

Above — The Bund which is both the Wall Street and the Rue de Rivoli of Shanghai.



Typical of the older sections of Shanghai is this street with quaint signs over the shops.

Photos: Publishers' Photo Service.

The Child of the Yang-tse

Shanghai—Typical of the New China

By Albert E. Willsher

THE ordinary Chinese tradesman living in the Foreign Settlement of Shanghai, is, or was rather, a very quiet, undemonstrative kind of a chap—never looking for trouble—quite satisfied to be left in peace to conduct his business.

But the last few years, with the influx of over 5,000 Russians of all classes (men and women) the attitude of Mr. Chinaman has changed, and he has created in his brain ideas entirely foreign to his nature.

These ideas were planted there through Russian propoganda and Russian roubles—with the result that not

only Shanghai but the whole of China, including both the Southern and Northern Powers, have been undermined by bolshevik influences which have taken root and developed into the present dangerous condition.

Shanghai is the child of the Yang-tse. Ages ago this was a part of the ocean, and from here out to the sea, a distance of about sixty miles, the soil has all been built up by the river. Since then another river has cut its way through and it is on that, the Whangpoo, about fourteen miles from where it flows into the Yang-tse, that the heart of the city is situated. I say the heart, for the

Whangpoo is now lined with wharves, warehouses, and factories for ten miles or more. It is filled with every kind of craft of the Far East and the West, from the huge Chinese junks with an eye as big around as a dinner plate on each side of the prow, to great steamers burning fuel oil from the ports of America, Asia and Europe. Formerly the ocean steamers had to anchor far out in the Yang-tse, and passengers and freight were taken up the Whangpoo in launches. Now, by an expenditure of tens of millions of dollars for dredging the ships are enabled to come right up to the city and anchor in front of a

Bund that makes one think of the Thames.

The Whangpoo is wide, and as we make our way through the shipping we see on each bank flour mills, saw mills, cotton factories, and the tank farms of the two great oil companies, the Standard and the Dutch Shell Company, which compete for the job of lighting the Orient. Further on are silk factories, and other industries employing tens of thousands of hands. Shanghai has now eleven modern rice mills and sixteen great flour mills equipped with steel rollers. It has fifty-two cotton factories, which produce much of the yarn consumed in the valley of the Yang-tse-Kiang. It has knitting mills that are making silk stockings for England and the United States, weaving mills that compete with Manchester; Fall River and Osaka for the cloth used in China, and mills making bean oil from cotton seeds and beans. On one bank of the Whangpoo, in the midst of these, is an electric power plant whose capital is about \$25,000,000. That plant is producing more than 120,000 kilowatts. It runs the street rail-

ways and furnishes power at low rates to most of the industries.

In this ride from the Yang-tse-Kiang up the Whangpoo we see but few indications of the Old China. The factories are modern, and their signs are in English. There are steam dredges at work in the stream, and a steel pipe, as big around as a hoghead and about a mile long, carry the silt above the water over the bank to where it flows out to build up new land. As we look out over the landscape we will find that most of the grave mounds have been sliced away, and that modern buildings with smokestacks have taken their places. If we take a field glass we can see automobiles chugging along through the mills, and can pick out the railway locomotives dragging the train down to the little town of Woosung.

It was that railroad, which is just twelve miles in length, that introduced China to steam locomotion. Its track was the first built in the empire. It was constructed by a British Company in 1876 at a cost of £20,000,000 and was operated only two months. Then it was destroyed by the Chinese officials, who

were opposed to railroads because the smoke of the locomotives might affect the spirits who inhabit the air.

As the story goes, they paid a coolie \$100 to allow himself to be run over by the cars and be killed that the money might enrich his family. The man threw himself in front of the train and was taken out mangled and dead. Thereupon the mob tore up the road, and the people decided it should be abolished. For a long time after that the railway movement was dormant, but it again sprang into life, and now China has about 7,000 miles of railways open to traffic, and many thousand more miles are projected. In the Consular District tributary to Shanghai there are about 400 miles of track, and within the space of six hours one can now go by fast express train to a half dozen cities of 500,000 or more people, each.

Going on we land on the Central Wharf, the landing place of the Robert Dollar Company which has many lines of steamers across the Pacific and sends its vessels more than 1,000 miles up the Yang-tse. Here we take an automobile and, crossing a bridge of concrete and steel, ride up the Bund. This is a wide strip of land. It is laid out in parks and roadways that border the river for several miles, and is backed by the chief business structures.



Photo: Ewing Galloway, N. Y.

Above—The Bund and waterfront in the French concession at Shanghai. There are approximately 1,000 French among the 40,000 foreign residents. Waterfront lots are selling at \$500,000 (Mexican) an acre.

At Right—A bird's-eye view of Shanghai and Soochow Creek. Along both sides of this waterway flour, cotton, silk and oil mills are being erected in large numbers. The products are taken sixty miles to the sea which was Shanghai's boundary before the silt made new land.



Photo: Publishers' Photo Service.

THE Bund is the Wall Street, the office section, and the commercial center of Shanghai. Shanghai is the chief ocean gateway to the great Yang-tse Kiang Valley, which feeds more than 200,000,000 of people. It is situated in one of the most densely populated parts of the republic, and has, it is said, 40,000,000 souls living within a radius of 150 miles. Within a few hours by train is a city population, as large as that of Montreal. This includes the greater Shanghai, which is as big as Liverpool. Ningpo reached by steamer each night, is of the same size as Manchester, and

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The Child of the Yang-tse

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the whole region is peppered with small towns and villages. It is this population and the more than 200,000,000 people reached by the rivers that form the foundation of Shanghai's financial and commercial supremacy. From a business and manufacturing standpoint the city is the most important in China, and with the railroad era which is bound to come sooner or later it will probably be one of the world's greatest cities vying with New York, London, Berlin and Tokyo, as to people and wealth.

We see signs of the increasing riches of Shanghai as we ride along the Bund. The highway is of asphalt, with long lines of automobiles parked in the middle, and jinrikishas and wheelbarrows moving along among the carriages and cars. There is a tramway at the back, and along the front near parks facing the river are drays piled high with freight, each dragged over the road by from four to six coolies.

The buildings are of four, five, and six and of even nine stories. They are of granite, brick, and reinforced concrete, and some of them cost millions to build. Among those recently completed is the white stone structure of the Hong Kong and Shanghai Banking Corporation. This looks more like one of our great government buildings, than a bank, and it is as beautifully finished within as any bank in London. The interior has vast halls of pink and white marble with pillars and columns as those in the Temple of Thebes. Much of the furniture is of solid brass, and it is fit for a palace. And then there is the Bank of China, which is to some extent a government institution; the Bank of Communications, and perhaps fifty Chinese banks, all of which have surpluses and are paying big dividends. They work after modern banking methods, pay interest on deposits, and have regular checking accounts.

Shanghai has a cotton exchange, and in its gold exchange the brokers buy and sell gold in lots of seven bars, each with as much excitement as you will see in the stock exchange in London, when on the edge of a panic. The city requires about £2,000,000 worth of gold every day for its business, and among the well-paying professions is that of the exchange broker who will handle your financial operations as to exports and imports. This man is often a foreigner. He may be known by the victoria drawn by a pony in which he rides from bank to bank. The bed of the carriage is only about ten inches from the ground, so that the man can easily step out and in. He usually

stands up instead of sitting as he rapidly covers the short distance from one business institution to another.

For a long time most of the financial business of Shanghai was transacted by foreigners. Today all transactions are going more and more into the hand of the Chinese. The unsettled conditions have driven more and more of the rich and the well-to-do gentry to the treaty ports. They bring fortunes here and invest them in the various factories and financial enterprises. It is Chinese money and not foreign money that is building up the New China.

Not only along the Bund, but in all parts of Shanghai real estate values have been rapidly rising, and they now compare with those of the large cities of England. The city is growing by leaps and bounds. A wide avenue paved with asphalt and brilliantly lighted has been run through the heart of the international settlement, and it is lined with fine stores. This street takes up the bed of an old creek. It is named after one of the kings of England, and is known as the avenue of King Edward VII. Other streets have been extended far out into the country and many parts of the suburbs remind one of those in Paris or other European cities. Mansions have been built foreign style with large gardens inclosed by the brick or stone wall that separates them from the road, and extending far out from the business section are many miles of well-paved streets, some of which have bridle paths at the sides.

LAND, that a few years ago was nothing but grave mounds, has been bought, the family of each deceased being paid for moving the ashes of its ancestors, and sold at high prices. Today land along the water front in the international and French concessions has jumped to \$500,000 Mexican and upward per acre, and on the Nanking road, which is the principal thoroughfare of the international settlement, the best lots are worth Mexican \$100,000 per *mow*, which is one-sixth of an acre, and they will yield more than 8 per cent interest on the capital invested. On the Whangpoo road land is in demand for factory sites and dock and warehouse accommodations. This is being rapidly taken, and even three miles from the heart of the city it sells at about \$3,000 Mexican per *mow*.

One of the great water highways of the city is the Sochow creek, where flour, cotton, silk and oil mills are springing up in large numbers. Here land is doubled in value within a short

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time, and is still going up. It is the same along the river front outside the city all the way to Woosung, the people banking on their belief that the population will eventually increase to several millions.

Shanghai has a more unique system of government than any other place in the world. Monte Carlo has its prince who maintains his status by the grace of France. Shanghai has a municipal council of nine members who derive their authority from the treaties made by the great powers with China. Though located on Chinese soil, it owes no allegiance to China except in the payment of about \$10 Mexican a year for each acre of land in the settlement. The nine members of the council are elected annually by the ratepayers' meeting. This meeting is composed of all foreign residents of Shanghai who own property or pay rental of \$40 Mexican a month or upward. Each resident has a vote for each piece of property he holds, so that at the annual meeting several persons are able to cast twenty or thirty votes. After election the nine members appoint one of their own number as chairman, and another as vice-chairman, but neither of these two members nor any member of the council receives any compensation for his services. The majority of the members of the council are of British nationality, but there is usually one American member. At the present time an American, Mr. Sterling Fessenden, happens to be the chairman. It is a position that carries with it a large amount of prestige, so that when a new consul of any nationality arrives in Shanghai he calls upon the chairman of the municipal council in the same way as upon his consular colleagues.

The heads of departments are all British, receive good salaries, and on account of their position have a good social standing in the community. The taxes collected by this municipal council run into several millions of dollars, and it is said that up to the present time such a thing as graft in the administration is entirely unknown. It is for this reason that Shanghai is usually called the model settlement.

What would you think of a big race track, golf grounds, and tennis court

covering an area of twenty city blocks right in the heart of London, for instance at Trafalgar Square. This is what there is in Shanghai. The land was granted to the Jockey Club for this purpose generations ago when the city was smaller, with the provision that if it was ever used for any other purpose it should go back to the original owners. The club keeps it and so the races go on right in the heart of this municipality. The spring race week is one of the great events of the year. The banks close, Chinese and Japanese as well as foreign, and on the three principal days of race week you cannot cash a cheque nor even deposit your money. Everyone goes and nearly everyone bets. The hotels are crowded and the foreigners come in from all the settlements up and down the Yang-tse-Kiang.

SHANGHAI has football clubs, tennis clubs, golf clubs, and all kinds of sporting associations. There are two cricket fields, a baseball diamond, and a polo field in the racing grounds. Football is played there, and there are tennis tournaments in early summer which culminate in the Hong (business house) championship. There are also athletic tournaments and baseball matches in which the best players of our Asiatic squadron and of the Shanghai civilians fight for the championship.

Shanghai has hockey clubs, polo clubs, and swimming clubs. Hockey is played largely by the Sikh police and Britishers who learned the game in India, and the polo clubs are largely British, their mounts being Manchurian ponies trained for the purpose.

Shanghai is the social center of that part of the world. This is so especially of the foreigners, and it is so also to a large extent of the Chinese.

Shanghai has its night life, and many of its games are played in the shadows. There are cabarets and cafes of different description. There are vaudeville houses where one can dance with the actresses, and cabarets largely aided by maidens from Russia who try to induce the guests to drink champagne with them at something like \$12 a quart. These maidens come not only from Moscow, but from Vladivostock, Chita

and Omsk in Siberia and Harbin near the frontier of that country in northern Manchuria. Some of them are beautiful, but the price of champagne is high.

According to the statistics of the Government Bureau of Economic information, the census of the foreign population of Shanghai is as follows (1926 census):

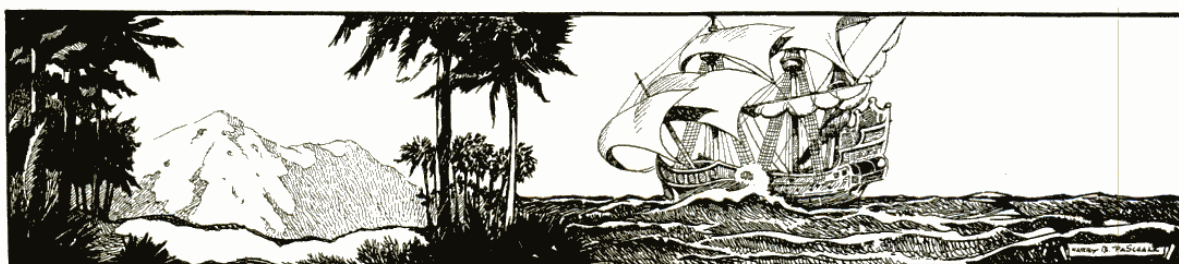
Japan	18,902
Great Britain	6,910
United States	3,418
France	1,000
Portugal	500
Denmark	384
Italy	320
Spain	235
Switzerland	217
Netherlands	207
Norway	200
Brazil	101
Sweden	96
Belgium	75
Mexico	12

And approximately:

Germans	3,000
Russians (white)	5,000

Such a cosmopolitan group must necessarily affect the life of even a large city. In the case of Shanghai, the effect is the more noticeable because of different ideals which are presented to the native population. Shanghai has assimilated a great deal of modern foreign thought, but the Occidental superstructure does not always rest comfortably on an Oriental foundation. When we reflect on the development of arts and crafts in China while Europe was in its Dark Ages—and long before, we can readily understand that such well established ideals do not yield readily to change. Also, despite the great achievements of Chinese culture, we must remember that there are many thousands of illiterate coolies who are more or less at the mercy of the propagandist—whatever his theme may be.

But if we have patience and show a proper sympathetic understanding the Chinese will work out their salvation in their own way. The best elements of the foreign groups at Shanghai will be among the first to help China to find herself and among the first to applaud the strong and united China of tomorrow.



Glossary

This article was edited by Herbert K. Lau (劉敬恒) (Rotary China Historian) on 1 June 2014

- (1) Albert E. Willsher = A Rotarian of Calcutta, India, who had been a resident in Shanghai for several years. = 作者是印度加爾各答扶輪社社員，曾在上海生活了幾年。
- (2) Yang-tse = Yang-tse-Kiang = Yangtze River = 揚子江 = 長江
- (3) Shanghai = 上海
- (4) Whangpoo = Huangpu River = 黃浦江
- (5) The Bund = 外灘
- (6) Dutch Shell Company = Asiatic Petroleum Company = 亞細亞火油公司
- (7) Woosung = Wusong = 吳淞
- (8) Ningpo = Ningbo = 寧波
- (9) Soochow Creek = Suzhou Creek = 吳淞江
- (10) Jinrikishas = rickshaws = 人力車(黃包車)
- (11) Hong Kong and Shanghai Banking Corporation = 香港上海滙豐銀行
- (12) Bank of China = 中國銀行
- (13) Bank of Communications = 交通銀行
- (14) Mexican = Mexican Real (silver dollar) = 墨西哥銀元(鷹洋)
- (15) King Edward VII Avenue = Portion of Yan'An Road today = 愛多亞路(今天延安東路部分)
- (16) Nanking Road = Nanjing Road = 南京路
- (17) Harbin = 哈爾濱
- (18) Northern Manchuria = 北滿洲
- (19) Mr. Stirling Fessenden = American, Chairman of the Shanghai Municipal Council in 1923-1929 and then Secretary-General of the Council in 1929-1939 = 費信惇，美國人，曾長期擔任上海公共租界最高行政首腦。



The Shanghai International Settlement (上海公共租界) originated from the merger in the year 1863 of the British and American enclaves in Shanghai, in which the British and American citizens would enjoy extraterritoriality and consular jurisdiction under the terms of treaties agreed by both parties. These treaties were abrogated in 1943.

The British settlements were established following the victory of the British Empire in the First Opium War (1839–1842) with the Ch'ing Empire (大清國). Under the terms of the Treaty of Nanking (南京條約/萬年和約), the five treaty ports including Shanghai were opened to foreign traders, overturning the monopoly then held by the southern port of Canton (*Guangzhou*) (廣州)

under the Canton System. The British also established a base on Hong Kong (香港) located at the south China coast. American and French involvement followed closely on the heels of the British and their enclaves were established north and south, respectively, of the British area.

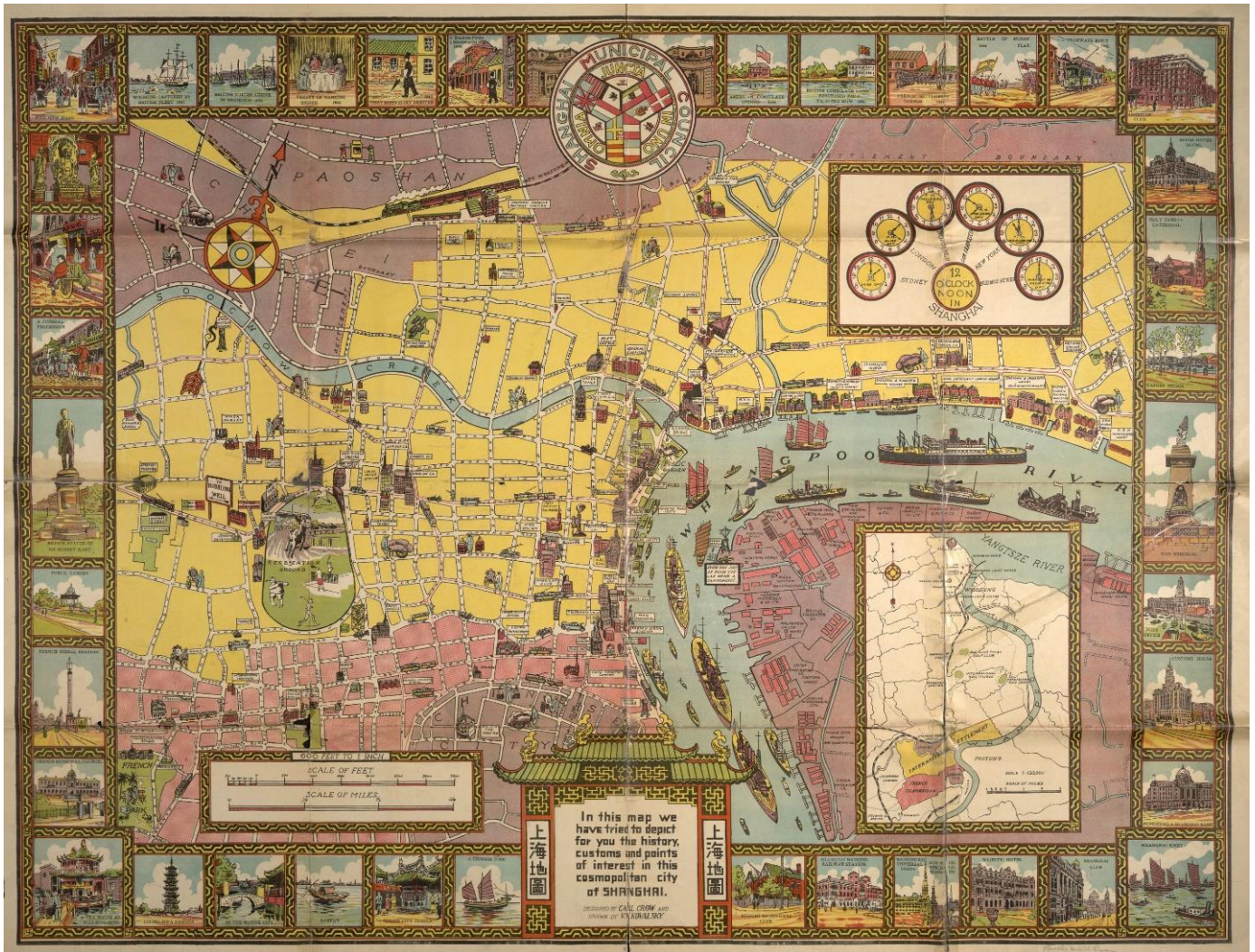
Unlike the colonies of Hong Kong (香港) and Macao (澳門), where the British Empire and the Kingdom of Portugal enjoyed full sovereignty in perpetuity, the foreign concessions in China remained under Chinese sovereignty. In 1854, the three countries created the Shanghai Municipal Council (SMC) (上海公共租界工部局) to serve all their interests. But, in 1862, the French concession dropped out of the arrangement. The following year the British and American settlements formally united to create the Shanghai International Settlement. As more foreign powers entered into treaty relations with the Ch'ing Empire (later to be replaced in 1912 by the regime of the Republic of China 中華民國), their nationals also became part of the administration of the Settlement. The number of treaty powers had climbed to a high of 19 by 1918 but was down to 14 by the 1930s: the British Empire, the United States, Japan, France, Italy, Norway, Sweden, Denmark, the Netherlands, Spain, Portugal, Peru, Mexico, and Switzerland.

Nonetheless, the SMC remained a predominantly British affair until the growth of Japan's involvement in the late 1930s. The international character of the Settlement was reflected in the flag and seal of the Municipal Council, which featured the flags of several countries.

The International Settlement came to an abrupt end in December 1941 when the Imperial Japanese troops stormed in immediately following the Japanese attack on Pearl Harbor in Hawaii of the United States. In early 1943, new treaties signed formally ended the extraterritorial privileges of the Americans and Britons, although its terms were not met until the recovery of Shanghai following the Imperial Japan's 1945 surrender. The French later surrendered their privileges in a separate agreement in February 1946.



The Seal of the Shanghai Municipal Council



This map of Shanghai International Settlement (the jurisdiction of the Shanghai Municipal Council) was designed by Shanghai Rotary Club charter member Carl Crow, an American journalist and Ad man who lived in Shanghai for over 25 years. Crow was a ceaseless promoter of China in general, and of Shanghai in particular. The map illustrates his vision of a “cosmopolitan” city where the American, French, British, and Chinese cultures mixed.

