanghai; leather is made here; furs are tanned; and all kinds of native food products are preserved.

All these minor industries, and many more the discussion of which is here prevented by the lack of space, have a deep significance when the industrial development of Shanghai is considered. None are of very great importance in themselves, but, taken as a whole, they show that tremenduous strides are being made in revolutionizing the industrial aspects of Shanghai in particular and China in general. That the great majority of these enterprises are run entirely by Chinese, though modelled mainly on foreign practices, is, of course, understood, while the fact that they have no hard and fast rules of precedent to follow, and can, therefore, experiment with new methods of production, accounts for the remarkable way in which these firms have adapted Western principles to Chinese methods.

Meanwhile many local industries require imported materials, and such concerns as Imperial Chemical Industries, Limited, and the National Aniline and Chemical Company attend to this on a large scale.

Some years ago, in May, 1930, *The China Journal* produced its "Shanghai Industrial Number." This covered something over a hundred industries, and was, at the time, a revelation to most of the residents in Shanghai, under whose very eyes this remarkable development had taken place without their appreciating it. The reader who desires more information than can be here supplied on the industries of Shanghai

is referred to the above mentioned number of this journal. While drastic changes have, of course, taken place in the last five years in some of the industries dealt with, the situation, on the whole, remains very much the same, and this detailed account of Shanghai's industrial activities still presents a very true picture.

BANKING AND FINANCE IN SHANGHAI

Banking in China, and particularly banking in Shanghai, is conducted by a very wide range of different types of institutions, all of which, however, fall within one of the three major divisions, foreign banks, modern style Chinese banks and Chinese native banks.

The foreign banks are in most cases branch offices or subsidiaries of large foreign exchange banks located abroad, but in a few cases they are owned by local foreign interests and have their head offices in Shanghai. Altogether there are some twenty-four foreign banks in Shanghai, five British, four American, two French, six Japanese, two Italian, two Russian, one Belgian, one German and two Dutch.

The Hongkong and Shanghai Banking Corporation, the Mercantile Bank of India, both British concerns, the Banque Belge pour l'Etranger, Belgian, the National City Bank of New York, American, and the Deutsch-Asiatishe Bank, German, are good examples of foreign banks operating in Shanghai.

No fewer than forty-two Chinese banks are listed in the "China Hong List," and of these most, if not all, come under the category of foreign style Chinese banks. The number of native style Chinese banks must be well in excess of this figure. Recently it was stated in the daily press that their number was sixty-seven, but it is difficult to get any details concerning these institutions.

The Kincheng Banking Corporation may be mentioned as a good example of the modern Chinese bank, carrying on its business along up-to-date Western lines. The Shanghai Commercial and Savings Bank is another such institution.

Originally the foreign banks catered strictly to foreign trade, but later, as foreign nationals began to expand their local interests, the foreign banks extended the scope of their operations to take in the financing of local industries, often against the security of real estate. As would be expected, those foreign banks which are owned by local interests are especially bound up with local financing. Of recent years, with the falling off in trade, and with the increased participation of Chinese banks in such exchange business as is based on trade, a number of the foreign banks have begun to depend more and more on exchange business, which has a purely speculative basis. This is unhealthy, not in that it has any effect on the soundness of the banks concerned, but because it has brought into existence bankers who, having made money on such business, might well look with apprehension on any possible moves in the direction of a more unified banking system resulting in more stabilized conditions in the exchange and money markets.

To-day the modern style Chinese banks are by far the most important element in Shanghai banking. The older of these banks were all established as semi-governmental institutions, and it was only after these first banks had proved successful, and had, in several instances, been bought over by private capitalists, that strictly private banks began to come into existence. These modern style banks are organized very much along the lines of the foreign banks, and, in many cases, in the way they handle their business they are more modern than the foreign banks. While clearing between foreign banks or between Chinese and foreign banks is still on a very primitive basis, clearing between Chinese banks is accomplished by a fairly modern style Clearing House. The business of these banks is naturally mostly with the Chinese commercial community, but there are banks for every style of transaction. The Central Bank of China is the Government's bank, and acts as the Government's fiscal agent. The Bank of China, with branches in London and in Osaka, is probably as well equipped to meet the financial requirements of foreign trade as any of the foreign banks. The Bank of Communications is primarily an industrial bank. Foreign bank notes have practically gone out of circulation, having been replaced by the notes of these modern style Chinese banks, whose present holdings of silver, together with the small holdings of the native banks, comprise 83 per cent. of Shanghai's silver stocks. The total deposits of these banks in Shanghai now amount to over $2,000,000,000, a growth of over a hundred per cent. in the last eight years.

The Chinese native bank is an institution peculiar to China; and the Chinese banking tradition, which has made the Chinese justly famed as bankers, has its roots deep in native style banking. A native bank may be owned by a single proprietor or by several partners, but, in either case, all of the owners have unlimited liability. The personality of the proprietors is the basis on which a native bank commands the confidence of its depositors. Deposits may be made either on long term or subject to call. Some native bank loans are made against physical securities, but a large proportion of their loans are made purely on the basis of personal credit. Just after the Chinese New Year holidays the native banks issue passbooks to those of their clients whom they think reliable. The client, having opened his account by making a small deposit, is then at liberty to overdraw to meet his reasonable requirements. No strict overdraft limits are set, and no promissory notes are signed. The place of the native bank in the banking system of China seems to be assured for many years to come. The modern style banks, where they come into competition with the native banks, have had to open special departments that are run along the lines of the native banks.

One of the most interesting features of banking in Shanghai is the recent growth in the influence of the Chinese Government. The Central Bank of China, which is a creation of the National Government, was organized as recently as in 1928, but it now holds the largest stock of silver of any bank in China, and its note issue is exceeded only by that

of the Bank of China. The recent reorganization of the Bank of China and of the Bank of Communications to permit increased Government participation in these banks means that the Government is now in a position to dictate banking policy to all of the Chinese banks. How recent is this development is indicated by the fact that the Central Bank of China is not a member of the Bankers' Association, which includes nearly all of the foreign banks and the more important of the modern style Chinese banks, nor is it a member of the Shanghai Bankers' Clearing House.

The question of immediate importance, the problem of China's currency, brought on by America's silver purchase policy, is one that only a Government can solve; and for this reason particularly it is well that the Government's influence in Shanghai banking is as strong as it is. There seems to be no reason to fear dangerous innovations, which it would be against Chinese character to attempt. Rather, it should be feared that a too conservative programme might achieve success, but at too great a cost to business life in general.

Besides the regular banks there are over thirty financial concerns, such as trust, savings, investment and loan companies, in Shanghai. Most of these are foreign, a number of nationalities being represented. A few are Chinese. Together these represent very considerable capital, and they form an important element in the finance of this city. Amongst them may be mentioned the Shanghai Loan and Investment Company, of which Messrs. George McBain are agents, as they are of several other important companies in China and Malaya.

Stocks and shares, both local and foreign, are extensively bought and sold in Shanghai, to handle which business there are numerous individual share brokers or firms of share brokers. In normal times there is a substantial volume of business done in this line ; while it has many times happened that this volume has swelled to such proportions as to become a boom.

Shanghai is vitally interested in the rubber producing business, many of the Malayan rubber plantations and companies having originally been financed in, and are now controlled from, this city, where their shares are regularly quoted on the market.

A pernicious system in Shanghai is that which encourages speculation in bullion, notably gold bars. There is a regular gold Bar Exchange here with numerous gold bar brokers. At times speculation in this commodity becomes very heavy, and always it tends to upset the stability of local finance and has a bad effect on legitimate trading. Some very wild gambling takes place in the gold bar market resulting in bankruptcies amongst the speculators.

The monetary system in Shanghai is less complicated than it was when the Tael, or Chinese ounce of silver, was the recognized currency. Since the abolition of the Tael and the adoption of the standard Chinese silver dollar as the unit of currency, some, at least, of the speculative elements in Shanghai's finance have been removed. There still remain all the hazards that arise out of the constant fluctuation in the rates of exchange between China's currency and the currencies of the foreign

countries with which she trades, and Shanghai, of course, bears the brunt of this, since Shanghai is the financial centre of China.

The silver purchasing policy of the Government of the United States of America has resulted in a very serious financial situation in Shanghai. By arbitrarily increasing the price of silver, it caused a flight of the white metal from Shanghai, which was only checked by the Chinese Government's imposing an export tax sufficient to neutralize the profits to be derived. The net result, however, is to leave China, whose currency is silver, very short of that metal. This has resulted in a severe drop in the value of shares, bonds, debentures and real estate, which, in turn, is adversly effecting all business. And it is this depression that Shanghai is now going through.

Recently, however, the Chinese Government and other banks have allocated $20,000,000 for loans to merchants to alleviate the existing stringency.

Fear of a controlled currency or a devaluated dollar, in spite of repeated assurances on the part of high Government officials that neither are contemplated, is causing stagnation in business.

Whether this lack of confidence is justified or not is a matter of opinion, but there is very little doubt that it is extremely unwise, since the more it spreads and the more deeply it takes root, the more certain it is to produce the very state of affairs that every body fears, namely, depression such as has been experienced in America and Europe, but which Shanghai has so far escaped.

If Shanghai goes into a financial panic, she is lost; but if business and financial interests will rally round a common policy and refuse to indulge in speculation in silver, and, above all, if the Government adheres to the sound position it has already taken up, there is every chance of this city's coming through the present crisis without serious loss.

REAL ESTATE AND BUILDING DEVELOPMENT IN SHANGHAI

After a period of extraordinary activity and prosperity, extending over at least a decade, the real estate business and building industry in Shanghai are suffering a temporary set-back, due mainly to the depression through which this city is passing. Discussing this phase of the situation in his chairman's speech at the recent annual general meeting of the Cathay Land Company, Mr. H. E. Arnhold, Chairman of the Municipal Council of the International Settlement, said, "It has been suggested that this crisis has been caused to a large extent by an undue inflation in property values, but this is not the case. It has been caused by the artificially increased world value of silver and also the abnormal outflow of silver which has resulted in money no longer being available for property deals, share transactions, or new ventures of any kind. This has led in some instances to forced liquidation, but, when once this monetary crisis has passed, property, which is the best form of

tangible security, will be the first to recover. In the meantime it may be advisable for property owners to accept lower rentals, but there is no occasion for pessimism or alarm."

This is a very good summing up of the situation in regard to real estate in Shanghai as it exists to-day. There can be no doubt about Mr. Arnhold's being perfectly correct as regards the future of this important phase of Shanghai's business activities.

Shanghai is a steadily growing community, and, in view of the fact that the boundaries of the International Settlement and French Concession are limited and are not likely to be extended, land and property within their confines are bound to register an equally steady increase in value.

Those who have watched the real estate business here during the past few years have marvelled at the extraordinarily rapid enhancement of land values, not only within the Settlement and Concession boundaries, but along the outside roads running through Chinese controlled territory. Especially in the Western District has this been noticeable, where also an astonishing amount of building has been going on. Where a few years ago these outside roads ran through open country, with only here and there a lonely foreign house or a Chinese hamlet, to-day beautiful residences with their spacious gardens occupy their whole length, and land has soared in some cases to over ten times its former value.

And, if for the moment there is a halt in this building activity, it can be looked upon as but temporary, since there are still many people in Shanghai who are only awaiting a favourable opportunity to buy land and build homes out in this delightful residential area.

Turning to another phase of the subject, it may be noted that in the past few years building in the more thickly congested business areas has been going on at an enormous rate; especially in the direction of big hotels and apartment houses. Quite recently the mammoth Broadway Mansions building, erected by the Shanghai Land Investment Company at the junction of Broadway and North Soochow Road, has been completed; while in the French Concession, facing the famous Cercle Sportif Francaise (French Club), the equally massive Grosvenor House is nearing completion. The Park Hotel, claimed to be the tallest building in Asia and towering twenty storeys above the Race Course on Bubbling Well Road, has not long left the contractor's hands. The Cathay Hotel, one of the most imposing edifices on Shanghai's waterfront, and the Cathay Mansions, fourteen storeys, are other large modern-style buildings that have arisen within the last few years in response to the ever-growing demand for living quarters within easy reach of the business centre. These, however, are only some of the many which have marked the mushroom growth of this type of building throughout this city in the past half decade.

Keeping pace with this boom in residential buildings has been a similar boom in huge edifices for business purposes in Shanghai, and everywhere may be seen monster constructions where a few years ago stood nothing more than rows of Chinese shops, or at best two or three storey houses of the gay nineties' period.

One of the most noticeable features of this city's modern buildings is their great height, and it has been said that building in Shanghai, having no chance to expand laterally, has had to do so vertically, as in New York.

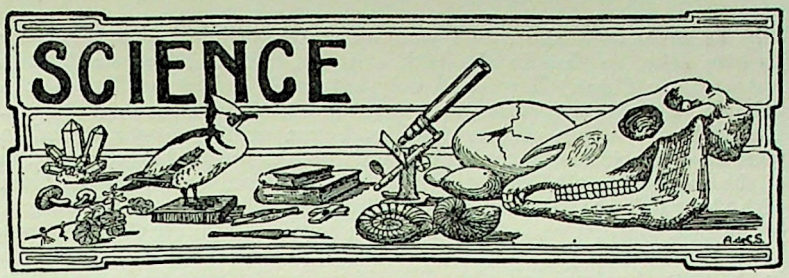
It will be realized from all this that the real estate business and building industry form an extremely important side of Shanghai's economic life ; which is further emphasized by the number of realty and land companies to be found in this city, the aggregate of their capital and assets running into sums of nine figures. Besides the Shanghai Land Investment Company and the Cathay Land Company, already referred to, the Property Department of E. D. Sassoon and Company, and the China Realty Company may be mentioned as of considerable importance in Shanghai.

Directly dependent upon the land and real estate business are, of course, a number of other important industries and commerial enterprises. The building industry depends for its very existence on adequate supplies of building material, some of which is manufactured locally, and forms the *raison d'etre* of yet other industries, while the rest of it has to be imported.

Thus companies like the Taishan Brick and Tile Company, purely Chinese, the Kailan Mining Administration and the Chee Hsin Pottery have a ready sale for their products ; while timber for building purposes has to be imported, since China has a very inadequate supply, and provides such companies as the China Import and Export Lumber Company with plenty to do when times are good. Interior decorators and furnishers such as Modern Home, the Caravan Studio, Sing Tai Furnishing Company and W. W. Wagstaff, are also largely dependent upon the building industry.

Electrical fittings, installed by such concerns as the General Electric Company of China Limited (British), are required in every new building, as also are refrigeration and heating installations, lifts, and general plumbing, supplied by such importers as York Shipley, Arnhold and Company, Andersen Meyer and Company (General Electric, U.S.A.), Olivera and Son, Gordon and Company, the Shanghai Waterworks Fittings Company, Duncan and Company and Carlowitz and Company.

Before leaving this important subject a word should be said about the future of the real estate business and building industry in the areas outside the International Settlement and French Concession. It has already been pointed out how members of the latter communities are more and more seeking homes in the Western District, well away from the business section of the city. This is a comparatively recent development, but there is every indication that it is going to continue, especially if the political situation continues to improve as it has done since the present National Government came into power. This means that Chinese, too, will begin to build and live in the outside areas with a greater feeling of security ; and to supply their needs in this direction is the splendid layout at Kiangwan, where the new Civic Centre has already come into being. It is not too much to predict that in a few years' time a suburban Shanghai, very much like suburban London, will come into existence.



PROGRESS OF BIOLOGICAL WORK IN CHINA

BY

ARTHUR DE C. SOWERBY

Presidential Address delivered before the Naturalists' Club of Shanghai on the occasion of its First Annual Meeting held on March 15, 1935

From very earliest times the Chinese have been interested in animals and plants. The pictographic writings of the Shang Dynasty (1776-1154 B.C.) as found on the famous "Oracle Bones," the earliest extant writings in this country, are full of animal forms, while the interest shown in natural history by the inhabitants of China is evidenced by the numerous works which go under the name of "Pen Ts'ao" or "Herbal." The first of these, the original "Pen Ts'ao," is generally attributed to Shen Nung, one of the Five Mythical Rulers, who is supposed to have reigned from 2838 to 2698 B.C. This little three volume work, however, was probably not set down in writing till some time in the first century before the Christian Era, during the Han Dynasty. The most important of these "Herbals" is the "Pen Ts'ao Kang Mu," written by Li Shih-chen in the Ming Dynasty, and consisting of fifty-two volumes.

These works, however, are not Natural Histories, as we understand the term, but Materia Medicas, the real interest in animals and plants, other than the domesticated or cultivated forms, amongst the early Chinese, and even down to comparatively recent times, lying in their use as medicines. There is nothing very strange in this, and if Westerners will take the trouble to look back into their own history they will find that this was true also of the countries of Europe and the Near East. It was mainly their medicinal value, real or imaginary, which made the Philosophers of Ancient Greece and the alchemists and magicians of the Dark and Middle Ages of Europe interested in the study of animals and plants.

Thus we find that in regard to the important subject of Biology the civilizations of the West and of the Chinese have something in common. The Chinese, however, continued to be interested in animals and plants

only as materia medica, and did not develop biological research for its own sake, so that in the 16th century, when European traders first came to China, they found only extremely incomplete lists of the animals and plants of this great country extant in Chinese literature. The earliest Western visitors to China began sending accounts, and in some cases specimens, of the strange creatures they found here, as well as of the many beautiful flowering plants, as did all who followed them, with the result that the famous Swedish naturalist, Linne, or Linnaeus, of the 18th century, was able to include a number of purely Chinese forms in his great work, "Systema Natura." Nevertheless the riches of China in the way of animal and plant life did not really begin to be known to the Western World until such men as Robert Fortune (1843-1862) and the Abbé Armand David (1862-1874) came to this country and explored the interior, collecting specimens for scientific institutions in Europe.

Fortune took his specimens to England for the Royal Horticultural Society. One of his books, "Three Years' Wanderings in the Northern Provinces of China," written in 1847, has just been republished in an *edition de luxe* by the University Press in Shanghai. He introduced no fewer than a hundred and ninety species and varieties of plants to our Western gardens, of which a hundred and twenty were new to science.

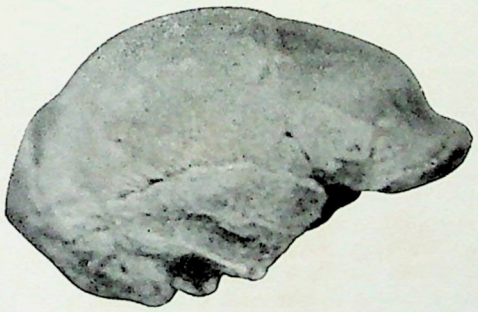
David sent or took the specimens he collected to the Paris Museum, where they were described by A. Milne-Edwards. He was responsible for the discovery of such remarkable animals as the now extinct elaphure or David's deer, the takin, the giant panda, the molerat and many others, described in "Recherches sur les Mammifrères" in 1870, his explorations ranging from the Eastern Tombs area in the north-east and the Mongolian borders in the north to the famous Principality of Mupin on the Tibetan border in the west and the equality famous type-locality, Kua-tun, in North-western Fukien in the south-east. With Dr. E. Oustalet he wrote and published in 1877 a fine well illustrated book on the birds of China, called "Les Oiseaux de la Chine." Contemporaneous with him was Robert Swinhoe (1854-1873), a British consular officer, who took a great interest in the fauna of China and described many new forms from various parts of this country, as well as from Formosa and Hainan Island. Later came F. W. Styan, C. B. Rickett and J. D. D. La Touche, the two latter being mainly interested in birds, though La Touche also collected mammals, reptiles, amphibians and insects. He has recently completed his "Handbook of Birds of Eastern China," which is the most complete work on Chinese ornithology of modern times.

In the meanwhile the Jesuit missionary Pierre Mari Heude, S. J., had founded in 1868 the Zi-ka-wei (Siccawei) Museum in Shanghai, now called the Heude Museum and situated on Avenue Dubail. Here he gathered together a vast amount of zoological material from all over China, as well as from the Indo-Malayan, Malayan and East Siberian regions, being aided in his work, apparently, by Catholic missionaries scattered throughout this wide area. While he described and named much of this material in four big tomes called "Memoirs concernant l'Histoire Naturelle de l'Empire Chinois," a lot of it still remains to be classified. The Heude Museum contains magnificent collections of

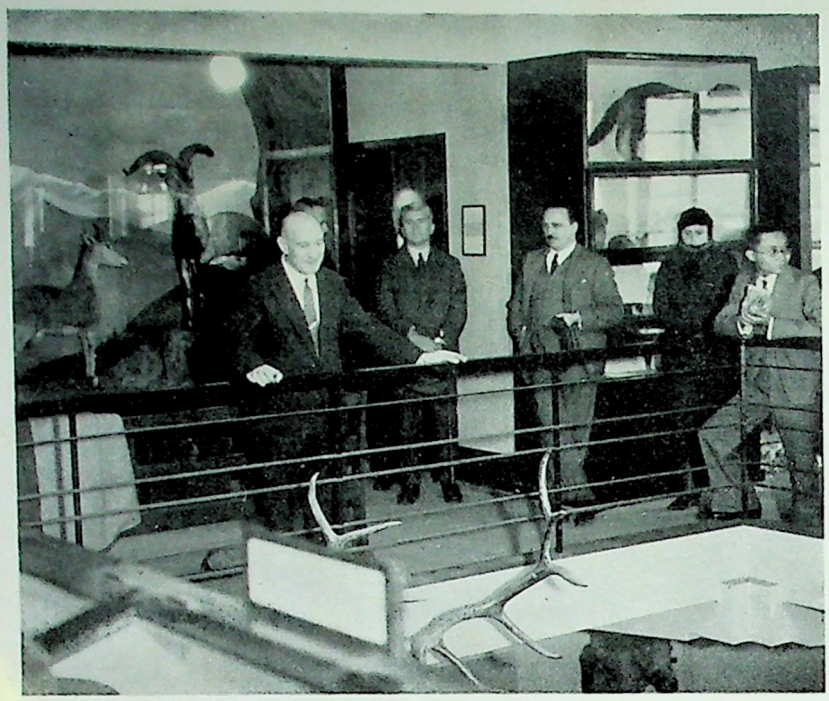


PEKING MAN (*SINANTHROPUS PEKINENSIS*, BLACK)

The discovery in 1929 in a cave at Chou-kou-tien, near Peiping, of the fossilized cranium of a very primitive type of man was one of the most sensational made in this country for many years. In the above Diorama, prepared and donated by D. W. Wagstaff to the Shanghai Museum (R.A.S.), is shown Peking Man and his mate in the act of defending his cave against a sabre-toothed tiger. In the distance are seen hills, a wide plain on which various animals, now extinct, are grazing, and the sea, which in the days of Peking Man must have been much nearer the hills where his remains were found than at the present time.



The facsimile of the cranium of Peking Man recently presented to the Shanghai Museum by the Government Geological Survery in Peiping is here shown, and its extreme shallowness and the enormous brow ridges may be noted. Its actual discoverer was Mr. W. C. Pei, a Chinese palæontologist who was working with the late Dr. Davidson Black.



Mr. Arthur de C. Sowerby, Director of the Shanghai Museum and Vice-President of the Royal Asiatic Society (North-China Branch), speaking at the Opening Ceremony on November 15, 1933, before a large and distinguished Group of Visitors.

Photos by Courtesy of "North-China Daily News."



The Tsingtao Aquarium, established by the Institute of Oceanography, which in turn was inaugurated by the Science Society of China in 1930. This is the only Building of its kind in China.

insects, classified and arranged by Fathers Auguste Savio and Octave Piel; fresh water molluscs, described by Heude; and plants, classified by the late Father Francis Courtois and Father Henri Belval; as well as extensive material in the way of mounted birds, the skulls and skins of mammals, especially the larger species, and alcohol specimens of reptiles and fishes. It also has an extensive library of zoological and botanical works on China, probably the best in Shanghai.

While on the subject of museums mention should be made of the Shanghai Museum, which is one of the main activities of the Royal Asiatic Society, North China Branch. This was founded as a Natural History Museum as long ago as 1874, when the Society's first building was completed, and connected with it have been many illustrious names, including those of David, Heude, Styan and La Touche. Dr. Arthur Stanley, Health Commissioner in the International Settlement, acted as Honorary Curator for some fifteen years (1906-21), doing excellent work on the reptiles of China. On his retirement in 1921, Mr. Arthur de C. Sowerby became connected with the museum, first acting as joint Honorary Curator with his successor in the Public Health Department, Dr. Noel C. Davis, and later assuming sole charge.

On November 15, 1933, after a very trying two years while building operations were in progress and the specimens had to be stored in a godown, the Museum was reopened in its present quarters in the Society's new building. The whole of the collections it contained were overhauled and remounted, many of the larger mammals and birds in large scenic cases, such as have not been seen before in China, and which form a unique feature in such institutions in this country.

This museum contains probably the best collection of birds in China, an extremely good collection of reptiles, especially snakes, and fairly representative collections of insects (especially butterflies), marine, freshwater and land shells, fossils and minerals. It also contains some interesting large mammals from the Tibetan border regions and many smaller ones from other parts of the country. Amongst its most interesting exhibits is a diorama, prepared recently by Mr. D. W. Wagstaff of Shanghai, showing a reconstruction of the famous Peking Man and his natural surroundings, while in an adjacent case is an exact replica of the original cranium of this primitive hominid found in the Chou-kou-tien cave near Peiping.

As its Honorary Director, Mr. Sowerby is now being assisted by Dr. Yuanting T. Chu with the fishes, Mr. S. Josefsen-Bernier with the insects, Mr. E. M. Buchanan with the reptiles, Mr. E. S. Wilkinson with the birds, Dr. Teng-chien Yen with the conchiological collection and Mr. H. E. Gibson with the archaeological material. The first three of these gentlemen have been active in the formation of the new Naturalists Club of Shanghai.

Another important museum in China is the Hoangho-Peiho Museum of Natural History in Tientsin, founded by Père Emile Licent, S. J., some years ago and containing the immense collections of archaeological, palaeontological, ethnological and zoological material made by this energetic explorer during the past two decades in the extensive area

in North China and neighbouring Mongolia and Tibet drained by the two rivers, the Huang Ho and the Pei Ho, after which the museum is named.

Yet another important organization in this country is the Shanghai Science Institute, founded jointly by Japanese and Chinese scientists in the year 1926, but latterly operated only by Japanese. It houses in a large building on Route Ghisi very fine collections of zoological and botanical material, and issues several publications.

Mention, too, should be made of the splendid Geological Museum in Peiping, and the fine work done by the Chinese Government Geological Survey and the Geological Society of China. Although these are primarily concerned with another branch of science, they interest us here in that their work on the palaeontology of China has a very strong bearing upon this country's present day fauna and flora. Zoologists and botanists nowadays are as much concerned with the animals and plants of past ages as they are with those of the present, and so we must not overlook the extensive material in the way of fossil plants and animals, including man, discovered in the immensely interesting and diversified rock strata of China. These are mainly described and figured in the splendid series known as the *Palaeontologia Sinica*.

Towards the end of the last century the well known botanist, the late Ernest Henry Wilson, came to China and carried on extensive exploration and collecting work in the Yangtze Valley and West China, his material first going to Messrs. Veitch and Company, the famous horticulturists in England, and then to the Arnold Arboretum of Harvard University in America.

His popular work " A Naturalist in Western China, " published in 1913, and more recently revised and republished under the titled " China, Mother of Gardens," is well known. Besides this he published a considerable amount of purely scientific material. He was accompanied on his third excursion by Walter R. Zappey, who collected zoological material, especially birds.

In the year 1907 there came to China an American collector named Malcolm P. Anderson, who was collecting mammals for the British Museum under the auspices of the Duke of Bedford's Exploration of Eastern Asia, and shortly after his arrival he was joined by Arthur de C. Sowerby in an expedition into Shansi, Shensi and the Ordos Desert. The latter had recently made collections of birds and mammals for two small museums in China, one connected with the Baptist Mission in Tai-yuan Fu in Shansi and the other with the Anglo-Chinese College in Tientsin.

Anderson, who had already made extensive collections of mammals in Japan and neighbouring areas, and Sowerby were very successful on their expedition, discovering many new species of mammals, all of which went to the Natural History Museum at South Kensington, London, and were named and described by the late Mr. Oldfield Thomas. This was the first serious collecting work that had been carried out in connection with the mammals of China since the time of David and Swinhoe. Thus these two explorers may claim to have been pioneers in the zoological re-exploration of China in the present century. After a second visit to

this country in 1909, again for the British Museum, Anderson returned to America, where he met his death accidentally in a ship-building yard during the Great War. He was accompanied on his second expedition by Captain F. Kingdon Ward, at that time a school master in Shanghai, but subsequently famous for his splendid botanical explorations in Yunnan and neighbouring regions of Burma and Tibet, in the course of which he has discovered a great many new plants and covered much hitherto unknown territory. He had with him as guide Dr. J. A. C. Smith, also of Shanghai, who was the original discoverer of the golden takin country in the T'ai Pei Shan in South-western Shensi.

For many years, that is to say, up to the end of 1917, when he went to the Great War in France, Sowerby continued collecting zoological material in China, being interested mainly in mammals, with birds, reptiles, amphibians and fishes as of secondary importance, and taking invertebrates only when time and opportunity permitted. He travelled all over Northern and Eastern China, Inner Mongolia and Manchuria, the collections he made all going to the United States National Museum in Washington. After the War he returned to China and carried on further explorations and collecting work in Fukien Province, and later made an intensive biological survey of the country accessible from Shanghai, which includes the Yangtze Estuary and Delta, and the area between the former and the Ch'ien-t'ang Estuary to the south in Northern Chekiang. He has published a number of books, the most important of which is a five volume work entitled "The Naturalist in Manchuria." Another more popular work is "A Naturalists Note-Book in China."

In the meanwhile Dr. Roy Chapman Andrews had organized his now famous expeditions to China and Mongolia under the title of the Asiatic Expeditions of the American Museum of Natural History. While these expeditions have been concentrated mainly on palaeontological work in Mongolia, Andrews himself carried out zoological expeditions into Yunnan, Fukien and various places in North China, resulting in good collections of mammals being made, while his colleague, Mr. Clifford Pope, visiting many parts of China, including Hainan Island, during the years 1923 to 1925, made extremely fine collections of reptiles, amphibians and fishes, discovering a large number of new species, especially amongst the fishes.

In more recent years several important expeditions into Western China and neighbouring Tibet have taken place, the first being carried out by the Roosevelt brothers in 1928, when they were the first Westerners to shoot a specimen of the giant panda. This was followed by the two Brooke Dolan Expeditions in 1931 and 1934, respectively, those carried out by Mr. Floyd Tangier Smith during the same period, that by Mr. Dean Sage Jr. and party in 1934, and, last but not least, that undertaken by Mr. and Mrs. Jack T. Young and Mr. Quentin Young, also in 1934. The second Brooke Dolan Expedition is still in progress. On all these recent expeditions to the Chinese-Tibetan borderlands excellent collections have been made, especially of mammals, large and small, including giant pandas, grizzly and black bears, takins, golden monkeys,

snow leopards, blue sheep, serows, large and small deer and numerous species of rodent and insectivore.

Recently, too, the Japanese have been carrying out biological collecting expeditions into the Jehol territory, the results in some cases having already been published.

In the years from 1927 to 1929 Dr. K. Kishinouye led an expedition up the Yangtze Valley into Szechuan, making a fine collection of fishes and other material. The fishes were reported upon by Dr. Shigeru Kimura in the *Journal of the Shanghai Science Institute.* Japanese botanists have also been busy in China during the past two decades, having made extensive collections of plants in various parts of the country.

Other western biologists contributing to our knowledge of China's fauna and flora are the many who have filled positions as professors and teachers in the universities and colleges of this country, and to whom, more than to any others, is due the credit of arousing in the Chinese an interest in the study of natural history, directing and guiding their studies and research work. Amongst these may be mentioned Mr. C. R. Kellogg of Fukien Christian University, Foochow, Dr. Alice M. Boring of Yenching University, Peiping, and Dr. Cora D. Reeves of Ginling College, Nanking. The first of these has been interested mainly in insects, while Dr. Boring has specialized in reptiles and amphibians, and Dr. Reeves in the fishes of China.

There have also been many, like the Reverend George D. Wilder, who have contributed greatly to our knowledge through their individual studies of birds and other groups of animals. Mr. H. Hoene of Shanghai has for many years collected and written upon the *Lepidoptera* of China, while Mr. Suensen, also of Shanghai, has done the same with the *Coleoptera.*

The Sun Yat-sen University has sponsored several zoological and botanical expeditions in South and West China. The most important of these was led by Dr. Arnold Heim into the Chinese-Tibetan border region, the results of which are described in his excellent book " Minya Gongkar," published recently in German.

Mention should also be made of the extensive zoological work done by Dr. R. Mell, who did for South China what other Western explorers and naturalists have done for other parts of the country, his writings, to a large extent on reptiles and insects, also being published in the German language.

A considerable amount of zoological material, especially in the way of birds, has been collected by the Reverend Harry R. Caldwell in Fukien for various American museums, while his book " South China Birds " covers the ornithology of Fukien Province very thoroughly.

It will be noticed that up to the present only explorations and field work carried out by European or American naturalists have been mentioned. This has been unavoidable since it was these explorers and collectors who laid the foundations of our knowledge of the animal and plant life of China. To them is due the credit of finding out what animals and plants exist in China, without which knowledge subsequent more

detailed biological studies and the investigation of possibly more important porblems, as, for instance, those connected with the spread of diseases amongst the human population through intermediate animal or plant hosts, would be impossible.

But the mention of Mr. Jack Young's name introduces us to the work done and being done by Chinese biologists. Mr. Young is a Hawaiian born Chinese, whose first connection with the biological exploration of China was when, in the capacity of interpreter, he accompanied the Roosevelt brothers on their expedition after the giant panda in 1928. Subsequently he accompanied the Sikong Expedition in 1932, when Messrs. Terris Moore and Richard Burdsall made their spectacular ascent of Mount Minya Gongka, the 25,000 foot peak on the Chinese Tibetan border. He collected a number of zoological specimens on that expedition, which he brought back for the Metropolitan Museum of Natural History (Academia Sinica), in Nanking and the American Museum of Natural History in New York. He also was largely responsible for the Shanghai Museum's getting its specimen of the giant panda, and recently he has donated a magnificent specimen of the Szechuan takin to this institution. This was secured on an expedition he organized and led last year into the Minya Gongka territory, when he was accompanied by his wife, Mrs. Adelaide Young, who made a good collection of botanical specimens, and his brother, Mr. Quentin Young, who actually shot the takin. As far as I know theirs was the first of this type of biological expedition entirely organized and carried out by Chinese in this kind of country and along the lines usually adopted by Western explorers.

In recent years there has been a good deal of biological collecting work done by Chinese, but, as far as I know, it has for the most part either been directed and partically organized by some European or American biologist, or the collectors have been accompanied by the latter. Such collecting work as has been entirely the result of Chinese initiative has been carried out mainly along the coast, in the more accessible mountain resorts, or in the country immediately surrounding the headquarters of the collectors. Owing to the disturbed political conditions in the interior during the past two decades it has been out of the question for Chinese collectors to go alone into the wilder regions, especially if they carried arms of any kind. This condition is changing, however, and we may expect to see Chinese expolorers visiting all parts of the country in the immediate future.

Meanwhile, Mr. and Mrs. Jack Young and Mr. Quentin Young may be looked upon as pioneers in a field of activity for the Chinese which up to the present has, by its very nature, been reserved for Westerners.

It must not be supposed that in the past two decades Chinese biologists have been idle. Far from it, as is amply shown by the number of biological institutions that have been formed in different parts of the country and the amount of literature these have put out. To an overwhelming extent, however, the members of these institutions have been engaged upon laboratory work, such as the detailed study of the anatomy of animals and the structure of plants; the identification, classification and description of specimens in collections of the lower

forms of animal life, which up till recently have been almost entirely neglected; the investigation of problems in genetics, and so on. But the result is eminently satisfactory, for our general knowledge of the zoology and botany of this country has been greatly advanced.

Different Chinese workers have concentrated on, or specialized in, different branches of biological study and investigation; but it is out of the question to give details here of all their work, or even to mention by name the workers themselves, for the very good reason that there are so many of them. Recently Dr. Yin-chi Hsu of the Department of Biology, Soochow University, has compiled and published a "Directory of Chinese Biologists," which contains about 160 names of Chinese, living in all parts of the country, with university degrees and engaged either in active biological research or in teaching one or another of the many branches of this great subject. The sum total of their published papers and works is now very considerable, far too extensive to enumerate here. Where amongst so many biologists all are doing good work it would be unfair to single out any individuals for special mention.

We may, however, take note of the more important institutions in China whose members are engaged in biological research, such as:

(1) The Metropolitan Museum of Natural History (Academia Sinica), Nanking. (Founded in 1930).

(2) The Science Society of China, Nanking. (Founded in the United States of America in 1914, but transferred to China in 1918).

(3) The Peking Society of Natural History, Peiping. (Founded in 1923).

(4) The Fan Memorial Institute of Biology, Peiping. (Founded in 1929).

(6) The Marine Biological Association of China, with stations at various points along the coast. (Founded in 1931).

All of these issue important publications in the form of Bulletins or Transactions. There are besides Biological Departments in all the leading universities, most of which have Natural History Museums of their own, and some of which issue valuable biological publications, such as the *Bulletin of the Department of Biology of Sun Yat-sen University, Canton*; *the Proceedings of the Natural History Society of Fukien Christian University, Foochow*, and the *Lingnam Review*, published by the Canton Christian University.

It should be noted, too, that many of the provinces support Entomological Bureaux, some of which have been established for a considerable time, and all of which are engaged in intensive investigations upon the insect life of their particular provinces.

There is also a branch in China of the American Society of Parasitologists, while various members of the staffs of the Peking Union Medical College and other medical institutions in the country have done a great deal of research work upon the parasites of man and animals. Dr. Bernard E. Read, now in Shanghai at the Henry Lester Institute, has

specialized on Chinese materia medica, publishing a number of valuable works on this subject.

While on the subject of publications catering to biological interests mention must be made of *The China Journal*, edited by Arthur de C. Sowerby, and first established by him in January, 1923, under the name of *The China Journal of Science and Arts*. This magazine has always contained much material on the natural history of China, handled in a more or less popular, but at the same time thoroughly authentic way. As a matter of fact it was the first of such publications to appear in the China field, and has always held an unique position in this country.

More recently the excellent quarterly known as *The Hong Kong Naturalist* has been established under the editorship of Professor G. A. C. Herklots, of Hongkong University, whose wide attainments as a naturalist have ensured its success from the first.

The Journal of the North China Branch of the Royal Asiatic Society, now in its 66th year, has from time to time contained valuable papers on the zoology and botany of China.

The National Research Institute (Academia Sinica) is embarking on an intensive biological survey of the whole of the China coast, while the Science Society of China is already engaged in a careful zoological exploration of the Yangtze River from its mouth to its upper reaches in Western Szechuan.

It will be realized from all this that a vast amount of biological research is being carried out in China, and we must not fall into the error of thinking that this important branch of science is still in its infancy in this country. Nevertheless, there remains a great deal of work to be done, more especially in the collection, identification, description and classification of animals belonging to the many great classes of invertebrates, such as the arthropods (insects, crustaceans, myriopods, spiders and ticks); molluscs (land, fresh-water and marine shells); ascidians (seasquirts); echinoderms (starfish, sea-urchins and sea-cucumbers); coelenterates (jelly fish and sea-anemones); worms and leeches; rotifers; polyzoa; porifera (sponges); and protozoa (unicellular animals). It is upon these classes of animal life that the Chinese zoologists have been mainly concentrating, and in connection with which, more than with any others, new forms are to be discovered.

The vertebrates—mammals, birds, reptiles, amphibians and fishes—have been fairly well worked out, but even in these branches a great deal of work remains to be done.

Botany is a subject calling for a considerable amount of work before it can be said that the flora of China is thoroughly known, although in this subject also much good work has been done in the past decade and a half by Chinese, and many excellent publications have appeared on the flora of this country.

We have by no means reached the stage where we can even contemplate the compilation of a General Natural History of China covering all the various branches of the zoology and botany of this country, because of the many gaps in our knowledge concerning them; but it would be genuinely useful and constructive work if some institution were to set

about gathering together all the literature that has already been issued on these subjects and began correlating the work done.

Meanwhile every member of the Naturalists Club of Shanghai can carry on the good work by contributing his or her quota, however humble, to our knowledge of the Natural History of the great country in which we live, and thereby furthering the interests for which this institution has been formed.

SCIENTIFIC NOTES AND REVIEWS

BIOLOGY

Cranes in China : Cranes have long been held sacred in China. According to an ancient legend a crane once assisted Buddha to cross a stream on a dark stormy night by flying with a candle in its beak to the middle of the stream, where it stood on the back of a tortoise and so provided a light, by means of which the crossing was made. Thus we often see pictures and bronze models of a crane on the back of a tortoise with a candle in its beak. Another favourite subject of Chinese artists are a pair of cranes, signifying conjugal fidelity and happiness.

While some seven different species of crane are known to visit China, only one, the so-called Manchurian or Japanese crane (*Grus japonensis*, Muller) occupies this honoured position in Chinese legend and symbolism. It can easily be distinguished by its white plumage, dark face and neck and long black falcate plumes, the tertiary wing feathers, which droop gracefully over the tail. This species is not common in China, its chief range being more to the east, from Eastern Siberia and Manchuria to Japan. It passes through Chihli to the Lower Yangtze, where it winters, and has also been reported as wintering in the Po-yang Lake district. It is imported in a live state for ornamental purposes in Chinese gardens. A pair of these handsome birds will be seen in the accompanying illustration.

The other cranes found in China are the Eastern common crane (*Grus grus lilfordi*, Sharpe), a general grey colour; the white-naped crane (*Grus vipio* Pallas), light grey with a white nape; the hooded crane (*Grus monachus* Temminck), dark grey with a white neck; the Siberian white crane (*Grus leucogeranus* Pallas), very large, entirely white, except for the primary coverts and primary wing feathers, which are black; the black-necked crane (*Grus nigricallis* Przewalski), pale ashy-grey with black head and neck, except for a white patch on the head below and behind the eye; and the demoiselle crane (*Anthropoides virgo*, L.), small, grey with a white patch below the eye and white plumes from the back of the head. The last species is very common in the sandy Ordos Desert and Mongolia.

The Crested Muntjac and Tufted Deer : Some confusion appears to exist in the minds of the uninitiated regarding the two species of deer known respectively as the crested muntjac (*Muntiacus crinifrons* Sclater) on the one hand and the tufted deer (*Elaphodus cephalophus*, M.-Edw.) of Szechuan and its close relative, Michie's tufted deer (*E. c. michianus*, Swinhoe) of Eastern China, on the other. The facts that both types of deer have crests or tufts and are extremely dark in colour, being very different from the various other species of muntjac, which have varying shades of red or yellowish-red pelts, appear to have led sportsmen and non-scientific observers to class them together, which may be one of the reasons why only five specimens of the crested muntjac have hitherto been reported, although it was originally discovered as long ago as 1885.

In a photograph, reproduced here, of a group of sportsmen in the Mo-kan Shan district is shown a fully adult male specimen of this rare deer. Three things are noticeable about this specimen, namely, the much greater size than any of our northern muntjacs, the unusual length of the tail, and the large square-muzzled head. In another

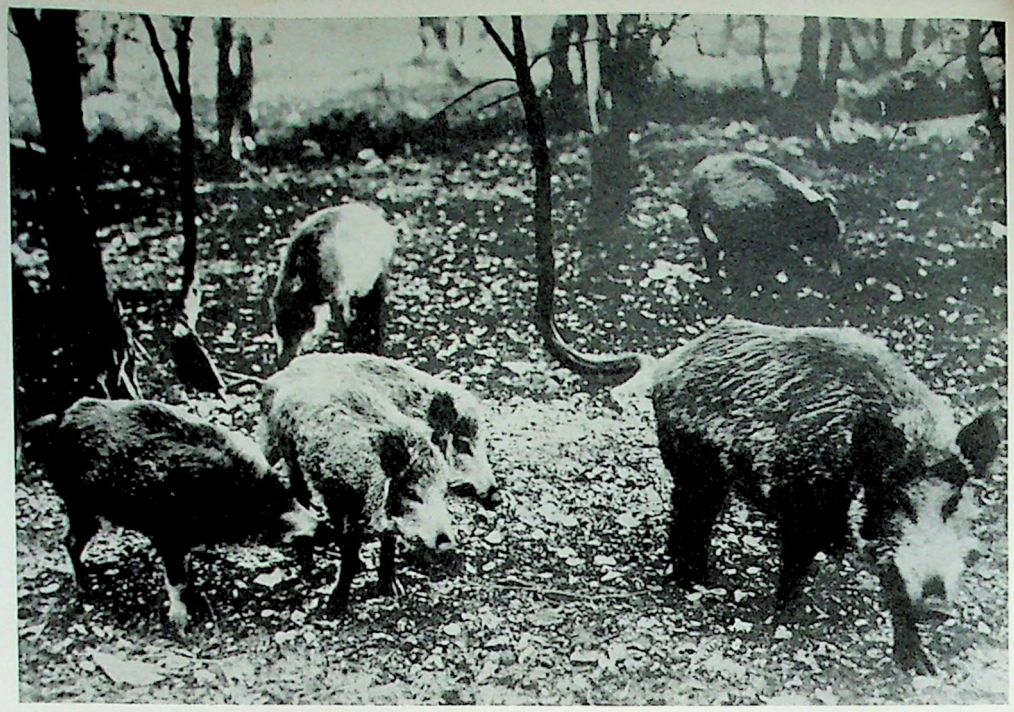


By Courtesy *Manchuria Daily News*

A Pair of Manchurian Cranes (*Grus japonensis*, Muller), the Subject of Poetry and Art in both China and Japan. There are generally Cranes and other Water Birds on View in the Jessfield Park Zoo, Shanghai.



A Specimen of the rare Tufted Deer (*Elaphodus cephalophus*, M.-Edw.) of Szechuan, brought alive to Shanghai by Mr. Floyd Tangier Smith some Years ago and deposited for a Time in the Zoo at Jessfield Park.



By Courtesy *Manchuria Daily News*

Wild Boar in the Wilds, a family, led by a fine old Male, feeding on fallen Acorns, their favourite Food. Wild Pigs may be found in most of the Mountainous Country of China and in the Forest of Manchuria, offering excellent Sport to the Big Game Hunter.



Mr. A. S. Loukashkin, of the Natural History Museum in Harbin, and a professional Guide, Mr. Neklepaen, with a large Bag of Pheasants, Blackcock, Hares and Partridges, made north of Chalantun, North Manchuria, in November, 1934.

illustration is shown a live specimen of the Szechuan tufted deer, standing on its hind legs to be fed. From this it will be seen that it is a smaller more lightly built animal than the crested muntjac, with a more pointed muzzle and neater head, and a shorter tail.

Another distinguishing feature is the presence of nuchal grooves in the face, of the crested muntjac, which, however are not as well developed as in the true muntjacs, while this species also has small horns, which are entirely lacking in tufted deer. It may be mentioned that Lydekker has separated the Central China tufted deer from the other two under the subspecific name *Elaphodus cephalophus ichangensis.*

GEOLOGY

The Geological Survey's Publications : Attention may be drawn to the magnificent series of publications issued by the Chinese Government Geological Survey in Peiping. These are *Palæontologia Sinica*, *Geological Memoris* and the *Geological Bulletin*, copies of which may be purchased at extraordinarily reasonable prices, considering the high quality of these publications. *Palæontologia Sinica*, as its name suggests, is devoted to describing and illustrating the innumerable fossils that have been found in China, now running into many thousands. These have been most carefully classified, described and named by leading authorities, not only in China, but in other countries as well. The illustrations are extremely good. The *Geological Bulletin* deals with the geology of China as a whole, and is now very complete. We strongly recommend any student of China's geology and palæontology to secure these publications without delay. They should be in every reference library in this country, and every scientific library in foreign lands, as they present a magnificent record of achievement on the part of those working upon these subjects in connection with China.

SEISMOLOGY

Monthly Record of Earthquakes : In sharp contrast with the records of the past few months, April this year has been marked by a whole series of earthquakes, some of the greatest severity. The first of the series occurred in Persia (Iran) on April 12, in the province of Mazanderan, causing many deaths and much damage. Quakes continued at intervals in this region, an extremely severe one occurring on April 21. The total number of deaths reported up to April 24 from Baghdad, Mesopotamia, was 600. This earth tremor, it is reported, was felt all through the Mediterranean region to South America. The second of the series occurred in the Tokyo vicinity, Japan, in the morning of April 19, little damage being done however. This was reported as the nineteenth tremor in the area since the beginning of the year.

At 6.02 a.m. on April 21, a severe earthquake occurred in the island of Formosa, followed twenty minutes later by a second, with others coming at intervals for several days. The effects were appalling, the final official list placing the killed at 3,185, seriously injured at 9,215; and the slightly injured at 1,415; while 15,292 houses were demolished, 15,457 partially destroyed and 7,816 damaged. The epicentre was estimated to be some twenty miles north-west of the city of Taichu, where and in Shinchiku the effects of the quake appear to have been the most severe. This is the worst catastrophe of the kind that has hit Japan since the terrible earthquake in 1923.

Simultaneously with the news of the earthquake disaster in Formosa, ran a message from Berlin dated April 21, reports of further violent earthquakes were received there from other parts of the world. Severe earthquakes occurred at Lisbon and Oporto in Portugal, as well as in the Tyrol, Italy, Sicily, Malta and Tripoli, while on April 23 reports of seismic disturbances at Santiago and Valparaiso in South America were received. Two distinct shocks were felt on April 21 at Kashing, a small town on the Shanghai-Hanchow Railway in Northern Chekiang. Earth tremors, lasting one minute, were felt in Foochow, Fukien, early in the morning of April 21.

During the night of April 24, the Provincetown area in Massachusetts, U.S.A., recorded thirty-two shocks, which, however, did little damage.

A number of people were killed and many injured by a series of strong

earthquake shocks which rocked the Azores on April 28, the island of Sao Miguel being the hardest hit.

Finally, on May 1, a violent seismic disturbance in the Kars region of Turkey took a toll of several hundred lives.

Not for very many years has such a series of earthquakes been recorded in so short a period.

VOLCANOLOGY

Asamayama in Eruption : After three years' quiescence mount Asamayama at Honshiu, Japan, erupted with terrific violence on the afternoon of April 20. The forests in the vicinity were set on fire and a few houses near Haruizawa were destroyed. The eruption was of short duration, only some twenty minutes, while no casualties were reported.

New Volcano Discovered in Kamschatka : A recent expedition sent out by the Academy of Science of the U.S.S.R. is reported to have discovered a new volcano, 1,800 meters in altitude, in Kamschatka. The main crater contains over forty small craters. The message conveying this news did not say whether any of these were alive or active.

METEOROLOGY

The Weather in China during April : The promise of an early spring given by the extraordinarily mild and pleasant weather during the first part of March in the Shanghai area was not fulfilled, April turning in cold and wet for the most part. It rained at least once during the twenty-four hours almost every day up to and including April 21. Thereafter the weather was fine, but turned cold rather suddenly during the last two days of the month.

Inclement weather appears to have prevailed in other parts of China. A sudden rise in the Fen River in Shansi on April 4 suggests heavy rain in the mountains further north. On April 7 a heavy storm was reported as sweeping over the areas of Chihli (Hopei) east of Tientsin. A severe rise in the rivers of Northern Kwangtung, South China, were reported on April 11 as a result of continued severe rains, while much rain was reported as having fallen in the Hangchow area in a letter to the *North-China Daily News* dated April 12. Another correspondent, writing on April 16 to the same paper from Kuling, near Kiukiang on the Middle Yangtze, stated that a cold wet spring had followed an extremely mild winter in that district, this weather continuing up to the time of writing. A hail storm in the Po-yang district in the same province destroyed a lot of crops on April 13.

Tientsin, however, is reported to have experienced an unusual heat-wave on April 27, the thermometer registering 94°F. in the shade, at the same time that a sandstorm was blowing. The same storm swept Peking with great violence.

Severe Typhoon in the Philippines : The Philippine Islands, which suffered so severely last year from an unprecedented series of violent typhoons, was again swept by one of these devastating storms on April 7, when seventy people lost their lives along the southern coast of Luzon Island, and thirty more were reported missing.

MEDICINE

Public Health in the Greater Shanghai Area : While the Public Health Departments of the three different municipal areas in the Shanghai district cooperate closely whenever possible, each is a distinct organization entirely independent of the others as far as control and financing are concerned. Thus Greater Shanghai, the Chinese controlled area, has its own Bureau of Public Health under the City Government, with Dr. Ting-an Li as Commissioner. The head office of the Bureau is located at the Civic Center at Kiangwan, where also are the public health laboratory and hospital. The Bureau was organized in 1927, subsequent to the establishment of the City Government of Greater Shanghai, and last year the sum of $355,000, or 3.3 per cent. of the total City Government budget, was spent on the Bureau's work in regard to public health. As stated elsewhere, large new buildings for

the Laboratory and Hospital are being built at the Civic Centre, as well as several large wards for patients.

The registration of medical practitioners, midwives and pharmacists residing in the area, publicity in health matters, street cleaning, supervision of water supplies, disinfection of wells and ponds, control of communicable diseases, food supervision, disposal of coffins and the running of free clinics are some of the many activities of this important institution.

Foreign Public Health Departments in Shanghai : There is little need to say much about the Public Health Departments of the International Settlement and French Concession in Shanghai beyond the fact that both are highly efficient institutions carrying on perhaps the most important work of any for this city's general welfare. Inspection of everything that might have a bearing on public health is carried on, particularly in connection with the city's food supplies, milk and the like. Mosquito eradication is one of their important functions, as also is free inoculation and vaccination on an extensive scale against contagious and infectious diseases. Altogether Shanghai's public health is extremely well looked after, a fact reflected in the general good health of the community.

China's Quarantine Service : Under the able leadership of Dr. Wu Lien-teh, the famous plague specialist, the Chinese National Quarantine Service, inaugurated only a few years ago, is making splendid headway. As far as entrance into Chinese ports from abroad is concerned the Service now has complete control, so that ships from any part of the world where such serious diseases as the bubonic plague or cholera are known to exist can be put in quarantine, examined and thoroughly disinfected. Last year the vessels inspected totalled 14,000,000 gross tons.

Recently Dr. Wu reported that the rat flea survey in Chinese ports under the supervision of his senior assistant, Dr. C. Y. Wu, had produced exceedingly valuable results.

The headquarters of the Quarantine Service is situated in Shanghai on Peking Road, but offices have, of course, been established in every port of any importance along the whole China coast.

A. DE C. S.

SHOOTING AND FISHING NOTES

SHOOTING

Shooting Available from Shanghai : One of the things for which China has long been famous is the excellent shooting that this country offers the sportsman. Especially is this true in regard to the pheasant, justly considered the finest game bird in the world. Time was when the famous ring-necked pheasant (*Phasianus torquatus*) occurred in great numbers throughout the whole of the Lower Yangtze region, including the Estuary and Delta, as well as the great Kiangsu-Chekiang plain, and Shanghai sportsmen could count on splendid bags whenever they went up-country ; but to-day, while this lordly bird still ranges over this wide area, its numbers have been sadly depleted. Indeed, at one time the pheasant became almost extinct in this region, owing to its being exported in cold storage on a wholesale scale. Since this wretched business has been stopped, however, this sporting bird has made a remarkable recovery, and specimens may even be seen in the outskirts of Shanghai itself, sometimes actually in the gardens of residences in the Western District.

There are many delightful spots in this general region, accessible by house-boat, where good pheasant shooting may now be enjoyed ; while the opening up of fresh country further away by

the new motor roads that are being built in every direction is providing further splendid shooting grounds.

On the islands outside Woosung in the Yangtze Estuary, as well as at various places along the sea coast to the south, very good wild goose, wild duck and teal shooting may be enjoyed all through the winter months by those who know how to go about getting it, while snipe shooting of the very best is to be had throughout this whole region wherever swampy ground or rice fields occur.

Southward in the Hai-yen (Hai-ee) and Hsu-chou areas excellent woodcock shooting may be had in mid-winter, while the elusive bamboo partridge is to be found in the bamboo groves of the same districts.

Sportsmen who want bigger game may secure good wild boar shooting in the Chinkiang hills, easily reached by rail from Shanghai, or they may go to Korea, Manchuria, West Shansi or Suiyuan, in all of which areas splendid big game shooting is to be had—roedeer, boar, bear and an occasional tiger in Korea, wapiti being added to this list in Manchuria, roedeer, boar and leopard in Shansi, with unlimited pheasant and partridge shooting, and wapiti, goral, big-horn sheep and blue sheep in the Suiyuan area. Serows are occasionally shot in the mountains of Northern Chekiang.

For those with more time at their disposal there are the game-filled uplands of the Tibetan border lands, where such rare animals as the takin, the serow, the giant panda, blue sheep and several kinds of deer, both large and small, are to be had.

Besides all these places the Shanghai sportsman is within comparatively easy reach of French Indo-China, where the best big-game hunting of all is to be had, including such animals as elephant, gaur or seladang, tsain or banting, tiger and sambar.

FISHING

The Shanghai Fisherman: The Shanghai fisherman has a choice of several alternatives. He can devote his time to angling for carp and ide in the ponds in the immediate vicinity, or he can go fly-fishing for rainbow carp and the various species of culter in the clear streams of the Hangchow district, or he can wait till the summer holidays give him the chance to get some sea fishing at such northern resorts as Wei-hai-wei and Pei-tai-ho. Here in the months of May, June, September and October splendid sport may be had fishing for the so-called Japanese sea-bass with a light rod and line furnished with a spinning minnow or some other lure. This is really fine sport, and has a very considerable number of devotees amongst the members of the Shanghai community. The fish put up a good fight, and run to a respectable size.

A. DE C. S.

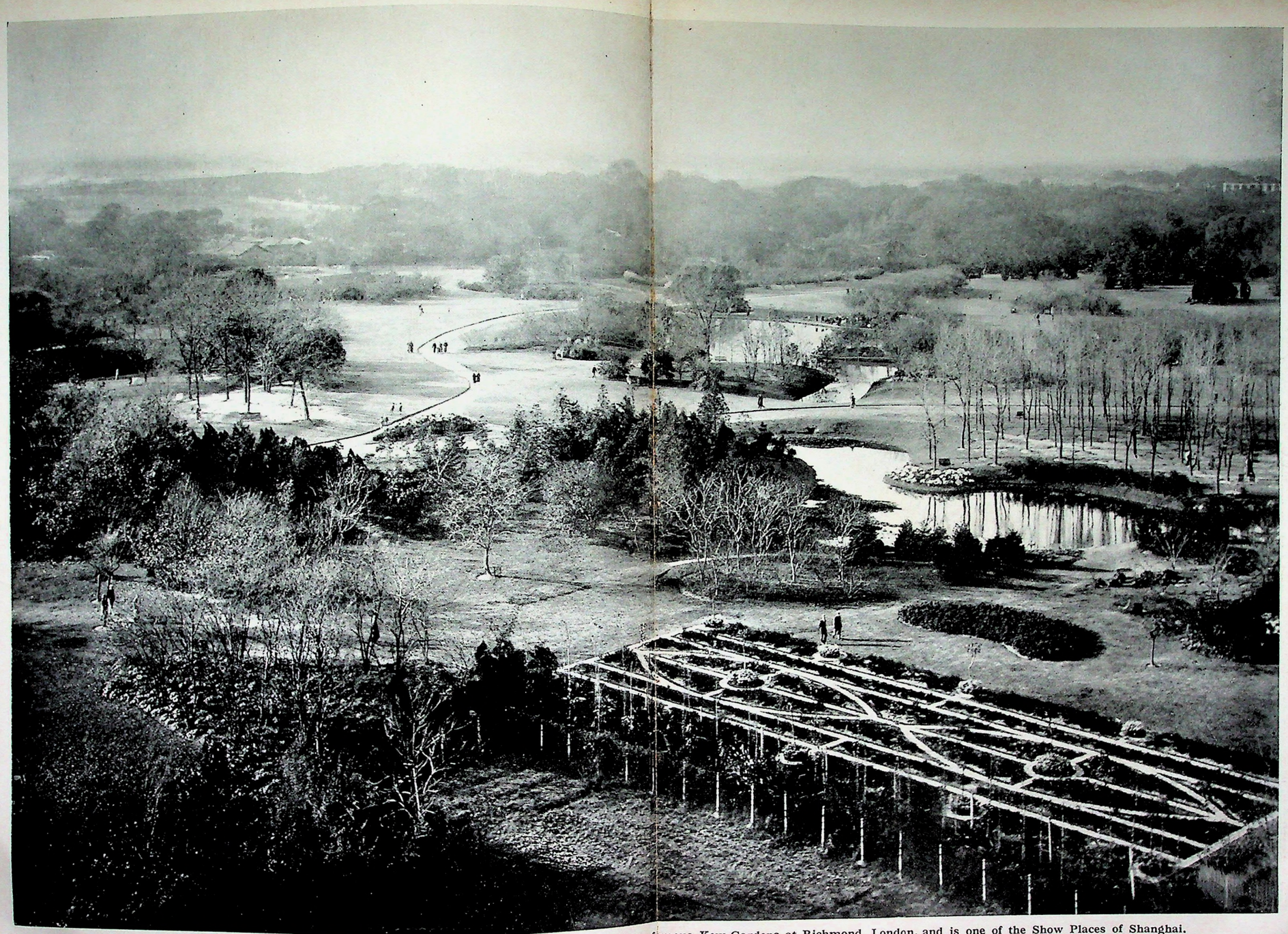
THE KENNEL

The Annual Dog Show: The China Kennel Club's Annual Dog Show was held this year on April 28, when some 211 of Shanghai's best dogs were duly paraded before the judges and awarded medals according to their merits. This number is somewhat less than has been the case in the last few years, but on the whole this was compensated for by the improvement in the quality of the dogs shown. It is interesting to note the variation in the popularity of different breeds of dog in Shanghai, as indicated by the sizes of the classes in the shows over a number of years. When the Dog Show was first started in Shanghai in 1923, the classes for sporting dogs were by far the strongest. Later Alsatians and Airdales headed the list of entries, but during the last few years wire-haired fox terriers have showed a steady

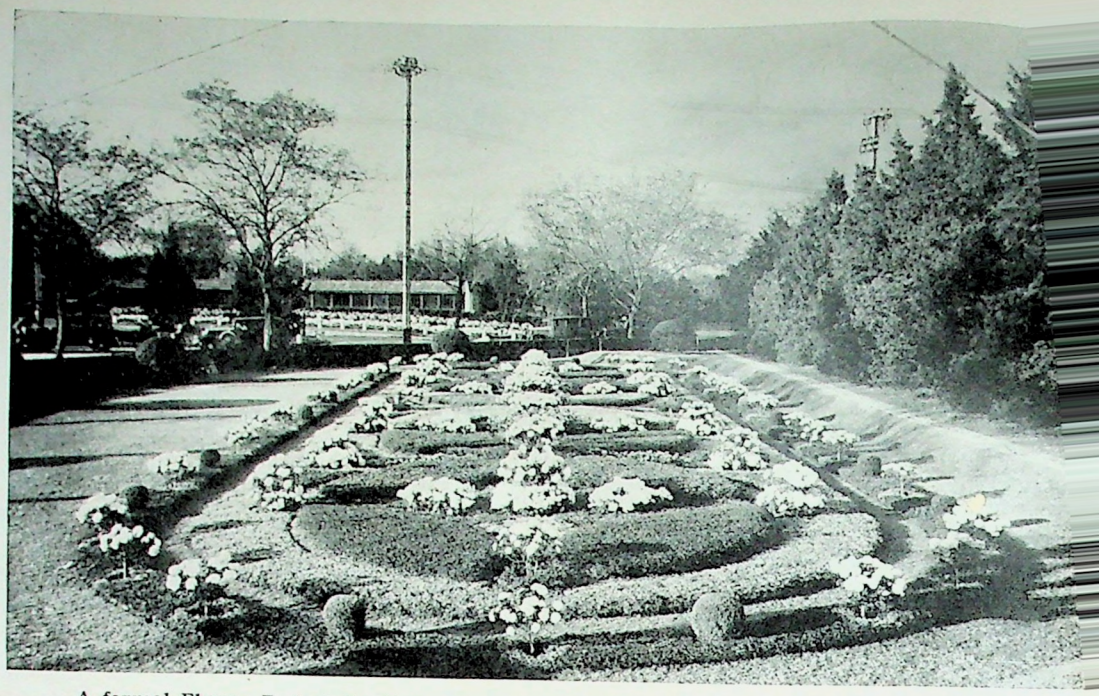




Delightful Scenes in Jessfield Park, Shanghai, where there is always a fine display of Magnificent Blooms to please the Eye and gladden the Heart of the Visitor.



Seen from the Top of a neighbouring Skyscraper, Jessfield Park is reminiscent of the famous Kew Gardens at Richmond, London, and is one of the Show Places of Shanghai.



A formal Flower Bed at the Entrance of Jessfield Park on Yu Yuen Road, Shanghai.



A romantic Corner of Jessfield Park where Rocks, Flowering Shrubs and dense Trees give a truly Woodland Effect.

increase. At one time Boston terriers formed a strong class, but latterly, while there are still plenty of these dogs in Shanghai, few have been shown. This year wire-haired fox terriers formed by a long way the strongest class, with spaniels, Cairns, Scottish terriers and chows coming next in this order. Alsatians and Airdales were represented by but ten exhibits each, while sporting dogs were poorly represented. Kerry blues are fast gaining in popularity in Shanghai. Dalmatians, which formed a strong class last year, seem to have faded away.

A very attractive combined Year Book and Dog Show Catalogue was on sale at the show. We have not received details as to the attendance at this year's Show, but it seemed to us to be less strong than usual, possibly another result of the present depression. It would be a great pity if this useful function were to fall into abeyance through lack of public support, for we can think of no better method of improving the lot of our canine friends in this country than the holding of popular and well patronized Dog Shows.

The Protection of Dogs in China : No praise is too high for the energetic officers and members of the Shanghai Society for the Prevention of Cruelty to Animals in their ceaseless efforts to improve the lot of dumb animals in this big city. Especially do dog-lovers appreciate what they are doing, for, if there is one thing needed more than another, it is protection for these faithful friends of man in a country where little consideration is usually given them. The local organization is a strong one, but it could be made even stronger by more people joining it. Membership incurs a financial obligation of only $2.00 annually, which can be sent to the Secretary, Miss D. E. Pellew, at 395 Route Frelupt. Recently a Chinese Society for the Prevention of Cruelty to Animals has also been formed, with headquarters in Shanghai, its activities extending into territory where the Shanghai institution can have no influence except indirectly. It is fervently to be hoped that this will develop into a powerful organization throughout the whole of China.

THE GARDEN

THE PUBLIC PARKS AND GARDENS OF SHANGHAI

One of the things for which present day residents in Shanghai have to thank those of the past is the foresight of the latter in planning and reserving space for the really delightful public parks that form an attractive feature of this city.

In regard to these there seems to have been something of the prevision otherwise so lacking in the planning of the International Settlement, for the "Land Regulations" actually provide for the purchase by the Municipal Council of land outside the Settlement boundaries to be used as parks ; and advantage has been taken of this provision to establish at least two public parks of really generous proportions, and several smaller ones. The two large ones are Jessfield Park, consisting of 48.5 acres (291.4 *mou*) of land in the extreme Western District and Hongkew Park, of 44.6 acres (265.7 *mou*) in the Northern District. Wayside Park, a somewhat smaller but also very attractive park of 6 acres (36.6 *mou*), is situated on Wayside in the Northern District, while yet another is to be found on Kiaochow Road covering an area of 7.4 acres (45.5 *mou*).

In the French Concession there is a large and well laid out park, while in the Chinese controlled area of Shanghai there are to be several large parks, well laid out, and for use extensively as recreation centres.

Besides these large parks there are a few smaller public gardens, the best

known of which occupies a triangular piece of ground on the foreshore at the junction of Soochow Creek and the Whangpoo on the right bank of the former. This was opened in 1866, and was the first of the public gardens and parks in Shanghai to be established. It now continues up the Soochow Creek for some distance, though interrupted by several bridgeheads. Quinsan Gardens is another of the city's smaller breathing spaces.

In order to prevent these parks and gardens being overrun by undesirables and to keep out the riff-raff, a small charge is made, one dollar purchasing a ticket which will give admission to any of them throughout the whole year.

Statistics show that the Shanghai public makes full use of its parks. The Annual Report for 1933 as submitted to the Shanghai Municipal Council shows that the total number of visitors to Jessfield Park, Hongkew Park and the Public Gardens on the Bund was 3,396,869 during that year.

Unquestionably Jessfield Park is the most attractive of those in Shanghai, being strongly reminiscent of Kew Gardens at Richmond, London, with its well grouped trees, artificial lakes, rockeries, extensive lawns and delightful vistas. This is not surprising, since both Mr. W. J. Kerr, the present Superintendent of Parks of the Shanghai Municipal Council, and his predecessor, the late Mr. D. MacGregor, were trained at Kew.

Jessfield Park is reserved for the more sedate pleasures of walking and resting in the open air in pleasant surroundings, regular games not being permitted as in Hongkew Park; but it has two very popular features. One of these is an open-air auditorium, where on fine summer nights the Municipal Orchestra gives popular concerts, and the other is a miniature Zoological Gardens, greatly beloved by the children, both foreign and Chinese, of Shanghai. The Zoo is attractively arranged, containing open-air cages, for the most part, in which may be seen bears, monkeys, deer, wild boar, squirrels, peacocks, swans, egrettes, cranes, and many other kinds of birds. From time to time strange creatures from the interior of China or from foreign lands are exhibited, while in recent years the Zoo has been the temporary repository of rare mammals and birds from the wilds of West China and Tibet on their way to Europe or America. At the present moment there is one such collection brought to Shanghai by Mr. Floyd Tangier Smith, the well known explorer and zoological collecter. It contains many rare pheasants and other game birds, as well as some blue sheep, a goral and a wolf—all from the Sino-Tibetan uplands.

Hongkew Park, as already indicated, is used extensively as a recreation centre, where the members of various types of sporting clubs find an outlet for their energies. While on this subject, mention may be made of the Race Course, now in the heart of the Settlement, but once in the country, which, besides providing a full-sized course for the "sport of kings," encloses enough space for a polo field, a small golf course, football, baseball and cricket fields, bowling greens, a swimming pool, and a large number of tennis courts, the whole space inside the race track being public property.

The Kiaochow Road Park is being opened to the public for the first time on May 6, for the holding of a children's féte in celebration of King George's Silver Jubilee. Wayside Park is also a recreational centre.

In all the public gardens and parks of Shanghai splendid displays of flowers are maintained, excellent municipal nurseries and hot-houses being maintained for this purpose. Here experiments are carried on in the way of getting seeds of new varieties of garden or hot-house flowers and trying them out in the Shanghai climate. By this means Shanghai's private gardens are always being added to, for seeds and seedlings of each novelty introduced by the Municipal Nurseries soon find their way into the hands of the local Chinese nurserymen, and so are distributed.

The planting and care of trees along all the streets and roads of the Settlement is another of the duties of the Public Parks Department of the Municipal Council, and is one, the fulfilment of which adds greatly to the beauty of the whole area. As an indication of what this work involves, it may be mentioned that in 1933 no fewer than 3,337 trees were blown down in the course of the various typhoons with which this district was visited.

A. DE C. S.

PRIVATE GARDENS IN SHANGHAI

Shanghai can and does boast of a large variety of beautiful and well-planned private gardens. Besides the many species of plants that are indigenous to this continent, travellers and settlers from all parts of the world have brought seeds and cuttings from their native lands to remind them of the home country.

First of all we have, of course, some very fine examples of Chinese gardens in this locality. These are not very well known, nor are they greatly understood by the average European resident, and in consequence this type of garden has been developed almost exclusively by the Chinese. But those who like to seek out the unusual in life will find in the old Chinese gardens retreats of great beauty and repose. Surrounded as they are by high walls, the noise and bustle of a restless city are kept out, and one may wander amongst the willows and lotus ponds and forget the troubles of a mad world.

The Japanese have brought to Shanghai their love of gardens, and one may find here the cherry, plum and other blossoms thriving equally as well as in Japan. There are several famous Japanese gardens throughout the city, some of them with the appearance of great age and in imitation of nature at her best. There is one particularly charming spot in the Kiangwan area where waterfalls rush downward between great boulders and where the cherry blossoms make a magnificent showing in the spring. Old and gnarled pines thrust out their graceful branches and at the top of a minature hill is a small temple, where on a fine day one may sit and listen to the trickling of water below and to the singing of the wind in the pines.

The European settlers have, of course, brought small bits of their native lands with them in creating scenes reminiscent of the country they love best. Formal French gardens are to be seen here and there, or an equally formal English garden. Old Italian gardens, Spanish patios filled with colourful blossoms, or informal American gardens are to be seen. Many people prefer to import their seeds from abroad, but those who rely upon the wandering "garden man" for their supply of trees and blossoms find a cheap and endless source of colour and fragrance to brighten up the corner of land that is called home. Gardeners are cheap, flowers plentiful, and the rainfall is abundant, so, there is no excuse for any Shanghai resident not to reap his reward from the soil. Owing to cheap labour it is not a difficult or expensive matter to move large trees, and it is, therefore, possible to create a garden with the appearance of age in a very short time.

There are many fine and well developed parks in Shanghai. Under the untiring supervision of the Superintendent of Parks, Mr. W. J. Kerr, great progress in improving these has been made in recent years. Tree planting has been extensively carried out and it is pleasant to note the large number of trees that have been planted along the curbs of even the most central of streets.

H.

SOCIETIES AND INSTITUTIONS

THE ROYAL ASIATIC SOCIETY, NORTH CHINA BRANCH

Lecture on T'ang Dynasty Court Life : Members of this Society listened with considerable interest to a lecture by Dr. Florence Ayscough, well known for her Translations of Chinese poetry, on the subject of "Court Life in the T'ang Dynasty as Illustrated by the Poems of Tu Fu." Dr. Ayscough has devoted much time to the study of this famous T'ang poet, having published

two books embodying translations of his work. The lecture was illustrated with lantern slides.

Museum Talks : The weekly "talks" announced in our last issue were duly given in the Shanghai Museum with the exceptilon of that on Butterflies. Mr. S. Josefsen-Bernier was unavoidably prevented from giving this address, his place being taken by Mr. A. de C. Sowerby, who gave a general talk on Insects. The talk on Reptiles by Mr. E. M. Buchanan and that on Fishes by Dr. Yuanting T. Chu were particularly interesting.

It has been dicided to discontinue these talks during the warmer months, when children, for whom they are mainly designed, want to get out to play in the afternoons after school.

THE NUMISMATIC SOCIETY OF CHINA

Exhibition of Gold and Silver Coins : At the regular monthly meeting held by this Society on April 9 -Mr. L. Paul, a member, exhibited his very interesting collection of gold and silver coins, some of which are extremely rare. Amongst the gold coins were some from Tibet dating back over a thousand years. We understand that Mr. Paul is prepared to dispose of his collection, those interested being advised to apply to Mr. G. H. Parkes, the Honorary Secretary, at C.P.O. Box 871, Shanghai.

THE SHANGHAI NATURALISTS' CLUB

First Annual General Meeting Held : At the first annual general meeting of the newly formed Shanghai Naturalists' Club, held on April 15, the officers for the ensuing year were elected as provided for in the constitution and byelaws adopted at the previous meeting. The following were elected : President, Mr. A. de C. Sowerby; First Vice-President, Dr. C. C. Chen ; Second Vice-President, Mr. S. Josefsen-Bernier ; Committee, Dr. Yuanting T. Chu, Miss P. Wimmer, Dr. K. Kimura, Mr. W. J. Silvey and Mr. H. W. Frick; Honorary Secretary and Treasurer, Mr. E. M. Buchanan.

Several sub-committees for carrying on various Club activities were appointed.

After the business of the meeting had been transacted, the newly elected President read a paper, reproduced in this journal, entitled " Progress of Biological Work in China."

EDUCATIONAL NOTES AND INTELLIGENCE

Shanghai the Leading Educational Centre in China : Although Peiping has long been known as the educational centre of China, by actual count there are seventeen institutions of higher education in the former capital and twenty-five in Shanghai. The great port city of the Yangtze Valley has become, in reality, the new scholastic hub of the Republic of China as the result of a complete shift in educational policy since 1911. During Imperial days emphasis was placed on art and literature as the road to success, while after the turn of the century more attention came to be paid to the Western sciences.

At the end of the first year of the Republic, 1912, China had four institutions of high learning, the students totalling 481, and the annual expenditures reaching $755,730. At the end of 1933, the total of institutions of higher education (including universities, independent colleges and technical schools) had reached 110, the total students enrolled exceeded 46,750, and the expenditure for the year came to

$34,643,000. During that period of twenty-four years, the number of schools had increased twenty-seven times over, the students one hundred fold, and the expenditures forty-five times.

The development in Shanghai has been even more significant. The current China Hong List gives forty-two schools and colleges in the Foreign Settlement and French Concession. A few of these are designed for foreign students, but the majority are attended exclusively by Chinese. The Shanghai Municipal Council gives grants-in-aid to some of these, particularly to the private schools operated by the various national groups in the city, while others are entirely self supporting.

The two best known institutions of higher education for Chinese are St. John's University and the University of Shanghai. Both have been established for many years and their graduates are to be found all over China. St. John's was founded by the American Church Mission soon after Shanghai was opened to foreign residence, occupying a site that was then miles from the settlement. Shanghai has expanded to meet and even pass St. John's, but the grounds of the old school remain among the most beautiful in the city.

The Catholic Mission runs a fine educational institution on Avenue Dubail in the French Concession known as the Aurora University.

In the area surrounding the foreign settlements a number of important colleges and universities have grown up. Several of these in the country between Shanghai and Woosung were damaged or destroyed during the Sino-Japanese fighting of 1932, but all are now operating once more. Some of the more important of these are Fuh-Tan University, Tungchi University, Kuang Hua University, Chiaotung University, Great China University and Tung Wen College, the last being a joint Sino-Japanese undertaking.

For the great majority of the Chinese people who never reach college there are many primary schools scattered throughout both the foreign and Chinese territory. Several are operated by the Shanghai Municipal Council, and by the French Municipality, while the Bureau of Education of the Shanghai City Government controls many in the surrounding districts. Secondary schools for the graduates of the primary grades carry the more advanced pupils on toward a higher education.

Because between thirty and eighty per cent. of the Chinese never learn to read and write their own language (the figure varying in different parts of the country), it is becoming increasingly obvious to the nation's leaders that some system of mass education is vital if China is to prosper. On the basis of this idea, Shanghai is soon to be the scene of a drive to teach 600,000 adults and children, now illiterate, to recognize and use 600 of the most common characters of their written language. The advance publicity for this work began early in May, under the leadership of Mayor Wu Teh-chen.

Beginning on July 1, measures compelling those now illiterate to study the selected 600 characters will be carried out. Classes, under the direction of voluntary teachers chosen by the Bureau of Education, will be held in the morning, at noon, and in the evening. By this means it is hoped that 500,000 illiterate adults and 150,000 illiterate children out of the population of 2,000,000 in Greater Shanghai will be taught to read and write within a year.

National leaders throughout the world generally admit that the salvation of China depends, not so much upon the development of a strong army or a great increase of exports, as upon the expansion of the means of communication and the extension of primary education. Gradual improvement is being made with regard to education, but the tendency of past years has been to neglect the groundwork and to develop the nation's universities instead. The result has been a plethora of college graduates, most of whom are unable to find positions that suit their education. On the other hand, as already stated, approximately eighty per cent. of the country as a whole is illiterate, unable to understand the simplest written direction sign. It is in recognizing this state of affairs and striving to remedy it that China's educationists are doing their greatest work, and Shanghai is playing a leading part in this work.

PUBLICATIONS RECEIVED

Books :

Big Game : Wanderings in Many Lands, by H. Frank Wallace : Eyre & Spottiswoode, Ltd., London.

A Plant Hunter in Tibet, by F. Kingdon Ward : Jonathan Cape, London.

Report of the Ministry of Communications of the National Government of China for 1934 : China United Press, Shanghai.

Buddhist Cave Temples at Yunkang, by Dr. Gordon King : The Chronicle Press, Peiping.

Periodicals :

The People's Tribune—Transactions of the Natural History Society of Formosa—The Travel Bulletin—The New Zealand Journal of Science and Technology—Smithsonnian Miscellaneous Collections—Oriental Affairs.—Far Eastern Review—Chinese Economic Bulletin—Science—The Leper Quarterly—The Philippine Journal of Science—Travel in Japan—Bulletin of the Geological Survey of China—Discovery—Palaeontologia Sincia—Salmon and Trout Magazine—Bulletin of the Fan Memorial Institute of Biology—Geographical Review—Journal of the West China Border Research Society—Nankai Social and Economic Quarterly—Nankai Index Numbers for 1934—New Zealand Fishing and Shooting Review—Chinese Social and Political Science Review—World Unity—The Lloyd Mail—Metropolitan-Vickers Gazette—Notes D'Entomologie Chinoise—Bulletino del Laboratorio de Zoologia Generale e Agrario, del R. Instituto Superiore Agrario in Portici—Far Eastern Travellers' Gazette—The Countryman—Natural History—Game and Gun—Extreme Asie—Man—Transactions of the Science Society of China—Bulletin of the Department of Biology, College of Science, Sun Yatsen University.

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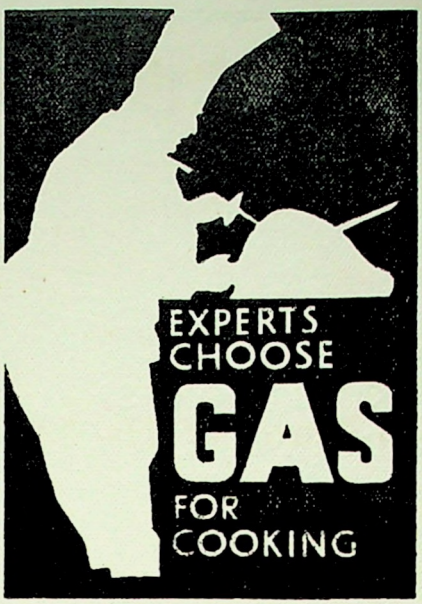

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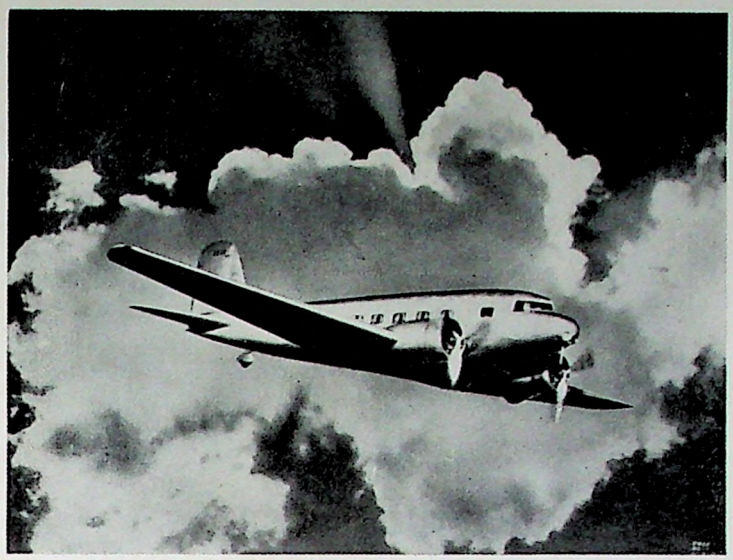

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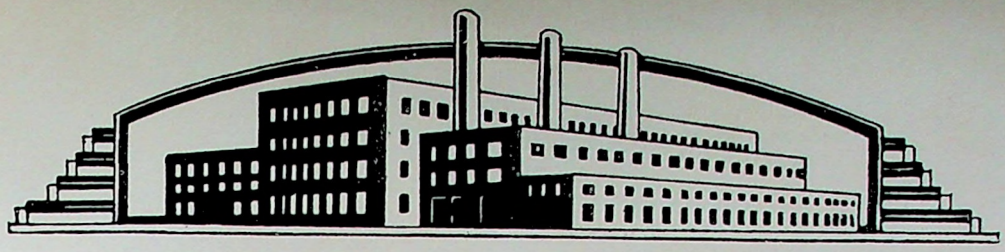

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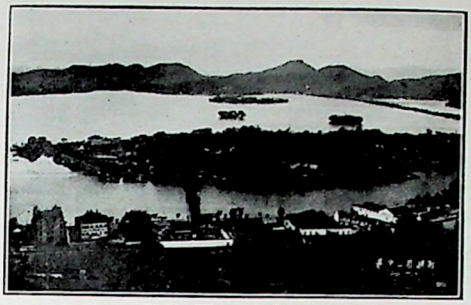

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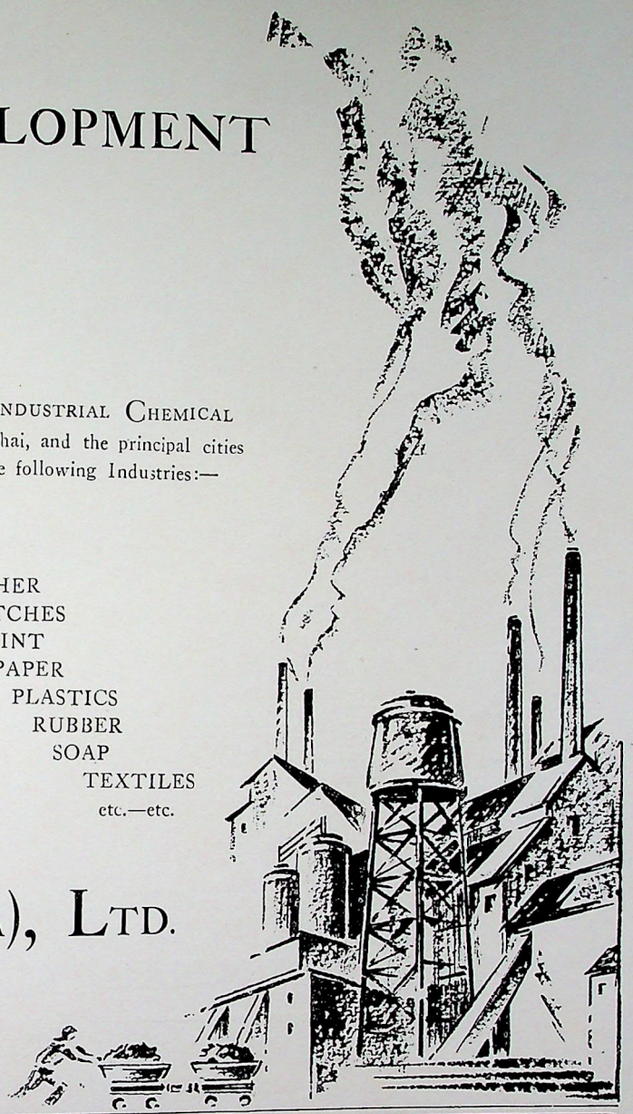

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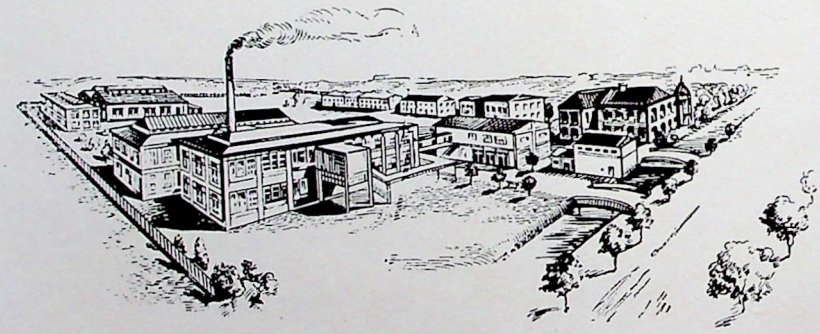

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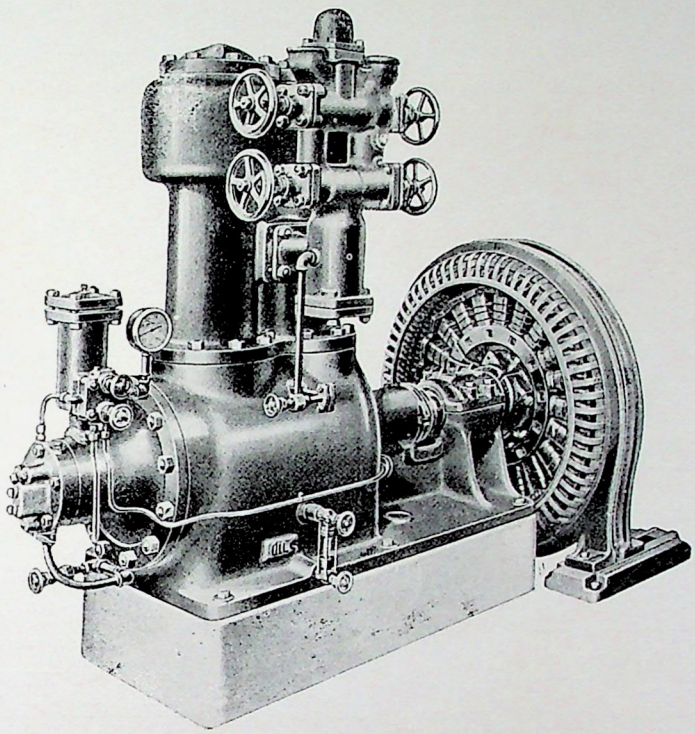

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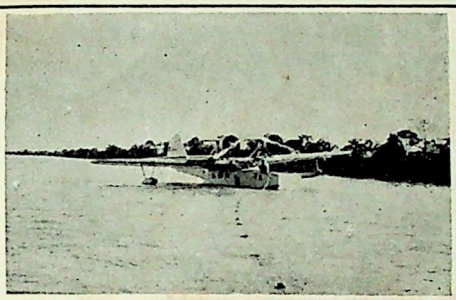

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