

SHANGHAI

1906

海上 *Sháng-hái*

The most northerly of the five ports opened to foreign trade by the British Treaty of Nanking is situate at the extreme south-east corner of the province of Kiang-su in latitude 31° 15' north and longitude 121° 29' east of Greenwich, at the junction of the rivers Hwang-po and Woosung (the latter called by Europeans the Soochow Creek), about twelve miles above the more recently opened treaty port of Woo-sung, where their united waters debouch into the estuary of the Yangtsze. Shanghai lies in a vast plain, the nearest hills, of only some 300 feet in height, being twenty miles to the westward. The soil is alluvial and extremely rich; it supports a great variety of food and other stuffs. This Kiangsu plain has been called "the Garden of China," and the population here is, perhaps, denser than in any other part of the land—eight hundred inhabitants to the square mile is not an exaggerated estimate. Rice, cotton and grain are the main products in the immediate neighbourhood; rice to the west and north, cotton to the west and south: but with the greater demand for cotton by the mills started within the last few years the cultivation of rice is being pushed farther away from Shanghai and cotton is taking its place. The convenience of inland transit is here very great; rivers, canals and creeks are in every direction, but they form a great obstacle to free riding and walking. Mulberry trees are not grown to any extent in the neighbourhood. Wheat, barley, rice, green foods of all kinds, cabbage, turnips, carrots, melons, cucumbers, potatoes, yams, chihlies, the egg plant, cress, etc., abound. Of fruits Shanghai is famous for its peaches; plums, strawberries, cherries (small in size), peepaws (or medlars) and persimmons are common. The apple and pear, grape, chestnut and walnut are brought from the north, oranges and bananas in great quantity from the south. The bamboo is common in the district, so is the pine, cypress, willow, and a species of elm. The chrysanthemum and peony are the favourite flowers. Roses, tulips, pansies, hyacinths, fuchsias, geraniums, and other European flowering annuals, are highly developed in the public and private gardens of the foreign settlements. Of birds, the crow, magpie, swallow and sparrow abound; many species of lark, finch, and thrush are common, and the feathered tribe as a whole is plentiful in Kiangsu; but it is otherwise with four-footed animals. For a more detailed account of the flora and fauna of the neighbourhood we must refer the general reader to Williams' "Middle Kingdom," and the student to the scientific works and periodicals in the Asiatic Society's library.

The river opposite the city and foreign settlements, once a narrow canal, was, some thirty years ago, 1,800 feet broad at low water, but has been rapidly narrowing till it is now only 1,200 feet. The Soochow Creek, which was, judging by old records at one time at least three miles across, has now a breadth of less than a hundred yards. The average water on the bar at Woosung at high water springs is nineteen feet, the greatest depth of late years being twenty-three feet. The bar is the cause of heavy loss to shipowners and merchants through the detention of ocean steamers. After repeated efforts to induce the Chinese authorities to deepen it, an effort was made to cope with the evil by dredging, but after a few months' work it was found that the experiment must prove ineffective, and in September, 1892, it was abandoned as useless. A sum of Tls. 17,350 was subscribed in 1894 to obtain the opinion of a European expert, the Chinese authorities contributing Tls. 10,000, and in the spring of 1897 the services of the Dutch engineer Mr. de Rijke were engaged through the Chamber of Commerce to examine into and draw up a report on this question. Mr. de Rijke, with the assistance of the Coast Inspector's department of the Maritime Customs, made a close study of the river and bar and his report was printed and circulated. As a result it was proposed that a Conservancy Board should be established, but nothing definite has yet been done. The cost of putting Mr. de Rijke's schemes into operation would be considerable. One of the terms of the Indemnity agreement of 1901 is that the Chinese Government is to improve the sea approaches to Shanghai and Tientsin, but up till date of writing no action has been taken.

The approach by sea to Shanghai is now well lighted and buoyed, and the dangers of the ever shifting banks and shoals as well guarded as can be expected. Under the superintendence of the Engineering department of the Maritime Customs, Lighthouses have been erected on West Volcano, Shaweishan, North Saddle, Gutzlaff, Bonham and Steep Islands, Peiyushan, and at Woosung. There are also two lightships in the Yangtsze below Woosung.

HISTORY

Shanghai—the name means “upper sea” or “near the sea”—is mentioned as existing in 249 B.C. It was a place of some importance in the eleventh century, when it was made a customs station; it became a *hsien* or third-rate city in the fourteenth century. The walls, which are three and a half miles in circuit, with seven gates, were erected at the time of the Japanese invasion, in the latter part of the sixteenth century. It had been an important seat of trade for many centuries before the incursion of foreigners, and even two thousand years ago was celebrated as the seat of an extensive cotton manufacturing industry. Shanghai was visited in 1832 by Mr. H. H. Lindsay, head of the late firm of Lindsay & Co., and the Rev. Chas. Gutzlaff, in the *Lord Amherst*, with a view of opening up trade. Mr. Lindsay says he counted upwards of four hundred junks passing inwards every day for seven days, and found the place possessed commodious wharves and large warehouses. Three years later it was visited by the Rev. Dr. Medhurst, who confirmed the account given by Mr. Lindsay. On the 13th June, 1842, a British fleet under Vice-Admiral Sir William Parker, and a military force of 4,000 men under Sir Hugh Gough, captured the Woosung forts, which mounted 175 guns, and took the *hsien* (district) city of Paoshan. On the 19th, after a slight resistance, the force gained possession of Shanghai, the officials and a large proportion of the inhabitants having fled the previous evening, although great preparations had been made for the defence, 409 pieces of cannon being taken possession of by the British. The people, however, rapidly returned and business was resumed. The same force afterwards captured Chinkiang and Hankow, after which the treaty of Nanking was signed, and the ports of Swatow, Amoy, Foochow, Ningpo and Shanghai were opened to trade. The city was evacuated on the 23rd June.

The ground selected by Captain Balfour, the first British Consul, for a Settlement for his nationals, lies about half a mile north of the city walls, between the Yang-king-pang and Soochow Creeks, and extends backward from the river to a ditch connecting the two, called the Defence Creek, thus forming what may be called an island, a mile square. The port was formally declared open to trade on the 17th November, 1843. Some years were occupied in draining and laying out the ground, which was mostly a marsh with numerous ponds and creeks. The foreigners in the meantime lived at Namtao, a suburb between the city and the river, the British Consulate being in the city. In two years a few houses were built in the Settlement, and by 1849 most foreigners had taken up their residence in it. By that time twenty-five firms were established, and the foreign residents numbered a hundred, including seven ladies. In that year an English Church was built, and on 21st November the foundation of the Roman Catholic Cathedral at Tungkadoo was laid. The French were in 1849 granted the ground between the city walls and the British Settlement on the same terms, and, in exchange for help rendered in driving out the rebels who had seized the city in 1853, got a grant of the land extending for about a mile to the south between the city walls and the river. They have since by purchase extended the bounds of the Concession westward to the “Ningpo Joss house,” a mile from the river. Negotiations were instituted for an extension of the Concession to Sicawei, a village chiefly occupied by the Jesuits and their converts, situated at the end of the French Municipal road, and five miles from the French Bund, but in this the French were only partially successful, a small extension as far as the Old Cemetery being granted them in 1899. Later on the Americans rented land immediately north of Soochow Creek, in the district called Hongkew, so that the ground now occupied by foreigners extends for about five miles on the left bank of the river. Including the Creeks there are now 15 miles of the Settlement with water frontage.

The last Assessment was made in 1903, which while fixed at about twenty-five per cent. below the market value, amounted to Tls. 60,423,773 the average increase being 37½ per cent., adding over Tls. 80,000 to the revenue of the Council. The British Settlement is now assessed at Tls. 30,125,000, Hongkew at Tls. 23,299,000, and the Western district at Tls. 8,935,000, the whole raised in the Budget for 1905 by one-third to more closely approximate the actual value, making

the total assessment of the Settlement Tls. 80,000,000. The assessment of the British and Hongkew divisions respectively was in 1880 Tls. 6,118,265 and Tls. 1,945,325, total Tls. 8,063,590; in 1899 Tls. 12,397,810 and Tls. 5,110,145, total Tls. 17,507,955. The totals now are thus five and a half times those of 1880 and two and a half times those of 1899. One piece of land in the Nanking Road, assessed in 1867 at Tls. 4,000 per *mow*, the then basis of assessment on the best Bund lots, in 1899 at Tls. 13,000, and in 1903 at Tls. 27,500, was recently sold for Tls. 85,000 per *mow*. While the value of the land in the British Settlement has quadrupled that in Hongkew has increased to nearly eight times what it was worth twenty years ago. A great rise in values took place during the later months of 1895 and this has continued steadily ever since, chiefly caused by the influx of native capital seeking safe investment under foreign protection and by the great increase in population resulting from the establishment of numerous cotton mills, silk filatures, and other industries.

The total number of foreign houses in the four divisions of the general concession on 31st December, 1904, was 2,383 assessed at Tls. 2,763,289, as against 2,129 houses assessed at Tls. 2,189,940 on the corresponding dates in 1903 and 1902. On 44,481 native houses the assessment was Tls. 6,287,200 against \$5,218,894, on 43,792 houses in 1903, and \$4,450,523 on 43,048 houses same date in 1902. In the Budget for 1905 of the French Concession, the land was valued for assessment at Tls. 6,600,000; the rental assessment of foreign houses was Tls. 187,500 and of native houses Tls. 892,000. The British and French Settlements, exclusive of the extensions acquired in 1899, are now all built over, and the vacant spaces in Hongkew are being rapidly covered. Many of the best foreign houses both in the Settlements, and outside roads are now occupied by Chinese, retired officials and merchants.

A greatly enlarged boundary for the Settlement was granted in 1901. This new territory has been thoroughly surveyed and many new roads are being formed. The area within Municipal limits is now 8½ square miles, or 5,618 acres, with a population of 71 per acre. Of this area 641 acres approximately are covered by European buildings, 1,000 by Chinese buildings and 2,720 acres are agricultural land. There are in the whole Settlement (exclusive of the French) 2,183 occupied European houses with an average of 4.23 inhabitants per house, and 43,655 occupied Chinese houses with an average of 8.91 occupants. There are 58 miles of roads and an additional 41, mostly in the extension, are planned. The Japanese treaty of 1896 gave that Power the right to a separate Settlement at Shanghai, but no definite claim has yet been made for such an area. Most of the land at Pootung on the opposite bank of the river, is now also rented by foreigners, but natives have recently been considerable purchasers of landed property within the Settlements. All ground belongs nominally to the Emperor of China, but is rented in perpetuity, a tax of fifteen hundred copper cash, equal to less than a tael and a half per *mow*, being paid to the Government annually. The Settlement land was bought from the original proprietors at about \$50 per *mow*, which was at least twice its then value. Some lots have since been sold at \$10,000 to \$16,000 a *mow*. About six *mow* equal one acre.

As a port for foreign trade Shanghai grew but gradually until it gained a great impetus by the opening in 1861 of the Yangtsze and northern ports, secured by the Treaty of Tientsin, and a further increase by the opening up of Japan. In March, 1848, owing to an assault on some missionaries near Shanghai, Mr. Alcock, the British Consul, blockaded the port and stopped the passage outwards of eleven hundred grain junks. This drastic measure, by which grain for the North was cut off, brought the authorities to their senses, and after sending a man-of-war to Nanking the matter was arranged. The first event of importance since the advent of foreigners was the taking of the city by the Triad rebels on 7th September, 1853, who held it for seventeen months, although repeatedly besieged and attacked by the Imperialists. This caused a large number of refugees to seek shelter within the foreign Settlements, and the price of land rose very considerably. At that time a Volunteer force was formed among the foreign residents, under the command of Captain, afterwards Sir Thomas, Wade, which did really good service. The battle of “Muddy Flat” was fought on 4th April, 1854, when the Volunteers, in conjunction with the Naval forces, consisting in all of 300 men with one field piece, drove the Imperialists, numbering 10,000 men, from the neighbourhood of the Settlements and burned their camps. Two of the Volunteers and one American were killed, and ten men wounded. Owing to the occupation of the city the authorities were powerless to collect the duties, which for a short time were not paid, and it was in consequence agreed in July, 1854, between the Taotai and the three Consuls (British, French, and United States), that they should be collected under foreign

control. This was found to work so much to the advantage of the Chinese Government that the system was, subsequently to the Treaty of Tientsin, extended to all the open ports. The Foreign Inspectorate of Customs was established in 1861, the head-quarters of which were for some years, and, according to the original regulations, ought still to be at Shanghai. In 1861 the Taipings approached Shanghai, occupied the buildings of the Jesuits at Sicawei, and threatened the city and settlements. The capture of Soochow on 25th May, 1860, had driven a large number of the inhabitants of that city and the surrounding districts to Shanghai for protection, so that the native population increased rapidly. It was variously estimated at from four hundred thousand to a million, but the smaller number is probably nearer the truth. By 1861 provisions had increased in price to four times what they had been some years previously. Efforts were made to keep the rebels at a distance from Shanghai; a detachment of British Royal Marines and an Indian Regiment garrisoned the walls, while the gates on the side towards the French Settlement were guarded by French Marines. In August, 1861, the city was attacked, and the suburbs between the city walls and river were in consequence destroyed by the French, the rebels being ultimately driven back. In December the rebels to the number of one hundred thousand again threatened the Settlements. The approaches were barricaded and the Defence Creek constructed and fortified at an expense of forty-five thousand taels. Before the close of 1862 the rebels had been driven by the British Force beyond a radius of thirty miles around Shanghai. So immensely did the price of land rise that it is stated ground which had originally cost foreigners fifty pounds per acre was sold for ten thousand pounds. At this time the old Race Course and Cricket Ground, situated within the British Settlement, was sold at such an enormous profit that after the shareholders had been repaid the original cost there was a balance of some forty-five thousand taels, which the owners generously devoted to the foundation of a fund for the use of the public, to be applied to the purposes of recreation only. Unfortunately thirty thousand taels of this amount were lent by the treasurer on his own responsibility to the Club, in which institution he was a shareholder. As the shareholders were never able to repay this loan out of the profits on the Club, the building and furniture were taken over in 1869 by the trustees on behalf of the Recreation Fund, to which the building still belongs. This fund has proved very useful in rendering assistance to some other public institutions, besides having purchased all the ground in the interior of the Race Course, which is now leased by the Municipality and, with the exception of the steeplechase course at training season only, set aside as a Public Recreation Ground, by which name it is known.

At the time the local native Authorities were severely pressed they availed themselves of the services of an American adventurer named Ward, who raised a band of deserters from foreign ships and rowdies of all nations who had congregated at Shanghai, with whose help he drilled a regiment of natives. After Ward was killed the force passed under the command of a low caste American of the name of Burgevine, who subsequently transferred his services to the rebels. The Imperial Authorities found it impossible to control these raw and undisciplined levies, and at their earnest request Admiral Sir James Hope consented to the appointment of Major, afterwards General, Gordon, R.E., to the command. Having by him been made amenable to discipline, this force now rendered the greatest service in the suppression of the rebellion; indeed it is generally believed that the Taiping would never have been overcome but for the assistance of "The Ever Victorious Army," as this hastily-raised band was named. Amongst other services they regained possession of the important city of Soochow on 27th November, 1863, which virtually ended the rebellion. There is, however, much room for doubt as to the wisdom of foreigners aiding in its suppression, many of those best capable of judging being of opinion that the civilization of the empire would have had a much better chance of progressing had the decaying dynasty been overthrown. Certainly European nations, merely in exchange for the promise of neutrality, might have made almost an armistice with the Taiping rebels. A monument in memory of the officers of this regiment who fell stands at the north end of the Bund. From 1860 to 1866 one British and two Indian Regiments and a battery of British Artillery were stationed at Shanghai.

Since that time there have been few historical events worthy of record in brief sketch. On Christmas eve, 1870, the British Consulate was burned down and most of the records completely lost. In May, 1874, a riot occurred in the French Settlement, owing to the intention of the Municipal Council to make a road through an old graveyard belonging to the Ningpo Joss House. One or two Europeans were severely injured, and eight natives lost their lives. A considerable amount of

foreign-owned property was destroyed. An extensive fire in the French Concession in August, 1879, destroyed 221 houses; the loss was estimated at Tls. 1,500,000. The foreign Settlements celebrated their Jubilee on 17th and 18th November, 1893, when, it is estimated, 500,000 strangers visited Shanghai. A medal was struck as a memorial of the occasion. In 1894 a fire outside the native city along the river bank having cleared away a great and noisome collection of huts and hovels, advantage was taken of this clearing by the native Authorities to make a broad Bund on the model of the Foreign Settlement roads. This Bund extends from the south corner of the French Bund, along the river some three and a half miles, to the Arsenal at Kao Chang Miao. It was formally declared open by the Taotai in October, 1897. A Council has been formed to supervise this Bund and attend to other native municipal matters; its offices are situated in the Bureau for Foreign Affairs on the Bubbling Well Road. It controls a special force of police composed of Sikhs and Chinese. A riot occurred on 5th and 6th April, 1897, in consequence of an increase in the wheelbarrow tax. It was suppressed by the Volunteers and sailors from the men-of-war in port, without loss of life. The Consuls and Municipal Council having submitted to the dictation of the Wheelbarrow Guild, an indignation public meeting was held on the 7th April, the largest meeting ever held in the Settlements. At this meeting the action of the Authorities was so strongly condemned that the Council resigned. A new Council was elected and the tax enforced, the French Municipal Council increasing their tax in like proportion. Another riot took place on 16th and 17th July 1898, owing to the Authorities of the French Settlement having decided to remove the "Ningpo Joss House." The French Volunteers were called out and a force landed from men-of-war, which measures speedily suppressed the riot, fifteen natives being reported killed and many wounded. In 1900, Great Britain, France, Germany, and Japan landed troops at Shanghai for the protection of the Settlements, the presence of the troops being deemed necessary owing to the threatening aspect of the natives at the time operations were being conducted in the north. They remained as a garrison until December, 1902, when they were withdrawn.

In December last differences arose between the local Chinese and British Officials regarding the jurisdiction of the British Assessor of the Mixed Court, leading to a situation that called for the intervention of an armed foreign force. Some prisoners, amongst whom were one or two women, were brought before the Court charged with kidnapping. There were one or two suspicious circumstances connected with the case, and it was by no means clear that any crime had been committed. Under the circumstances it was decided to adjourn the case, and the British Assessor, in order to prevent undue influence being used, desired to have the accused taken to the Municipal Jail, where they would be properly treated and free from interference. The Magistrate, carefully primed by the Taotai Yuen in the new principle of seeing in every remonstrance some interference with the dignity of the Empire, attempted to intermeddle by force, but naturally ineffectually. Had the thing been permitted to cool there would have been no further trouble, and a way out of the difficulty could have been quickly found without compromising either. Unfortunately the Taotai, instead of attempting to bring those concerned together, took the unwise course of seeking to inflame the prejudices of his fellow subjects. Inflammatory placards were posted throughout the native city and in the Settlement itself urging a general strike for the purpose of asserting so-called Chinese rights, and on the 18th December serious rioting occurred in the streets when several foreigners were subject to rough usage at the hands of the mob. Determined attacks were made on the Hongkew and Louza police stations. The latter station was set on fire and completely wrecked. Encouraged by this success the rioters directed their incendiary efforts to the annexe of the Hotel Metropole. Their designs were happily frustrated by a force of bluejackets and volunteers who arrived on the scene, but it was not before shots had been fired and a few of the rioters killed that the mob dispersed. In the Nanking road also the police found it necessary to fire on the mob with ball cartridge, two rounds of blank cartridges having failed to overawe them. In addition to the volunteers, the Municipal police, foreign and Sikh, who appeared on the streets armed with rifles, upwards of 3,000 bluejackets were landed from warships of various nationalities for the protection of the Settlement. The men behaved with great moderation, but speedily convinced the rioters that their conduct was ill-advised. The Viceroy himself came to Shanghai to settle the dispute, and the Mixed Court after being closed for a fortnight was re-opened with Mr. Twyman, the British Assessor (whose dismissal the Taotai had demanded) still on the Bench. The Corps Diplomatique at Peking yielded to the demand of the Chinese Officials for the surrender of the female prisoners.

GOVERNMENT

As at all the open ports, foreigners are in judicial matters subject to the immediate control of their Consuls, British subjects coming under the jurisdiction of the Supreme Court, which was opened in September, 1865. Subjects of His Britannic Majesty have to pay an annual poll tax of two dollars, for which they have the privilege of being registered at the Consulate and heard as plaintiffs before the Court. There is enforced registration at several of the other Consulates, but it is free of charge. Chinese residents in the Foreign Settlements are subject to their own laws, administered by a so-called Mixed Court, which was established at the instigation of Sir Harry Parkes in 1864, and originally sat at the British Consulate. It is presided over by an official of the rank of *Ting-chi* or sub-prefect. The cases are watched by foreign assessors from the principal Consulates. The working of the Court, especially in regard to civil suits, is far from satisfactory, as the judge has not sufficient power to enforce his decisions. The matter has for some years been supposed to be engaging the attention of the authorities at Peking and possibly the riot in December last will result in a speedy settlement of the question. For the French Concession there is a separate Mixed Court, which sits at the French Consulate. There is a Court of Consuls which was established in 1870, the judges of which are elected by the Consuls annually; its purpose being to enable the Municipal Council to be sued.

In local affairs the foreign residents govern themselves and the natives within the Settlements by means of the Municipal Councils, under the authority of the "Land Regulations." These were originally drawn up for the British Settlement by H.B.M. Consul in 1845, but have since undergone various amendments. In 1854 the first general Land Regulations—the city charter, as they may be called—were arranged between the British Consul, Captain Balfour, and the local authorities, by which persons of all foreign nationalities were allowed to rent land within the defined limits, and in 1863 the so-called "American Settlement" was amalgamated with the British into one Municipality. The "Committee of Roads and Jetties," originally consisting of "three upright British Merchants," appointed by the British Consul, became in 1855 the "Municipal Council," elected by the renters of land, and when the revised Land Regulations came into force in 1870, the "Council for the Foreign Community of Shanghai North of the Yang-king-pang," elected in January of each year by all householders who pay rates on an assessed rental of five hundred taels, or owners of land valued at five hundred taels and over. The Council now consists of nine members of various nationalities, who elect their own chairman and vice-chairman, and who give their services free. The great increase of municipal business however, is proving so much a tax on the time of the councillors, the chairman especially, that some new arrangement is necessary. The Secretariat was in 1897 strengthened and its efficiency increased, but no move in the direction of a change in the Council's constitution has yet been made. A committee of residents was appointed in November, 1879, to revise the Land Regulations, and their work was considered and passed by the ratepayers in May, 1881, but the "co-operative policy," under which a voice is given to small Powers having practically no interests in China, equal to that given to Great Britain, caused a delay of seventeen years. The Regulations were again revised and passed by the ratepayers in March 1898, and in November the Council received a formal notification that the additions and alterations and bye-laws had received the approval of the Diplomatic Body at Peking, and they have the force of law in the Anglo-American Settlement. They give the Council the power which it had been for nearly twenty years trying to get to compulsorily acquire land for new roads, the extension and widening of existing roads, the extension of lands already occupied by public works and for purposes of sanitation, and to introduce building bye-laws. The rights of the foreign renters and native owners concerned are most carefully guarded, for which purpose a board of three Land Commissioners has been constituted, one being appointed by the Council, one by the registered owners of land in the Settlement, and one by resolution of a meeting of ratepayers. At the time of the Taiping rebellion it was proposed by the Defence Committee, with the almost unanimous consent of the land renters and residents, to make the Settlements and City with the district around a free city, under the protection of the Treaty Powers. Had this proposal, which was thoroughly justifiable owing to the Imperial Government having lost all power in the provinces, been carried out, Shanghai would have become the chief city in China, and it is safe to say would have acted as a leaven, to the ultimate

immense benefit of the whole Empire. A separate Council for the French Concession was appointed in 1862, and now works under the "Règlement d'Organisation Municipale de la Concession Française," passed in 1868. It consists of four French and four foreign members, elected for two years, half of whom retire annually. Their resolutions are inoperative until sanctioned by the Consul-General. The members are elected by all owners of land in the Concession, or occupants paying a rental of a thousand francs per annum, or noticed, approaches much more nearly to "universal suffrage" than the franchise of the other Settlements. The qualification for councillors north of the Yang-king-pang is the payment of rates to the amount of fifty taels annually, or being a householder paying rates on an assessed rental of twelve hundred taels. For the French Concession the requirement is a monetary one of about the same amount. Several efforts have been made to amalgamate the French with the other Settlements, but hitherto without success. Meetings of ratepayers are held in February or March of each year, at which the budgets are voted and the new Councils instructed as to the policy they are to pursue. No important measure is undertaken without being referred to a special meeting of ratepayers. The Council divides itself into Defence, Finance, Watch, and Works Committee. This cosmopolitan system of government has for many years worked so well and so cheaply that Shanghai has fairly earned for itself the name of "The Model Settlement."

FINANCES

The Ordinary Revenue of the "Anglo-American" Settlement for 1904 amounted to Tls. 1,505,402, and was derived from the following sources:—

Land Tax, five-tenths of 1 per cent.	... ... ... ...	Tls. 299,540.85
General Municipal Rates, Foreign Houses, 10 per cent.	... ...	241,542.26
General Municipal Rates, Native Houses, 10 per cent.	... ...	427,663.43
Dues on Merchandise	... ... ... ...	180,159.00
Licences, principally vehicle, and opium shops	... ... ... ...	356,496.86
		Tls. 1,505,402.40

The Revenue for that year was the highest on record. Nearly all the headings showed a marked improvement and in the aggregate exceeded the Budget estimate by Tls. 142,652, or 10½ per cent., and the previous year's income by Tls. 163,832, or over 12 per cent.

The Ordinary Expenditure for the same year was Tls. 1,185,475 and was divided among the different departments as under:—

Police and Jail Departments	... ... ... ...	Tls. 308,412.94
Health Department, including Hospitals and Markets	... ...	45,150.32
Lighting Tls. 54,221.44, Water Tls. 15,349.10, Telephones Tls. 1,844.94	71,415.48	
Public Works Tls. 195,161.30, Cleansing and Scavenging Tls. 99,391.19	294,552.49	
Recreation Ground, Public Gardens, Outside Roads and Cemeteries	24,821.07	
Engineer & Surveyor's Staff	94,953.75	
Stock and Stores	35,149.96	
Secretariat Tls. 110,104.25, Legal and General Tls. 11,482.34	121,586.59	
Interest on Loans less Interest and Premium received	83,796.36	
Volunteers Tls. 30,810.18, Fire Dept. Tls. 27,514.04, Band Tls. 20,240.25	78,564.47	
Education Tls. 25,571.68 Museum Tls. 500, Library Tls. 1,000	27,071.68	
		Tls. 1,185,475.11

The surplus of ordinary income over expenditure, namely Tls. 319,927, with an authorised Loan of Tls. 94,500, was expended in new works, mostly roads in new districts, bunding, municipal, hospital and police station leaving a deficit to be carried forward to Extraordinary Budget of 1905 of Tls. 112,139.72.

The Ordinary Municipal Revenue for 1905 was estimated at Tls. 1,617,500 and the Ordinary Expenditure at Tls. 1,349,500; the Extraordinary Revenue at Tls. 388,300 (estimated surplus Tls. 268,300, debentures Tls. 120,000) and the Extraordinary Expenditure including Tls. 112,139 deficit from 1904 at Tls. 372,340.

The Revenue of the French Concession for 1904 was Tls. 411,606. The sources from which it was derived were:—

Land Tax, five-tenths of 1 per cent.	Tls. 33,046.89
Foreign House Tax, 8 per cent.	14,862.79
Native House Tax, 12 per cent.	105,709.99
Licences, principally jinrickshaws and wheelbarrows.	95,872.97
Taxes	28,111.36
Rent of Quays and Jetties and Wharfage Dues	61,029.70
Electric Lighting Tls. 15,341.21, Water Supply Tls. 30,628.46	45,977.67
Slaughter Houses Tls. 12,562.66, Miscellaneous Tls. 14,432.19	26,994.55
	Tls. 411,606.22

The Expenditure of the French Municipality in 1904 amounted to Tls. 918,465 and was divided as under:—

Secretariat (Staff and General charges)	Tls. 28,932.97
Public Works	65,805.48
Municipal Undertakings, Lighting, Water, &c.	53,780.96
Public Works Extraordinary	609,313.6
Police Department	79,944.72
Sanitary Education, Volunteers Fire Brigade, Hospitals, &c.	60,608.53
Interest	49,999.37
	Tls. 948,465.89

The Ordinary Revenue for 1905 was estimated at Tls. 415,993 and the Ordinary Expenditure at Tls. 410,648; the Extraordinary Expenditure at Tls. 287,650, which it was proposed to cover by a loan of Frs. 950,000.

POPULATION

The Foreign population increased rapidly up to 1865, but declined considerably during the next ten years. The census of 1865 gave the number of foreign residents in the three Settlements as 2,757, army and navy (British) 1,851, shipping 981, a total of 5,589. In 1870 the total in the Anglo-American Settlement was 1,666; in 1876, 1,673; in 1880, 2,197; in 1885, 3,673; in 1890, 3,821, in 1895, 4,684. By the census of 26th May, 1900, there were in the Settlements north of the Yang-king-pang a total of 6,774 foreigners; 1,436 in the English division, 4,510 in Hongkew, 828 in Western district, outside roads and Footing—an increase of 45 per cent. during the latter five years, against 23 per cent. during the previous five. In the five years which have since elapsed, the foreign population of Shanghai has nearly doubled. A census of the foreign population (exclusive of the French settlement) was taken on October 14th, 1905, when the grand total was returned as 11,497; of these 5,728 were male adults and 3,270 female adults; the children numbered 1,256 males and 1,243 females. The fluctuations in the foreign population have been very remarkable. Between 1870 and 1880 the number of adult males decreased, while in the next five years it increased by over fifty per cent. In the nine years, 1876 to 1885, the whole foreign population more than doubled, but in the next five years it showed an increase of only 148, of whom 144 were children. The foreign population of the French Concession on 15th June, 1900, was 282 males, 145 females, and 195 children, a total of 622 against 430 in 1895 and 444 in 1890. A curious fact is that of children under fifteen in the French Settlement only 26 were males, while 136 were females in 1895, and 52 were males and 143 females in 1900. The 1905 census in the International settlement revealed the noteworthy fact that there was a far larger rate of increase shown in the Japanese community than in any other of the different nationalities represented. We give the latest returns, and place within parentheses the figures of the census taken in 1900:—British, 3,713 (2,691); Japanese, 2,157 (736); Portuguese, 1,329 (975); American 991 (362); German, 785 (525); French, 393 (176); Russian 354 (47); Austro-Hungarian 158 (83); Italian 148 (60); Spanish 146 (111); Danish 121 (76); Norwegian 93 (45); Swedish, 80 (63); Swiss, 80 (37); Dutch 58 (40); Belgian 48 (22); Indians 568 (296); Malays 171 (57); and 112 of various other nationalities. The Eurasians in the Settlement numbered 323, against 519 in 1900. These figures do not include the population afloat, which at the date of the last census was 2,510, against 1,253, in 1900, 1306 in

1895, 1,099 in 1890, and 893 in 1885. Although the Chinese have no right of residence within the Foreign Settlement, and indeed were expressly prohibited by the original Land Regulations, some twenty thousand sought refuge within the boundaries from the rebels in 1854, and when the city was besieged by the Taipings in 1860 there were, it is said, at least five hundred thousand natives within the Settlements. As they found some amenities from "squeezing" when under the protection of foreigners, and foreigners themselves being able to obtain a much higher rental for their land, and finding native house property a very profitable investment, no opposition was made to their residence. In 1870 there were in the three Settlements 75,947; in 1880, 107,812; in 1890, 168,129, in 1895, 240,995. The numbers by the last census (October, 1905) were, in the Central district 120,289; Northern district, 130,399; Eastern district, 73,609; Western district, 63,100; in Foreign hongs, houses and mills, 12,458; in villages and huts within the limits, 37,503; in shipping and boats, 12,358. This gives a grand total of 452,716, as compared with 345,276 at the last previous census which was taken in May 1900. The native population of the French Concession in 1900 was 80,526 (against 45,758 in 1895 and 34,722 in 1890), the boat population 4,129, and in transit 7,000. This rapid increase has occurred notwithstanding that rents have risen from thirty to sixty and in some cases even one hundred per cent., and that provisions and cost of living generally both of natives and foreigners has increased. The majority are immigrants from other provinces who followed in the wake of foreigners, attracted by the high wages paid to skilled and unskilled labour required for the many industries. The population of the native city is estimated at 183,000. The large congregation of natives in the Settlements and the outlying roads is kept in admirable order by a Police force of 95 Europeans, 188 Indians, and 723 natives for the north of the Yang-king-pang and 52 Europeans and 125 natives for the French Concession, or about one constable for every 400 inhabitants. As the natives have to be tried by their own authorities, and bribery doubtless works its effects in Shanghai as elsewhere in China, the difficulties of organizing and efficiently working such a small force are considerable. In few places are life and property more secure. In August, 1898, the Captain Superintendent stated that twenty-four hours had passed without one defaulter being reported, an unique police experience for any city in the world of its population.

CLIMATE

The climate of Shanghai is generally allowed to be fairly healthy. The death rate amongst the resident foreign population during the past two decades has ranged from 24.8 per thousand (in 1891) to 12.9 per thousand (in 1904). The rate including non-residents was considerably higher; it reached 34.6 per thousand in 1902, which however, was exceptional. The number of deaths of residents was 116 and of non-residents 78 in 1904. Partial outbreaks of cholera have occurred at intervals, but the larger proportion of the cases were among the ships in harbour. The highest recorded number of deaths from this cause among foreigners was 32, in 1890. Of these, 11 were amongst residents. In the years 1892 to 1894 and 1897 to 1901 inclusive there were no deaths from cholera among foreign residents and only one case in 1904. The highest number of deaths of foreigners from small-pox was 19 in 1896. There were no deaths of foreigners from this cause in 1900, three in 1902, seven in 1903, and eleven in 1904. In winter, cases of small-pox and typhoid are frequent among the natives. Amongst the shore population the death rate was 12.9 per thousand in 1904 of which 2.9 per thousand were from zymotic causes, against a rate of 2.19 per thousand from these diseases in England. These rates compare favourably with those of large towns in Europe and America. The Health Officer in a late report says that "out of the seventy-five deaths registered there were but nine which can in any sense be termed climatic." There were reported 7,380 deaths amongst the natives in the "Anglo-American Settlement" in 1904, (against 10,801 in 1902), which makes the rate 19.2 per thousand (against 30.9 in 1902). Small-pox, which in 1901 claimed only 31 victims, was the cause of 434 deaths in 1902, 241 in 1903, and 759 in 1904; cholera, responsible for 1,501 deaths in 1902, and 162 in 1903, was entirely absent in 1904; scarlet fever for 1,500 in 1902, only 2 in 1903, and none in 1904; and tuberculosis for 2,000 in 1902, 1,978 in 1903, and 1,872 in 1904. The thermometer ranges from 25 deg. to 103 deg. Fahrenheit, the mean of eight years having been 59.1 deg.; the average being 41.0, 63.1, 77.8 and 52.5 for first, second, third and fourth quarters respectively. Shanghai approaches nearest to Rome in mean temperature, while the winter temperature of London and Shanghai are almost identical. The mean daily range averages 15.6, being from 13.3° during the first to 16.6° during the second quarter. In October and

November there is generally dry, clear, and delightful weather, equal to that found in any part of the world; but when the winter has fairly set in the north-east winds are extremely cold and biting. On January 17th, 1878, the river was frozen over at Woosung. The heat during July and August is sometimes excessive, but generally lasts only a few days at a time. In late years very severe gales have become more frequent. The mean of the barometer is from 29.76 in the third to 30.26 inches in the first quarter. The annual average of rainy days in Shanghai during eight years was 124; 55 wet days occurred in winter, and 69 in summer; the annual rainfall averages 43.46 inches, 13.77 in winter and 29.68 in summer; the heaviest shower was on the 24th October, 1875, when 7 inches fell in 3½ hours. The mean degree of humidity is from 77 in the winter to 80 in the summer months. Earthquakes occasionally occur, but have not been known to inflict any serious injury.

DESCRIPTION

The streets of the English and French Settlements all run north and south and east and west, mostly for the whole length of both settlements, crossing each other at right angles. They were when first laid out twenty-two feet wide, but have since at very great expense been mostly made much wider. Under the new Regulations power to compel the sale of land required for public purposes has been secured. Notwithstanding the soft nature of the soil the roads are now kept in remarkably good order, at least the main thoroughfares. The Municipal Council now leases a stone quarry at Pingchiao, in Chekiang, about 150 miles south-west of Shanghai, from which they obtained about 42,135 tons of good stone and 5,170 tons decomposed sand and stone for road making in 1904. Owing to the nature of the ground, expensive piling or concrete foundations are necessary before any foreign building can be erected, and all stone has to be brought from a long distance. The Soochow Creek, between the English Settlement and Hongkew, is now crossed by seven bridges, four of which are adapted for carriage traffic, and the French concession is connected with the other Settlement by eight bridges crossing the Yangking-pang. Six new bridges were erected in 1901 to connect the extended Settlements. It is proposed to culvert and fill in the Creek between the General and French and to make a broad thoroughfare along its line, but the scheme is in abeyance. There are several good driving roads extending into the country, two leading to Sicawei, a distance of about six miles, and one to Jessfield by the banks of the Soochow Creek, for five miles. A scheme for the construction of a road from Sicawei to the hills, eighteen miles, has been sanctioned and there is every prospect of its soon being made. Another broad thoroughfare, Yangtsepoo Road, runs by the side of the river for five miles, which it is intended ultimately to extend to Woosung. The termini of Jessfield Road and Yangtsepoo Road now mark the limits in their separate directions of the Foreign settlement. Several other roads have been proposed, but, although foreigners are prepared to pay high prices for the land, the opposition of the officials has hitherto prevented their construction. Now, however, by the granting of the extension of the Settlements the Municipal Council has the right to build and police roads in certain adjacent districts. At the time the Taipings approached Shanghai some roads for the passage of artillery were made by the British military authorities at the expense of the Chinese Government, one of them extending for seventeen miles into the country; but, excepting those close to the settlement, they have now been turned into ploughed fields. The foreshore in front of the settlement has been reclaimed, raised, turfed, and planted with shrubs, and forms a delightful and spacious promenade. The trees planted some years ago having now attained a good height, and several more imposing buildings having been completed; the English and French Bunds form as magnificent a boulevard as any in the East.

Many foreign houses, nearly all of them with several *mow* of garden ground, have been, and more are still being, erected near the outside roads, especially on the Bubbling Well, Sicawei, and Sinza roads, which are the main outlets from the settlement, and from which most of the other roads branch off. These roads are planted with trees on both sides, forming fine avenues of about five miles in length. A small but well laid-out and admirably kept Public Garden was formed about 1868 on land recovered from the river in front of the British Consulate. It has been considerably extended in area by reclaiming the foreshore, and a farther extension by diverting the Soochow Creek is now contemplated. A general Public Garden, intended for Chinese, eight *mow* in extent, by the bank of the Soochow Creek, was opened in December, 1890. There is a public conservatory

well stocked with flowers and ferns. A Park measuring 364 by 216 feet is laid out in Hongkew. The Public Recreation Ground has also been thoroughly drained, turfed and laid out, in spaces not devoted to sport, with flower-beds.

Immense sums have been wasted in various attempts to drain the settlements, principally from the want of skilled direction; but the great difficulties in this matter, arising from the low lying and level nature of the ground, have now been fairly overcome, though very much work of this nature has still to be undertaken in the recently acquired area. The settlements are well provided with telephonic fire alarms. The desire of the Municipal Councils to keep the monopoly in their own hands retarded for many years the inauguration of water works, but a public company is now established, which furnishes a continuous supply of filtered water at moderate rates and so successful has it been that the capital is being doubled. A separate system of waterworks for the French Concession is being inaugurated, and Chinese waterworks, to supply the native city, were completed in September, 1899. The electric light was introduced in 1882, and arc lamps are erected on all the principal thoroughfares and wharves. In 1893 the Municipality purchased the property and business of the Electric Company, but the administration of the Electric Light Department has not given entire satisfaction and in 1899 the Municipal Council advertised for tenders for the purchase of its plant and the introduction of a private service. The French Municipality has an excellent electric light service and the native Bund is lighted by a Chinese Electric Light Company.

Shanghai can boast of several fine buildings of various and varied styles of architecture. Trinity Cathedral, erected from a design by Sir Gilbert Scott, is said to be one of the finest specimens of modern ecclesiastical architecture to be found out of Europe. The foundation stone was laid on 16th May, 1866, and the church was opened for public worship on 1st August, 1869. It is Gothic of the thirteenth century, 152 feet long, 58½ feet wide, and 54 feet from the floor to the apex of the nave. The structure was not completed, however, until 1892, when the spire was erected, the cross being placed on the top on the 4th October of that year. It attains a total height of 160 feet, and, like the body of the edifice, is built of red brick, with stone dressings. There is a fine Roman Catholic Church in the French Concession called St. Joseph's, built in 1862, and another in Hongkew known as the Church of the Sacred Heart. There are also the Union Church on the Soochow Creek, a handsome church with spire and bells in Yunnan Road belonging to the American Methodist Episcopal Mission, a chapel belonging to the London Mission, and one to the American Episcopalians, and a very pretty and prettily situated Seamen's Church at Pootung (latterly disused except for the purposes of a mortuary), besides several mission chapels for natives. The Jesuit Fathers have an extensive mission establishment and orphanages at Sicawei, where a mission has existed for over a hundred years. The present church was built in 1851. To this mission is attached a museum of natural history, etc., and an astronomical and meteorological observatory. In connection with the latter there is a time-ball on the French Bund and the Fathers hope to introduce Marconi's system of wireless telegraphy between Sicawei, Shanghai, and Woosung for signalling purposes. Under the direction of this institution, a complete system of meteorological observations, embracing the whole of the China Seas, is carried out. The Shanghai Club occupies a large and elaborate building at one end of the English Bund. It cost £42,000 and at that is said to have ruined three contractors. It was opened in 1864 and has passed through a varied and peculiar history. The present buildings of the British Consulate and Supreme Court at the other end of the Bund were opened in 1872. Near to them is a fine Masonic Hall recently rebuilt. Amongst the other conspicuous buildings may be mentioned those occupied by the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China, and the Imperial Chinese Railway Administration. The Lyceum Theatre, situate in Museum Road, is a fair building seating 700 persons, opened in January, 1874, and extensively altered and improved during 1901. The members of the German (Concordia) Club have also a handsome little theatre attached to their premises in the Canton Road. A new Custom House was completed in 1893 on the site of the old building on the Bund. It is in the Tudor style, of red brick with facings of green Ningpo stone, and has high pitched roofs covered with red French tiles. The buildings have a frontage on the Bund of 135 feet and on the Hankow Road of 155 feet. In the centre of the main building a clock tower, supplied with a four-faced clock striking the Westminster chimes, rises to a height of 110 feet, and divides the structure into two wings. The elevation is a very handsome one. Mr. John

Chambers was the architect, and the new building adds an imposing feature to the Bund. Another fine building is the Central Police Station in Foochow Road, large and spacious, of red brick with stone dressings, but lacking frontage and surrounding space to set it off to full advantage. The new Town Hall and Public Markets were completed in 1899, and form the first block of buildings erected by public funds for public use. They occupy a prominent site, which is bounded by four roads; the principal front being upon the Nanking road, after the Bund the main thoroughfare of the Settlement. The plan divides the block into two portions, the moiety facing Nanking Road being for use by the European community as a Town Hall and Market and the portion in rear as a Chinese Market. This latter is an airy open building 156 feet by 140 feet, two stories high, constructed entirely of iron and steel with concrete floors and a roof glazed in such a manner as to admit the north light only. A four-way staircase connects the two floors and is surrounded by an octagonal dome 49 feet diameter. The front building is of red brick with stone dressings. The lower floor consists of the European market 156 feet by 80 feet, and an arcade 156 feet by 45 feet employed for the same purpose. A special and striking feature of the building is the handsome staircase entered from Nanking Road and leading to the Town Hall on the first floor. The walls and arches of this staircase are finished in clean red brickwork with stone dressings, the steps being of concrete with stone handrails and ballusters, and encaustic tile floors to halls and landings. The Town Hall is also used by the Shanghai Volunteers for Drill purposes. It presents an imposing appearance, being 156 feet long, 80 wide, and 26 feet high to the tie-beams of roof, a massively timbered gallery crossing one end. The floor is of teak laid on steel joists and concrete. The open timbered roof is ceiled under the purlins almost up to the apex, with ribbed panels. The windows are of cathedral glass and the joinery and dado in this room are of polished teak. It is heated by large American stoves, and special attention has been given to the ventilation. Adjoining this Hall are other large rooms used for public meetings, a Volunteers' Club and other purposes. The buildings are lighted throughout by incandescent electric lights, the Town Hall having six 300 candle power incandescent lamps besides the numerous side lights. The whole of the buildings form an effective group although the narrowness of the streets on the East and West sides considerably detracts from the possibility of obtaining a good view of the block. They took about eighteen months to erect and were built from the designs and under the superintendence of Mr. C. Mayne, C.E., the Municipal Engineer, and Mr. F. M. Gratton, F.R.I.B.A., of the firm of Morrison and Gratton of Shanghai, as joint architects and engineers. A New Mixed Court, an imposing structure, was completed in 1899. A monument to the memory of Mr. A. R. Margary, of the British Consular service, who was murdered by Chinese in Yunnan, was unveiled in June, 1880, and a statue of the late Sir Harry Parkes, British Minister to Peking, was erected in 1890. A bronze monument in memory of the heroic death of the crew of the German gunboat *Iltis*, lost in a typhoon off the coast of Shantung on 23rd July, 1896, was erected on the Bund, at the end of the Peking road, in November, 1898. The principal buildings on the French Concession are the Municipal Hall and the Consulate. A bronze statue of Admiral Protet, who was killed when directing an attack on Nan-yao on 17th May, 1862, stands in front of the Municipal Hall. The Public Markets of the French Concession are large and well built and are perfect as regards sanitary arrangements.

The Council of the French Settlements voted in 1902 the amount of 90,000 Taels for the building of a street tramway-line from the Place de l'Est via the French Bund and the Rue de Consulat to the French Camp, but not a rail has yet been laid. The tramway scheme in the International Settlement is now in a more advanced state. A contract was entered into with a British firm early in 1903, but owing to general financial depression the firm asked for an extension of time which the council refused to grant and the company thereupon abandoned the concession. A contract has now been entered into with another British firm, and an immediate commencement is to be made with the work.

INSTITUTIONS

Among the institutions of the place may be mentioned the Volunteer Defence Force, under the command of Lt. Col. W. M. Watson (West Riding Regiment) with Major Brodie A. Clarke as second in command. It consists of Staff 11, Light Horse 43, mounted Infantry 20, Artillery 57, Maxim Company 43, "A" Company 92, "B" Company 57, German Company 53, Customs Company 66, Japanese Company 51, Ambulance Corps

15, Signallers Company 17, Reserve Company 84, total of all ranks 611. These numbers are exclusive of the Medical Staff and the Band. Originally formed in 1861 the Volunteer Force gradually went to decay, until the fear of attack after the Massacre at Tientsin in 1870 caused its revival with considerable vigour. It again dwindled in numbers, but the last re-organisation under Major Holliday proved successful and in 1900, during the China crisis, the membership of 300 was more than trebled and included an American and Naval Companies since disbanded. The annual inspection was made in 1905 by Major-General Villiers-Hatton, C.B., Commander of the Hongkong Garrison, and the Corps was awarded high praise. The infantry is armed with the Lee-Metford rifle. A separate Company of Volunteers under the order of the French Consul-General was formed in May, 1897. The Fire Brigade, consists of 78 Foreign volunteers with a paid departmental Engineer, 6 paid assistants and 60 Natives, a total strength of 145, and is composed of four Engine and one Hook and Ladder Companies, and a fire float. It attended 133 fires in 1904. It is pronounced to be one of the most efficient volunteer brigades in the world. There is now a Public Health Laboratory at which bacteriological investigations and chemical analyses are carried out, vaccine lymph prepared, and the Pasteur treatment of rabies undertaken. The Victoria Nursing Home has 25 beds and had 208 indoor and 60 outdoor cases in 1904. There is also a new Municipal Hospital for infectious diseases. A Municipal Hospital with 36 beds was erected in 1904, at a cost exclusive of the land of Tls. 175,000. There are also several Hospitals for natives and a new Municipal Hospital for infectious diseases. The other public institutions may be enumerated as, a Subscription Library containing about 25,000 volumes, a branch of the Royal Asiatic Society, with the nucleus of a Museum, a Masonic Club, a Sailors' Home, a Polytechnic Institution for Chinese, a Seamen's Library and Museum, a Wind Instrument Band of thirty-five men, paid by the Municipality, which gives concerts in the Public Gardens every day during the summer months, a Race Club, possessing a course of a mile and a quarter, and which holds race meetings in May and November, a Country Club on the Bubbling Well Road, Parsee, Portuguese, and Customs Clubs, also Pony Paper Hunt, Cricket, Rifle, Yacht, Baseball, Racquet, Golf, Skating, Football, Swimming and various other Clubs, Philharmonic and Choral Societies, English and French Amateur Dramatic Societies, and other institutions for amusement and recreation. There are sixteen Masonic bodies, with over 500 members. In 1876 a District Grand Lodge for North China was constituted, with Shanghai as its headquarters.

INDUSTRIES

There are five Docks at Shanghai. The one at Tungkadoo, opposite the city has a length of 380 feet over all, with a depth at spring tides of 21 feet; the Old Dock at Hongkew is 400 feet long and 18 feet deep at springs; the New Dock at Pootung, at the lower end of the harbour, measures 450 feet on the blocks, 50 feet wide at bottom and 134 at top, is 80 feet wide at entrance between pierheads, with a depth at high water springs of 22 feet; the works connected with this dock cover an area of 16 acres; the Cosmopolitan Dock, on the Pootung side about a mile below harbour limits, is 560 feet long on blocks, and 82 feet wide at entrance. The International Dock is a new and larger dock. All steamers and most sailing vessels now discharge and load at the various public and private wharves. The premises of the Associated Wharf Companies have a frontage of about three-quarters of a mile. The Chinese Government has an Arsenal, Dock, and Shipbuilding establishment at Kaou Chang Miao, a short distance above the native city. It commenced as a small rifle factory in 1867. The Great Northern Telegraph Company's cable was laid to Shanghai in 1871, and that of the Eastern Extension Company in 1884, there being now three distinct lines of communication with Europe. An overland line to Tientsin was opened in December, 1881, subsequently extended to Peking, and in 1894 connected with the Russian land lines through Siberia to Europe. There is also a line west to Kashgar and south as far as Laokay on the Yunnan border, there connecting with the French Tonkin lines and to Blamo, connecting with the Burmah line. During the operations in 1900, the Allied Powers found it necessary to be independent of the Chinese landlines, and submarine cables were laid connecting Shanghai with Kiao-chow, Weihaiwei, Chefoo, and Port Arthur. A railway constructed by a foreign company was opened to Woosung in June, 1876, but after running for sixteen months it was purchased and taken up by the Chinese Authorities. During the short time it was running the passenger traffic alone covered the working expenses,

leaving sufficient profit to pay a small dividend. Towards the close of 1895 consent was given by the Throne for the construction by the provincial authorities of a line of railway from Shanghai to Soochow, a distance of about eighty miles. This is now in course of construction, the portion between Shanghai and Woosung having been opened to traffic on 1st September 1895. On 9th October, 1904, the control of the line was taken over by the Chinese Imperial Railway Administration and vested in the Board of Commissioners of the Shanghai-Nanking Railway. The Shanghai terminus is too far from the Settlement to permit of the lines being of much use in handling cargo from Woosung. The line is to be extended to Chinkiang and Nanking. In April, 1904, the first sod of the Shanghai-Nanking line was cut by H. E. Sheng Kung Pao, as Director General of Railways. On November 18th, 1905, a section of twelve miles to Nanyang was opened, to traffic and it is expected that the service to Soochow will be opened in the spring and perhaps to Nanking in the Autumn of this year. A scheme for Tramways in the settlement had often been put forward, but up to 1896 was refused sanction by the ratepayers. In more recent years a change has come over the views of the ratepayers. In last year a contract was signed with the well-known British firm of Messrs. Bruce, Peebles & Co., to provide the Settlement with electric tramways. There are five locally-owned lines of steamers running on the coast and the river Yangtsze. Many manufactures under both native and foreign auspices have sprung up of late years, and would have done so in large numbers long ago had it not been that the native authorities offered strong opposition to any manufactures under the control of foreigners. Although the right under the Treaty prevented the importation of foreign machinery, the British Government hesitated to enforce it; but to import machinery is quite clear, in the treaty of 1895 which closed the war, obtained the insertion of a clause specially authorising its importation. The consequence was that five cotton spinning and weaving companies were floated, one under the auspices of Messrs. Jardine, Matheson & Co., one under those of the American Trading Company, one under the management of Messrs. Ilbert & Co., one by Messrs. Arnhold, Karberg & Co., and one by Messrs. Fearon, Daniel & Co., who have built mills of from 40,000 to 60,000 spindles each. With the number of mills working and others in course of construction, the place is rapidly assuming the appearance of a thriving district in Lancashire. At the present time there are nine Cotton Mills in operation, with about 167,000 spindles, and four Chinese-owned, with about 146,000 spindles. It is probable, however, that not more than an average of 60 to 70 per cent of the foreign-owned spindles are at work at one time, taking slack and busy periods together. The mills are at work at one time, taking slack and busy periods together. The mills however, have not proved so profitable as was expected owing to difficulties connected with the supply of the native raw material and the increased cost of labour. In consequence of this Messrs. Fearon, Daniel & Co.'s. Yah Loong Mill was closed and the machinery sold by public auction in December, 1901. Approaching Shanghai from Woosung the extensive mills of the Shanghai Cotton Cloth Admistration (a native-owned business) meet the eye—the old premises were destroyed by fire in 1893, and the present buildings were completed in 1895. These mills were the first erected in Shanghai, and the late ex-viceroy, Li Hung-chang, had a considerable interest in them. Above these on the river side are the mills of a private firm; the others being owned by Foreign or Chinese Companies. These Filatures, which give employment to 20,000 Natives, are scattered over the Hongkew and the Sinza districts, with the exception of a large one of 300 basins at Jessfield—the Hing Chong Filature. Of other industries we may note Hydraulic Packing Factories, Silk Filatures Shanghai has 25, with a total of 8,000 basins, of which five are foreign managed. The export in 1895 was 6,276 bales of one picul (133 lbs. each); in 1904 it was 10,814, but in intervening years the export was considerably larger; in 1900, for instance the export was 14,738 piculs. One only of these Filatures is the property of a private firm; the others being owned by Foreign or Chinese Companies. These Filatures, which give employment to 20,000 Natives, are scattered over the Hongkew and the Sinza districts, with the exception of a large one of 300 basins at Jessfield—the Hing Chong Filature. Of other industries we may note Hydraulic Packing Factories, between them some 80 cases, containing each 100 gross of boxes, per day. A large foreign and native owned Paper Mills, two Chinese-owned Match Factories, turning out flour, two Kerosene Tank Oil and Tinning establishments and works, and various other industries which are fast increasing in number. Shanghai bids fair to soon outrival Bombay as the largest manufacturing centre in Asia.

The "Astor House" in Hongkew, the "Central" in the British, and the "Hôtel des Colonies" in the French Concession, besides many second-class houses, give hotel

accommodation equal to that of any port in the East. There are five daily newspapers, the *North China Daily News*, *The Shanghai Times*, and *L'Echo de Chine*, morning, the *Shanghai Mercury* and the *China Gazette*, evening; five weeklies, the *North China Herald*, *Celestial Empire*, *Ostasiatische Lloyd*, *The Union*, and *Sport and Gossip* and two illustrated monthlies the—*East of Asia* and the *Cosmopolitan*. There are four native daily papers, the *Shun-pao*, the *Hu-pao*, the *Sin-wan-pao*, and the *Universal Gazette*, the latter representing the Reform movement. These are sold at the prices of ten and eight cash, equal to about a farthing. Some of them have a circulation of 10,000 per day. In one matter, that of postal accommodation, Shanghai is perhaps over-supplied, there being British, French, American, Japanese, German, Russian, and Imperial Chinese Post Offices. The latter was organized by and is at present being conducted under the auspices of the Maritime Customs. The Municipal Local Post was in 1898 incorporated with it. It undertakes the transmission of small sums of money and accepts the registration of letters. It will probably be some years before the difficulties inevitable in a country like China are overcome, and foreigners are, justly or unjustly, doubtful as to the inviolability of their correspondence. It is understood that China will apply for admission to the Postal Union. Shanghai was made a port of Registry for British ships in 1874. All foreign hongs and even private houses have to give themselves fancy Chinese names, by which only they are known to the natives. The system is, however, found to have its conveniences. No less than 6,315 jinrickshas, 6,691 passenger and cargo wheelbarrows, 784 ponies, 632 horse carriages ply for hire in the Settlements, besides large numbers outside. Of private vehicles there were licensed in 1904, 4,857 rickshaws, 875 carriages, 19 motor cars, and 1,100 ponies. The water conveyances licensed numbered about 890 foreign cargo boats, 9,505 native cargo boats, 533 ferry and passenger boats, 16,911 other boats, 2,364 sampans and 94 steam launches. There are 21 native theatres within the Anglo-American Settlement.

The currency of Shanghai is the tael weight (equal to one and a third ounces avoirdupois) of silver cast into "shoes" of fifty taels, more or less. The foreign banks issue notes of the value of one dollar and upwards for both taels and dollars. Smaller transactions are conducted in clean Mexican dollars, smaller subsidiary provincial silver coins and copper cash. There are eight foreign and numerous native banks in the Settlement. In 1896 the Imperial Chinese Bank, under Chinese and European management, was opened by Imperial Decree.

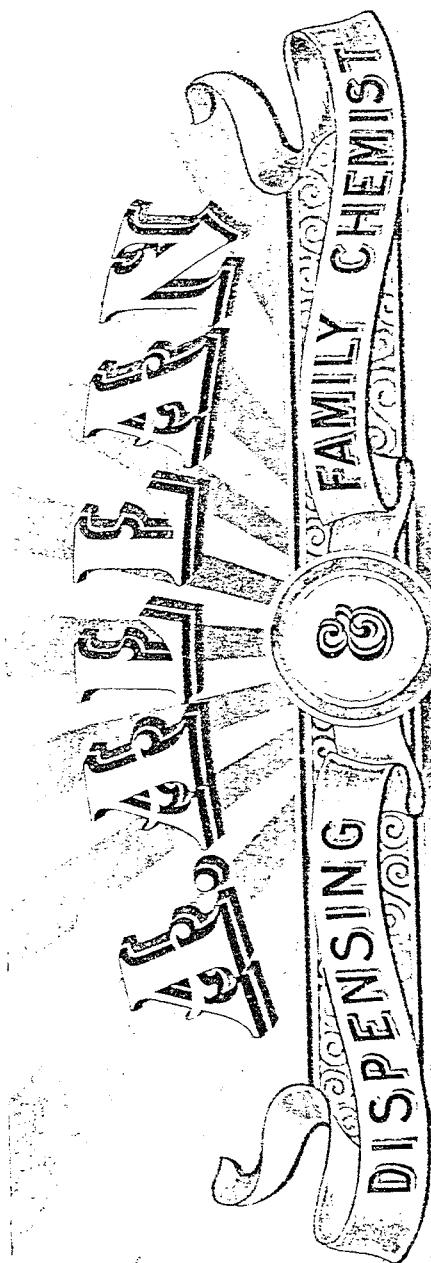
TRADE AND COMMERCE

Shanghai is the great emporium for the trade of the Yangtsze and Northern and Corean ports, and to some extent for Japan. The total import and export trade of 1868 amounted to sixty-five million taels. It steadily increased each year until 1881, when it reached Hk. Tls. 141,921,357, but afterwards showed a great decline, the total for 1884 having been twenty per cent. less than that of 1881. There has since, however, been a rapid recovery, the total trade in foreign bottoms, import and export, for the last eight years, as given by the Customs Statistical Department, being:—

1897...	Hk. Tls. 265,678,990	at Ex. 1.50 Mex.	\$298,518,485	at Ex. 2s. 11½d.	£39,575,099
1898...	" 251,205,837	" 1.51	" \$379,320,814	" 2s. 10½d.	£36,241,775
1899...	" 306,701,390	" 1.53	" \$469,253,127	" 3s. 0½d.	£46,164,949
1900...	" 243,606,777	" 1.55	" \$377,590,504	" 3s. 1¼d.	£37,809,802
1901...	" 298,454,780	" 1.52	" \$453,651,266	" 2s. 11½d.	£44,224,159
1902...	" 346,122,864	" 1.51	" \$522,645,525	" 2s. 7½d.	£44,995,972
1903...	" 351,200,609	" 1.54	" \$541,348,938	" 2s. 7½d.	£46,338,969
1904...	" 405,64,260	" 1.55	" \$627,849,603	" 2s. 10½d.	£58,059,210

The following tables show the export of Tea and Silk for six years:—

	Tea—Black piculs	Brick 230,623	Green 196,542	Silk 1899... 84,720	Wild 17,553	Waste 52,008	Cocoons 9,016
1899...	133,775	151,985	201,839	1900... 48,355	13,068	39,157	6,484
1900...	" 210,912	230,623	192,277	1901... 71,358	14,115	36,668	4,823
1901...	" 178,075	168,877	250,560	1902... 62,370	10,819	39,515	9,493
1902...	" 185,255	101,643	294,861	1903... 38,162	15,945	45,692	15,633
1903...	" 231,025	181,832	243,341	1904... 54,135	27,276	35,626	6,958
1904...	" 182,810	137,532					



THE STANDARD PHARMACY

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The Import trade in Foreign Goods for 1904 may be summarised as follows:—

From Great Britain	Hk. Tls. 53,182,018	From Straits & Australia	Hk. Tls. 3,377,331
From Hongkong	... 30,319,151	From Russia	... 3,274,461
From India	... 29,918,715	From other Countries	... 5,961,903
From Japan and Formosa	28,028,933	From Chinese Ports	... 1,880,061
From United States	... 25,986,201		
From Continent of Europe	14,977,224		Hk. Tls. 196,905,998

The following were the values of the principal classes of Foreign Goods imported during that year:—

Cotton Goods	Tls. 56,856,520	Seaweed	... 1,132,503	Clocks & Watches	492,667
Cotton Yarn	... 36,407,793	Wine, Beer, Spirits	1,112,065	Pepper	... 444,174
Opium	... 21,330,453	Matches	... 956,177	Sharkfins	... 440,678
Kerosine Oil	... 15,401,518	Paper	... 893,088	Buttons	... 430,251
Metals	... 9,758,989	Gunny & Straw Bgs.	888,438	Hides	... 401,109
Sugar	... 7,588,142	Machinery	... 846,338	Haberdashery, etc.	395,950
Coal	... 4,380,919	Glass and G'ware	748,294	Household Stores	389,438
Woollen Goods	... 3,834,762	Soap	... 723,002	Leather and L. Gds.	388,016
Tobacco, Cigars, &c.	2,981,133	Beche de Mer	586,643	Cuttle Fish	... 378,134
Dyes and Colours	2,252,346	Birds' Nests	... 567,760	Raw Cotton	... 376,690
Timber	... 1,924,472	Launches, Boats &c.	549,069	Flour	... 371,799
Piece Goods	... 1,544,899	Candles	... 547,599	Sundries	... 14,764,481
Silk & Ribbons	... 1,433,730	Umbrellas	... 542,802	Total Hk. Tls. 196,905,998	
Ginseng	... 1,347,263	Needles	... 495,894		

Of the total an amount to the value of Haikwan Tls. 151,617,898 was re-exported; namely to the Yangtsze ports Hk. Tls. 82,765,606, to the Northern ports Hk. Tls. 49,182,097, to the Central ports Hk. Tls. 9,749,372, to Southern ports Hk. Tls. 491,714, to Russian Manchuria Hk. Tls. 416,984, to Corea Hk. Tls. 1,981,294, to Japan Hk. Tls. 3,004,905, to Hongkong Hk. Tls. 2,178,735, to Continent of Europe, Russia excepted, Hk. Tls. 549,370, to Great Britain Hk. Tls. 169,297, to United States of America and the Philippine and Sandwich Islands Hk. Tls. 95,240, and to other Foreign Countries Hk. Tls. 1,033,284, leaving a balance for local consumption and stock of Hk. Tls. 45,288,100.

Imports to the value of Tls. 1,885,736 were sent to the interior under Transit Passes.

Native Produce to the value of Hk. Tls. 127,970,828 was imported in foreign vessels; namely, from Yangtsze Ports, Tls. 82,007,462, from Northern Ports Tls. 28,849,551, from Central Ports Tls. 10,712,040, from Southern Ports Tls. 6,401,775, almost all of which was re-exported, the net native imports amounting to Hk. Tls. 20,004,636.

The total values of Exports and Re-exports of Native Produce to Foreign Countries Hongkong, and Chinese ports in 1904 were:—

Silk	... Tls. 41,914,779	Straw Braid	... Tls. 3,662,043	Nutmegs	... Tls. 740,337
Cotton, Raw	... 26,118,969	Seeds	... 3,558,494	Fungus	... 671,239
Tea	... 16,367,515	Oils (Vegetable)	... 3,508,471	Ground Nuts	... 607,506
Silk Manufactures	11,670,123	Paper	... 2,339,603	Grass Cloth	... 544,484
Beans & Beancakes	7,644,030	Bristles	... 2,129,816	Wheat	... 522,028
Furs and Fur Rugs	6,884,231	Flour	... 2,012,388	Pottery & E'ware	519,730
Hides	... 6,316,743	Hemp	... 1,725,539	Vermilie & Macaroni	505,033
Cloth (Nankeens)	6,170,610	Sugar	... 1,486,347	Musk	... 491,322
Rice	... 5,094,363	Opium	... 1,274,480	Wax	... 483,123
Rice (Tribute)	4,779,535	Medicines	... 1,260,236	Lard	... 472,396
Rice (Free)	... 258,710	Tobacco	... 1,218,583	Sundries	... 13,405,724
Cotton Gs. & Yarn	4,963,014	Books, Printed	... 1,143,032	Total Hk. Tls. 188,153,626	
Wool	... 4,529,924	Tallow	... 1,114,124		

Of this amount there was sent to—

Continent of Europe	... Tls. 40,452,136	Port Arthur & Dalny	... ... 1,096,134
Japan and Formosa	... ... 30,910,148	Other Foreign Countries	... ... 205,930
U. States & Philippine Islds.	26,067,318	To Foreign Countries, Hk. Tls.	130,064,800
Hongkong	... ... 10,444,532		
Great Britain	... ... 10,279,451		
Turkey in Asia, Persia, Egypt, &c.	3,238,875		
Russia, European Ports	... ... 2,742,190		
India	... ... 1,925,129		
Straits, Australia, & Brit. America	1,464,220		
Corea	... ... 1,233,737		

To Chinese Ports, Hk. Tls. 58,088,826

The goods for export brought down under Transit Passes amounted to Tls. 5,013,767 almost all of which was Refuse Silk, Cocoons, and Strawbraid. This was a decrease of Tls. 6,004,793 as compared with that of 1903.

The total Carrying Trade, entrances and clearances, for the year 1904 was divided amongst the different flags as under:—

	Steamers	Tonnage	Sailing	Tonnage	Total	Tonnage	Duties
British	... 4,150	6,468,104	83	56,697	4,233	6,524,801	Tls. 6,261,798
German	... 986	1,613,575	2	452	988	1,614,027	" 1,514,113
Norwegian	... 596	529,416	—	—	596	529,416	" 219,545
Japanese	... 338	493,219	59	2,073	397	495,292	" 267,979
American	... 134	353,116	37	39,543	171	394,659	" 190,102
French	... 119	272,738	518	19,619	637	292,357	" 428,263
Danish, Dutch, &c.	91	148,846	3	2,164	94	151,010	" 102,062
Austrian	... 40	129,422	—	—	40	129,422	" 157,076
Russian	... 29	41,765	—	—	29	41,765	" 13,930
Chinese	... 1,633	1,886,825	616	122,224	2,249	2,009,049	" 704,092
On Opium	... ...	... ...	... ...	... ...	... ...	... ...	" 464,449
Totals	... 8,116	11,939,026	1,318	242,772	9,434	12,181,798	" 10,323,443

Of these 239 steamers and 73 sailing vessels entered, and 791 steamers and 345 sailing vessels cleared in ballast.

The total Customs Revenue, Hk. Tls. 10,323,434, for the same year consisted of:—

Import Duties	... Hk. Tls. 6,298,158	Tonnage Dues	... Hk. Tls. 666,381
Export Duties	... " 1,535,577	Transit Dues	... " 127,175
Coast Trade Duties	... " 479,852	Opium Likin	... " 1,216,291

The above tables show that more than half of the whole trade of China in foreign vessels belongs to "the commercial metropolis of China."

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WHAY CHIN, KEF & Co., Wholesale and Retail Layer Merchants, Q. 801, Chengtu Keed at Sinza Road Corner. Telephone 231

Whay Ching Doh, manager

豐德會 *Weituh-foong*

WHEELOCK & Co., Auctioneers, Coal, Ship Oil and Freight Brokers, 2, French Bund

T. R. Wheelock (absent)

F. Geve

G. M. Wheelock

W. J. N. Dyer, signs per pro.

J. M. E. Machado

H. C. J. Wilson

Thos. W. Mitchell

A. Hatkost

J. A. Jameson

Agency

Shanghai Tug and Lighter Co., Ltd.

泰榮 *Yang-toh*

WHEEN, EDWARD, Woollen Merchant, Import and Comm. Agent, Kiangse Road

A. F. Wheen

F. P. Fegan

庸中老 *Laou-chung-yung*

WHITE BROS., Bill Brokers, 56, Szechuan Rd.
 Harry Owen White
 Aug. Harold White
 P. J. Takata

庸中 *Chung-yung*

WHITE & CO., C. J., Merchants and Commission Agents, 6, Liking Road
 C. J. White

WHITEAWAY, LAIDLAW & Co., 11c, Nanking Road

T. R. Calvert, manager
 W. Hawking
 H. Faulkner
 W. Esdale
 H. Henry
 Miss Young
 Miss Daly
 Miss Rozario

昌景 *King-tsang*

WILCK & MIELENHAUSEN, Tailors and Outfitters, 26, Nanking Road

W. Trautmann
 G. Peterhansel

生金威 *Way-king-sun*WILKINSON, H. P., Barrister-at-Law, H. B. M's.
 Crown Advocate

K. C. Tsang, interpreter
 Sun Tih San, clerk

茂源 *New-may*

WILSON, A., Land and Commission Agent, 25, Kiangse Road

生而章 *Wei-erh-sang*

WILSON, E. G., Draper, Hosier and General Storekeeper, 22, Nanking Road

Miss Wilson
 Miss E. G. Wilson

WINSTON, WARWICK, D.D.S., Dental Surgeon, 11, Kiukiang Road

W. J. Isenman, dental surgeon

WINTER, A. S. representing Aron Hirsch and Sohn (Halberstadt) Copper Refinery, and Sons, Copper and Brass Works, Ores Metals, Copper and Brass Works, Ores

A. S. Winter

S. K. Huang

孚同 *Doong-foo*

WISNER & Co., Merchants, 3, Kiukiang Rd.

J. F. Seaman
 Jas. N. Jameson
 G. E. Burgoyne
 W. P. Lambe
 B. A. Cruz

P. da Silva
 P. F. Wisner
 R. H. Gaskin
 Percy Lambe

富華 *Wah-foo*

WOLFF, MARCUS, Bill and Bullion Broker, 5, Soochow Road

WOMEN'S UNION MISSION

WOMEN'S WORLD'S CHRISTIAN TEMPERANCE UNION—See Protestant Missionaries in China

Woods, Geo. A., Engineer, Shipwright, &c., 1, Yuen Fong Road, Hongkew
 G. A. Woods
 E. W. K. Gifford

YACHT CLUB—SHANGHAI, 1, Soochow Rd.
 Commodore—A. E. Jones
 Vice-Commodore—G. E. Burgoyne
 Rear do. —E. T. Byrne
 Hon. Secretary & Treas.—J. D. Smedley

司公子揚 *Yang-tsze Kung-sz*

YANGTSZE INSURANCE ASSOCIATION, Ltd., 26, The Bund

W. S. Jackson, secretary

F. A. Cumming
 T. A. Clark
 E. H. Hutchison
 H. H. Llewellyn
 R. C. de Silva e Souza
 G. C. Nazer
 E. M. d'Oliveira
 John P. Roberts, marine surveyor
 H. Rankin, engineer surveyor
 London Office, Leadenhall Buildings, E.C.
 Richard Blackwell, agent

Agencies

Reliance Marine Insurance Company
 Insurance Company of N. America
 Federal Insurance Co. of New York

YANGTSZE PILOTS' ASSOCIATION, THE (Hankow-Woosung Pilotage), 46, Kiangse Road Tel. Ad. Sentinel, Shanghai Telephone 886
 T. L. Bickerton, manager

YANGTSZE VALLEY COMPANY, Ltd., THE—5, Hongkong Road, and 110, Cannon Street, London

George Jamieson, c.m.g., director
 Archibald J. Little (Chungking)

YANGTSZE WHARF AND GODOWN CO. LIMITED—THE

Carlowitz & Co., general agents
 F. R. Rogers, manager
 A. Steffen, accountant
 O. Rasmussen, wharfinger

行銀金正濱橫

Wang-ping-tsung-ching-nhing-hong

YOKOHAMA SPECIE BANK, LIMITED, 31, The Bund

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 S. H. Jissoji, sub-manager
 K. Takeuchi, do.
 Y. Matano
 S. Awoki
 O. Shinoda
 S. Yoda
 K. Tani
 T. Ohshima
 O. Kono
 S. Otake
 K. Fukumoto
 M. Ohmura
 Y. Shima
 K. Seko
 A. T. Betines

廠工司公成裕新

YU SING SPINNING AND WEAVING MILL, 87 to 88, Yangtsze-poo Road

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Wm. Dobie, commander

Y. B. Pang
 Sew Sin Wan
 L. Barreira
 I. Villas
 A. Villamore

廠花龍雲 *Yung-loong foh-chang*

YUNG LOONG COTTON GINNING MILL, 243, 245-9, Amoy Road

Chow Tze Yung, manager

ZI-KA-WE MUSEUM—See under Churches and Missions

INSURANCE OFFICES

OFFICES

Aachen and Munich Fire Insurance Company.....	Reuter, Bröckelmann & Co.
Albingia Versicherungs Ges. Hamburg	Schröder, Wilkens & Co.
Allgemeine See Versicherungs Ges., Hamburg	Siemssen & Co.
Allgemeine Versicherungs Gesellschaft Helvetia	Melchers & Co.
Alliance Assurance Company (Fire).....	Jardine, Matheson & Co.
Alliance Marine & General Insurance Company.....	Jardine, Matheson & Co.
Allianz Vers. Aktien Ges. in Berlin	Gibb, Livingston & Co.
Allianz Versicherungs Aktien Gesellschaft, Berlin	Siemssen & Co.
American Bureau of Shipping	Frazar & Co.
Assecuranz Union von 1863, Hamburg	Siemssen & Co.
Assicurazioni Generali K. K. Priv., Trieste	Siemssen & Co.
Associated Assurance Companies, London (Marine)...	Bradley & Co.
Atlas Assurance Co., Ltd. London	Siemssen & Co.
Badische Assecuranz Gesellschaft A.G.	Carlowitz & Co.
Baloise Fire Insurance Company Basle	Melchers & Co.
Basler Transport Versicherungs Gesellschaft	Kirchner & Böger
Batavia Sea and Fire Insurance Company	Siemssen & Co.
Bayrischer Lloyd, Muenchen	Scott, Harding & Co.
Bombay Fire & Marine Insurance Co., Limited	Melchers & Co.
Bremen Underwriters	Butterfield & Swire
British and Foreign Marine Insurance Company	Jardine, Matheson & Co.
Canton Insurance Office, Limited	Holliday, Wise & Co.
Central Insurance Co., Ltd	Gibb, Livingston & Co.
China Fire Insurance Company, Limited	Tong Fung Chee, manager
China Merchants Marine Insurance Company	J. A. Wattie, managing director
China Mutual Life Insurance Company	H. P. Wadman agent
China Traders' Insurance Company, Limited	Siemssen & Co.
Comitato Delle Comp. d'Assec Marit di Genova	Ilbert & Co.
Commercial Union Assurance Company, Limited...	Lavers & Clark
Commercial Union Assurance Company (Fire)	North China Insurance Co.
Commercial Union Assurance Company	Melchers & Co.
Consolidated Marine Insurance Company, Berlin	Reuter, Bröckelmann & Co.
Continental Insurance Company, Mannheim	Siemssen & Co.
Deutsche Bizeck & Mitversicherungs Gesellschaft	Siemssen & Co.
Deutsche Transport Versicherungs Ges., Berlin	Ferd, Bornemann
Deutscher Lloyd, Transport Vers. Act. Ges.Berlin	H. Mandl & Co.
Donau Insurance Society, Vienna.....	Siemssen & Co.
Duesseldorfer Allgem-Vers. Ges., Duesseldorf	Siemssen & Co.
El Dia Comp. Anon. de Segures, Cartagena	Jardine, Matheson & Co.
Eastern Insurance Company, Limited.....	Ballard & Hunter
Equitable Life Assurance Society of U. S. A.	J. T. Hamilton, general manager
Equitable Life Assurance of U. S. A., Eastern Branch	Fuhrmeister, Klose & Co.
Fatum Accident Insurance Co.	Arnhold, Karberg & Co.
Federal Marine Insurance Company of Zuerich	China & Japan Trading Co., Ltd.
Fireman's Fund Insurance Co.	c/o S'hai. Chamber of Commerce
Fire Insurance Association of Shanghai.....	Yangtsze Ins. Association, Ltd.
Federal Insurance Company of New York	Kirchner & Boger
Fire Insurance Company of 1877, Hamburg	Siemssen & Co.
Foucière Pester Versicherungs Anstalt	Siemssen & Co.
Fortuna Allgemeine Versicherungs Act. Ges., Berlin	Wm. Little & Co.
General Accident Assurance Co., Ltd., London.....	Slevogt & Co.
General Accident Assce. Corp., Perth and London	Sander, Wieler & Co.
General Marine Insurance Company, Dresden	Holland-China Trading Co.
General Marine Insurance Company, Dresden.....	Melchers & Co.
Germanic Lloyd.....	Carlowitz & Co.
German Lloyd Marine Insurance Company	Butterfield & Swire
Guardian Assurance Company, Limited	Ballard & Hunter
Guardian Assurance Company, Limited	Carlowitz & Co.
Hamburg-Bremen Fire Insurance Company	A. Ehlers & Co.
Hanseatic Fire Insurance Company of Hamburg ...	Siemssen & Co.
Hanseatic Lloyd, Hamburg	

The British Government uses over 1,500 REMINGTON Typewriters.

OFFICES

Heilbronner Versicherungs Gesellschaft, Heilbronn	Siemssen & Co.
Hongkong Fire Insurance Company, Limited	Jardine, Matheson & Co.
Hull Underwriters' Association, Limited	Siemssen & Co.
Imperial Fire Office	Volkart Brothers
Imperial Fire Office	Jardine, Matheson & Co.
Imperial Marine Trpt. Insurance Company, Tokyo	H. J. H. Tripp
Indemnity Mutual Inc. Co., Ltd.....	Gibb, Livingston & Co.
Insurance Company of North America	Yangtsze Insurance Association
Internationaler Lloyd, Berlin	Siemssen & Co.
Internationaler Lloyd	Melchers & Co.
Internationaler Lloyd, Berlin	Sander, Wieler & Co.
Jaker Moskan.....	Siemssen & Co.
Java Sea and Fire Insurance Company	Frazar & Co.
La Suisse Cie. Auomye d'Assurances	Nabholz & Co.
Law Union and Crown Insurance Company	Reiss & Co.
Law Union and Crown Insurance Company	Melchers & Co.
Liverpool and London and Globe Insurance Company	Scott, Harding & Co.
Liverpool Salvage Association	Gibb, Livingston & Co.
London Assurance Corporation	Arnhold, Karberg & Co.
London and Lancashire Fire Insurance Company ...	Mackenzie & Co.
London and Lancashire Fire Insurance Company ...	Butterfield & Swire
London and Lancashire Life Association	Melchers & Co.
London and Provincial Marine Insurance Company	China Traders' Insurance Co.
London Salvage Association	Gibb, Livingston & Co.
Lloyd's, London	Schroder, Wilkens & Co.
Magdeburger Feuer Vers. Ges.	Arnhold, Karberg & Co.
Magdeburg Fire Insurance Company	Holliday, Wise & Co.
Manchester Fire Insurance Company	A. R. Burkhill & Sons
Manchester Assurance Company	China Traders' Insurance Co.
Mannheim Insurance Company	Bradley & Co.
Manufacturers' Life Assce. Co., Toronto sub-agency	H. Herbert Horsey
Manufacturers' Life Insurance Company of Canada	Shewan, Tomes & Co.
Manufacturers' Life Insurance Company	W. H. Buckland, P. & O. S. N. Co.
Marine and General Mutual Life Assurance Society	W. H. Buckland, P. & O. S. N. Co.
Marine Insurance Company, Limited	Gibb, Livingston & Co.
Marine Insurance Company, Ltd., Liverpool	Mitsui Bussan Kaisha
Meiji Fire Insurance Company, Limited	Siemssen & Co.
Munichener Rückversicherungs Gesellschaft	Reuter, Bröckelmann & Co.
Mutual Life Inc. Del. Beaufortii.....	Fearon, Daniel & Co.
Mutual Life Insurance Co., New York	Frazar & Co.
National Board of Underwriters of New York.....	Fuhrmeister, Klose & Co.
National Union Society Ltd.	Siemssen & Co.
Neptunus Assurance Co., Hamburg	King, Son, & Ramsay
Netherlands Fire & Life Insurance Co.	Frazar & Co.
New York, Boston, and S. Francisco Board U'writers	G. E. Tucker, resident secretary
New York Life Insurance Company	E. E. Parsons, manager
New Zealand Insurance Company	Ward, Probst & Co.
New Zealand Insurance Company(Marine Branch)	Barlow & Co.
New Zealand Insurance Company	Siemssen & Co.
Niederrheinische Güter Assurance Gesellschaft.....	Siemssen & Co.
Norddeutsche Feuer Versicherungs Ges., Hamburg	Siemssen & Co.
Norddeutsche Versich Ges., Hamburg	Siemssen & Co.
Nord-West Deutsche Versich. Ges., Hamburg	Siemssen & Co.
North British & Mercantile Fire Insurance Co.	Gibb, Livingston & Co.
North British and Mercantile Insurance Company	Ballard & Hunter
North China Insurance Company, Limited	W. G. Bayne, secretary
North Queensland Insurance Co.	China Traders' Insurance Co.
Northern Assurance Company.....	Fearon, Daniel & Co.
Northern Assurance Company.....	W. Hewett & Co.
Norwich Union Fire Insurance Society	Fearon, Daniel & Co.
Norwich Union Fire Insurance Society	Alfred Dent & Co.
Oberrhainische Versicherungs, Mannheim	Siemssen & Co.
Ocean Marine Insurance Company	Dodwell & Co., Ltd.

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OFFICES

Orient Insurance Company.....	AGENTS
Palatine Insurance Company, Limited	Butterfield & Swire
Palatine Insurance Company.....	Butterfield & Swire
Patriotic Assurance Company	Jas. Jones
Phoenix Assurance Co., Ltd., London.....	Barlow & Co.
Phoenix Assurance Co., Ltd.	Win. Little & Co.
Phoenix, H. K. priv. Oesterri, Wien	China & Japan Trading Co., Ltd.
Providentia General Marine Inc., Vienna	Siemssen & Co.
Providentia Wien	Sander, Wieler Co.
Providentia Frankfurter Versicherungs Ges.	Siemssen & Co.
Prussian National Insurance Company, Stettin	Melchers & Co.
Queen Fire Insurance Company, Liverpool	E. Gipperich & Co.
Reliance Marine Insurance Company	American Trading Co.
Rhenish Marine Insurance Association	Yangtsze Insurance Association
Rheinisch Westl. Rueckvers., M. Gladbach	Slevogt & Co.
Rheinisch Westl. Lloyd M. Gladbach	Siemssen & Co.
Rhenania Versicherungs Action Ges., in Köln	Melchers & Co.
Royal Insurance Company	Arnhold, Karberg & Co.
Royal Insurance Company	C. A. Graves, resident secretary
Royal Insurance Company of Liverpool	E. D. Sassoon & Co.
Royal Insurance Company of Liverpool	Ward, Probst & Co.
Royal Exchange Assurance Co.	A. R. Burkhill & Sons
Royal Exchange Assurance Corporation of London	Butterfield & Swire
Royal Exchange Assurance (Marine)	Alfred Dent & Co.
Salamandra, St. Petersburg	Siemssen & Co.
Samurang Sea & Fire Insurance Company	Trading Co.
Schweizerischer Lloyd, Winterthur	Siemssen & Co.
Scottish Imperial Life Insurance Company	Dyce & Co.
Scottish Union and National Insurance Company ...	Welch, Lewis & Co.
Sea Insurance Company	Butterfield & Swire
Sea Insurance Company	Ward, Probst & Co.
South British Marine Insurance Company.....	S. J. David & Co.
South British Marine & Fire Insurance Company	David Sassoon & Co., Ltd.
South Brit. Marine & Fire Inc., Co. of New Zealand	Arnhold, Karberg & Co.
Standard Life Assurance Company	E. T. J. Blount, secretary
State Fire Insurance Company, Limited.....	Shewan, Tomes & Co.
State Fire Insurance Company, Limited	Holiday, Wise & Co.
Sun Insurance Office	W. D. Graham, manager
Sun Fire Insurance Office	Siemssen & Co.
Sun Insurance Office	Brand Bros. & Co.
Sun Life Assurance Company of Canada	Moss Barnes, manager
Swiss National Insurance Co., Ltd., Basel	John Baessler & Co.
Thames and Mersey Marine Insurance Company	Dodwell & Co., Ltd.
Tokyo Marine Insurance Company, Limited.....	Mitsui Bussan Kaisha
Transatlantic Fire Insurance Company of Hamburg	Kirchner & Boger
Transatlantic Marine Insurance Company of Berlin	Melchers & Co.
Triton Insurance Company	Jardine, Matheson & Co.
Underwriting and Agency Association, London	Gibb, Livingston & Co.
Union Insurance Society of Canton	E. C. Lane, acting agent
Union Assurance Society of London	Slevogt & Co.
Union Assurance Society of London	Dodwell & Co., Ltd.
L'Union Fire Insurance Company Limited, Paris	Siemssen & Co.
Union Internationale Cie. d'Assurance, Antwerp	Siemssen & Co.
Union Marine Insurance, Liverpool	Barlow & Co.
United Cos. of Maritime Insurance, Austrian Lloyd's	Siemssen & Co.
United Dutch Marine Insurance Company, London	Siemssen & Co.
United States Lloyds	Gibb, Livingston & Co.
United Swiss Marine Insurance Company	Melchers & Co.
United Rhenisch Marine Insurance Cos., Bradford	Siemssen & Co.
Universal Underwriting Association, London	Siemssen & Co.
Upper Rhine Insurance Company, Limited	A. Giesel & Co.
L'Urbaine of Paris Fire Insurance Company	Racine, Ackermann & Co.
Vaterlandische Transport Versicherungs Aktien Ges.	Siemssen & Co.

The French Government uses over 1,000 REMINGTON Typewriters.

OFFICES

Western Assurance Company	China & Japan Trading Co.
World Marine Insurance Company, Limited	Ballard & Hunter
Wuerttembergische Transport Versicherungs Ges.	Melchers & Co.
Würtenbergische Transport Vers. Ges. Haibronn	Siemssen & Co.
Verein Hamburger Assecuradeure, Hamburg	Siemssen & Co.
Yangtsze Insurance Association, Limited	W. S. Jackson, secretary
Yorkshire Insurance Company	Reiss & Co.
Yorkshire Insurance Company	Dodwell & Co., Ltd.

ROADS IN THE CENTRAL DISTRICT

NORTH AND SOUTH

The Bund.....	EAST END	Bing-vong-ka	平願街
Yuen-ming-yuen Road	路	Koo-ka-loong	望家街
Museum Road	路	Fokien Road	福記路
Szechuen Road	路	Hoopen Road	海門路
Kiangse Road	路	Hoibow Road	海濱路
Honau Road	路	Chekkiang Road	嘉興路
Shantung Road	路	Kwangs Road	廣州路
Shansee Road	路	Kweichow Road	華西路
Chihli Road	路	Yunnan Road	雲南路
Woo Foo Loong	街	Lloyd Road	律敦路
Kien-kie-lee	里	Thibet Road	西藏路
		Yin-wo-ka	英華街

SOUTH END

Sungkiang Road	EAST AND WEST	Tientsin Road	天津路
Sungkiang-loong	路	Taiwan Road	台灣路
Pakhei Road	街	Ningpo Road	寧波路
King-loong-ka	路	Newchwang Road	新嘉坡路
Canton Road	街	Woosieh Head	烏節路
Siking Read	路	Chefoo Rd	芝罘路
Swatow Read	路	Peking Read	北京路
Foochow Read	路	Balfour Read	巴富羅路
Albany Read	路	Hongkong Read	香港路
Hankow Read	路	Amoy Read	廈門路
Kinkiang Read	路	Soochow Read	蘇州路
Bini-toong-loong	路	Wuhu Read	蕪湖路
Hiang-fun-loong	街	Jin-kee Read	仁記路
Nanking Read	路		

ROADS IN THE NORTHERN DISTRICT

NORTH AND SOUTH

North Thibet Road	WEST END	Market Read	麥市
Winchester Road	路	Miller Read	密勒
Kan-suh Read	脫	Broadway (part of)	百老匯
North Chekiang Road	路	Astor Read	阿查
North Fokien Read	路	Woochang Read (part of)	望昌
San-tai Read	路	Ming-hong Read	明紅
North Shansi Read	路	Old China Street	舊中國
North Honan Read	路	Nanzing Read	南京
Pundon Read	路	Tsingpoo Read	滙濱
North Kingse Read	路	Boone Read	布恩
North Szechuen Read	路	Fearon Read	斐爾
Chapoo Read	路	Durpee Read	杜比
Henan Read	路	Lou Kwan Read	羅官
Woozung Read	路	Cunningham Read	坎寧

REMINGTON TYPEWRITER, 327 Broadway, New York, U. S. A.

EAST AND WEST

SOUTH END	NORTH END
North Yangtsze Road	Tiendong Road
North Soochow Road	Toong Dong Ka Loong
Whang-poo Road	Bonne Road (part of)
Broadway (part of)	Banbury Road (part of)
Morrison Road	Quinsan Road
Yuhang Road (part of)	Thorne Road
Scott Road	Range Road
Woochang Road (part of)	Elgin Road
Tsung Ming Road	Alabaster Road
Tspresso Road	Haining Road
Seward Road (part of)	Bachet Road
Kashing Road	Kaifeng Road

ROADS IN THE EASTERN DISTRICT

NORTH AND SOUTH

WEST END	NORTH END
Dixwell Road	Wayside Road (part of)
Taiping Road	Macgregor Road
Kee-cheong Road	E-wa Road
Yuen-fong Road	Alcock Road
Hwa-keo Road	Jansen Road
Singkei Pang Road	Thorburn Road
Chao-foong Road	Wetmore Road
Dent Road	Lay Road
Kung-ping Road	Toong Say Ka
Wachow Road	Yuen Chang Road
Li Honkew Ka	Keecheong Road
Muirhead Road	Sawgim Road
	Whishing Road

EAST AND WEST

SOUTH END	EAST AND WEST
Yangtsze-poo Road	Hanbury Road (part of)
Broadway (part of)	Yuhang Road (part of)
Market Street	Dent Lane
Seward Road (part of)	Tongshan Road
Kwen Ming Road	Lower Yangtsze-poo Road
Chusau Road	Tongshan Road
Fleur Mill Road	East Kashing Road
Dock Lane	East Scott Road
Ward Road	East Yuhang Road

ROADS IN THE WESTERN DISTRICT

NORTH AND SOUTH

EAST END	NORTH END
Cemetery Road	Seymour Road
Wenchow Road	Cross Road
Park Road	Ferry Road
Mohawk Road (part of)	Siccewei Road
Carter Road	Jessfield Road
Markham Road (part of)	Chengtu Road
Medhurst Road	Chungking Road
Gordon Road (part of)	Myburgh Road
Yates Road	West Thibet Road
Tsingtau Road	Stone Bridge Road
Great Western Road	Tai Sing Road

The REMINGTON is the recognized leader among writing machines.

EAST AND WEST

SOUTH END	NORTH END
Mohawk Road (part of)	Gordon Road (part of)
Bubbling Well Road	Taku Road
Burkill Road	Kuling Road
Avenue Road	Ichang Road
Love Lane	Robison Road
Pingchiao Road	Weihaiwei Road
Sinza Road	Brenan Road
Markham Read (part of)	Rubicon Road
	Hungjao Road

ROADS IN THE FRENCH SETTLEMENT

Quai de France	.....	南	老	大	街
Quai Kin Lee Yuen	.....	金	典	街	北
Quai des Ramparts	.....	東	新	街	常
Rue du Whampou	.....	洋	火	房	輪
Rue des Poissons	.....	影	橋	橋	家
Rue Chinchew	.....	京	浜	路	來
Rue Laguerre	.....	永	仙	街	仙
Rue Montaban	.....	天	徑	西	經
Rue de la Mission	.....	興	角	街	家
Rue Petit	.....	吉	興	行	路
Rue du Marché Français	.....	西	場	行	路
Rue Discry	.....	洋	場	街	街
Quais du Yang-king-pang et Confucius	.....	涇	大	街	西
Quais Place du Château d'eau, des Fossés, et de la Brèche	.....	洋	門	街	路
Rue du Consulat	.....	開	大	路	路
Rue Colbert	.....	河	路	路	路
Rue du Weikwe	.....	馬	路	路	路
Rue de Ningpo	.....	安	路	路	路

ROADS IN THE EXTENSION

Rue Licou Kiang	.....	江	柳	華	華
" Si Kiang	.....	江	西	恒	恒
" Han Kiang	.....	江	漢	西	西
" Long Kiang	.....	江	龍	南	南
" Ming Kiang	.....	江	閩	嘉	嘉
" Ou Song Kiang	.....	江	吳	桂	桂
" Boang Ho	.....	江	烏	南	南
" Ou Kiang	.....	江	鴻	福	福
" Ya Long Kiang	.....	江	鴉	南	南
" Siang Kiang	.....	江	鹽	南	南
" Tse Kiang	.....	江	鹽	南	南
" Kouei Kiang	.....	江	賈	南	南

ROUTES EXTERIEURES

Avenue Paul Brunat	.....	路	昌	劉	劉
" Dubail	.....	路	宋	密	密
Route Pichon	.....	路	家	羅	羅
" Stanislas Chevalier	.....	路	尼	羅	羅
" des Sœurs	.....	路	威	羅	羅

REMINGTON TYPEWRITERS stand the test of constant service.

STREET PLAN
OF THE
NORTHERN & EASTERN DISTRICTS
OF THE
FOREIGN SETTLEMENT
AT
S H A N G H A I

Scale of Half a Mile

1/2 Mile

