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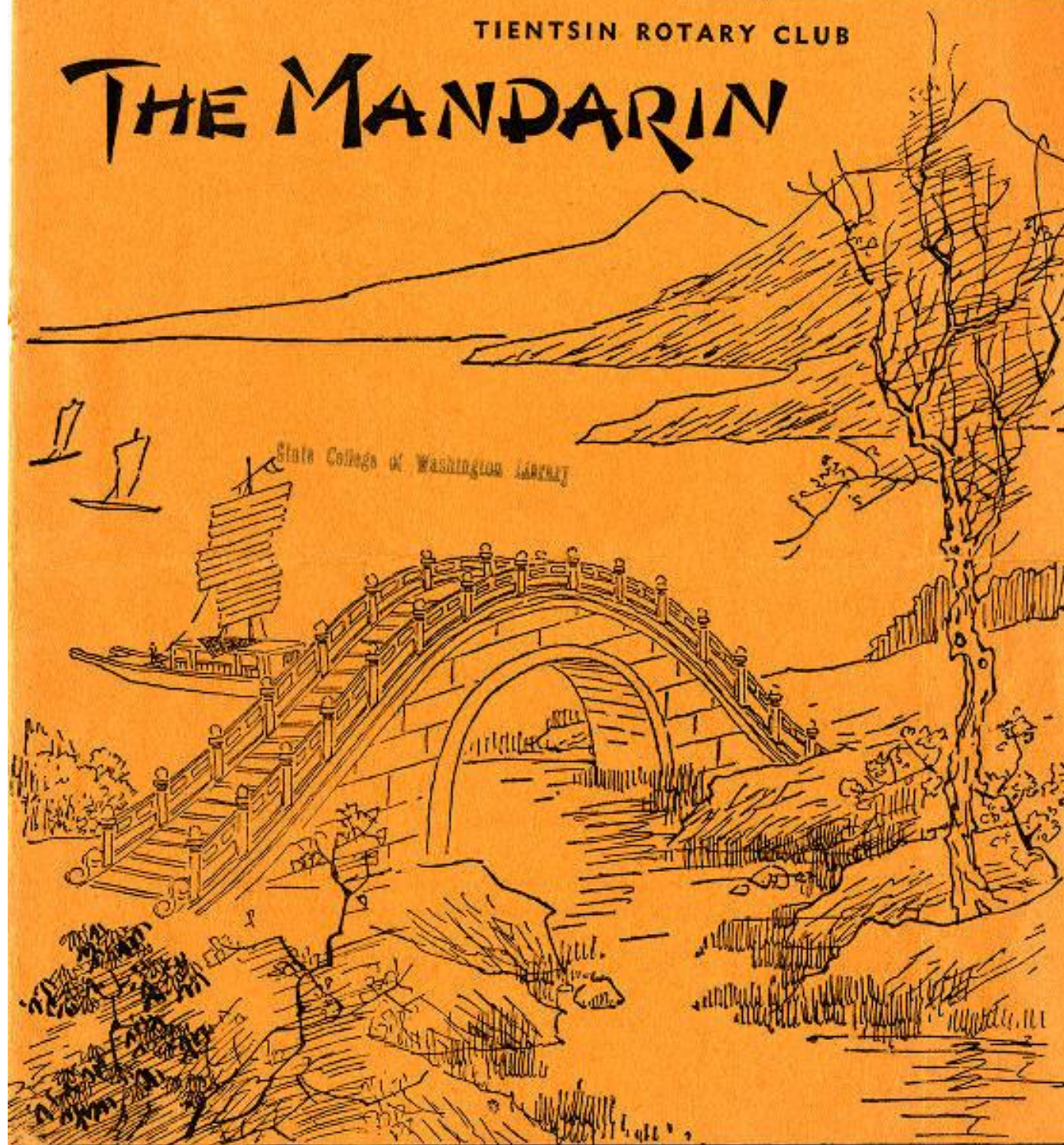
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THE MANDARIN



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Vol. IX.

THURSDAY, 12TH MAY, 1938.

No. 3307.

THE MANDARIN



OFFICIAL ORGAN OF THE ROTARY CLUB OF TIENTSIN

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Reg. No. 1444

VISITING ROTARIANS PLEASE NOTE
WEEKLY MEETING THURSDAY 12.30 P.M. TIENTSIN CLUB

Vol. IX.

THURSDAY, 12TH MAY, 1938.

No. 3307.

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NEXT MEETING.

TIENTSIN CLUB, THURSDAY, MAY 12TH, 12.30 P.M.

Speaker :

MR. BARRY C. EASTHAM.

Subject:

"IVORY CARVINGS".

THE MANDARIN TIENTSIN ROTARY

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RECORD OF THE MEETING 5TH OF MAY, 1938.

Present	37 = 63.79%
District Competition ...	37/49 = 75.51%
Excused	4
Absent	8
Home Leave	9
<hr/>	
Active Members ...	58

Excused:—Bobby, Gaston, String, Tomy.

Absent:—C.C., Elky, Foxy, Hamlet, Kato, Leo, Otto, Vladi.

GUESTS:

Mr. Emil } Fischer *Guest of*
"Club"

"RED DOG" NIGHT.

Preparations Well Under Way.

Two meetings have so far been held by members of the Programme and Entertainment Committee in preparation for "Red Dog Night", which will be held at the American Club, Racecourse Road, on Saturday, May 28th, and the wholehearted support of the entire Club is requested to make this function an outstanding success. Those Rotarians to run the major attractions of the night have already been selected, and in addition to roulette, fan-tan, chuck-a-lot and blackjack, all of which will be housed inside the Club premises, there will be a number of side-shows in the grounds and dancing on the roof-garden.

This is only the advance notice, so watch for further announcements and in the meantime tell all your friends to keep this night open and see that they come along.

BIRTHDAY GREETINGS.

Birthday greetings were extended at the last meeting to President "Miche" Michaud and Rotarian "Chick" Smith.

ROTARIAN "BOB" McCANN BACK FROM LEAVE.

Rotarian "Bob" McCann, who has been on long leave in the United States, was welcomed back at the last meeting. He is looking very fit after his long holiday, and we can look forward to having some interesting reminiscences in the near future.

CLUB EXECUTIVES.

Shanghai, April 15.

The Rotary fiscal year is fast coming to a close. Your club officers should be planning to select the best men to succeed yourselves during the coming year. The clubs usually have their elections in April or May, and the new officers assume office on July 1. But it is not too early to pick out the best men to fill the principal club offices next year. While too much attention cannot be paid to experience and capacity, yet men who have sufficient time available to devote to their club duties should be chosen.



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ALONG THE NEW PEKING-JEHOL RAILWAY.

(By Emil S. Fischer). *Emil S. Fischer*

(At the last meeting—May 5th—Mr. Emil S. Fischer, Tientsin's well-known globe-trotter, delivered an address, illustrated by lantern slides, on his Easter journey along the new Peking-Jehol Railway, via Tungchow and Kupeikow. He has kindly supplied the Editor of "The Mandarin" with the following article. Pictures are by kind permission of Mr. J. S. Jones, of the Tientsin Press Ltd.)



MAP OF NORTH CHINA AND JEHOI, SHOWING ROUTE BY RAIL AND ROAD.

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THE South Manchurian Railway in 1936 connected Jehol with the Peking to Moukden Railway, when the writer was present at the opening functions in Jehol's Audience Hall and in the Park Grounds of the famous Manchu Rulers who held their summer Court in this most enchanting Mongolian mountain resort between 1703 to 1796. They were Emperor Khang Hsi, who conquered Tibet, and Emperor Chien Lung who interchanged during the renaissance pieces of highest art with Louis XV. Again, in February, 1937, the same traveller journeyed between Peking and Jehol direct, by automobile, accompanying Colonel Chas. Demmer and Major J. P. Lake, of the U.S.A.T.C., when a particular study was made in the Potala of Jehol, which is a replica of the one at Lhasa, and also the Hsin Kung which represents the most important Lamasery, known as the Tibetan Monastery of Ta Shi Lumpo, where ruled His Holiness Erdeni Panchen Lama, the great incarnated Pontiff, so holy as to be in rank with the Dalai Lama.

And when in 1938 a new railway link was about to be opened and third class passenger traffic started on the new line connecting Peking with Jehol, this inspired my third through journey. Jehol has so many attractions and historic spots that it is not strange to pay a visit and go again. However, my curiosity this time was in particular drawn to the new modern railway transportation link, for reason of more comfortable and easier connection. This had been, with some secrecy, pointed out to me some months ago, when I heard that the railway embankment and rail-dam between Peking and Kupeikou had been completed already. On the Manchoukuo side of the line, however, between Kupeikou and Jehol, the line was not completed through the "Alpine Tunnels." Peking and Tungchow was long since connected over a 13 miles line running west-east; from here the line turns north to Kupeikou, which translated means "The Old Northern Entrance." This steep pass-road was for ages one of the main transport and



A beautiful scene in the Palace grounds. The spot from which this photograph was taken is the source of the Je-Ho (Hot River) from which Jehol takes its name.

caravan routes between North China, Mengolia and Manchuria. Ku Pei Kou was one of the five first main entrance gates along that 2,000-miles-long mountain chain which runs east-westwards from Shanhaikwan (at the Gulf of Peichili). Over this chain, at its highest elevations, the Great Wall of China was built 2,200 years ago. These five first entrance gates into the Great Wall of China are: Shanhaikwan, Chi Feng Kou, Malan Yü, Kupeikou and Kalgan.

While the building of a railway line on the plain between Tungchow and the southern end of the pass entrance of Kupeikou (the Chinese side of the railway) meant

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no difficulty, the railway and road engineers had to face on the northern half formidable mountain ranges, passes and watersheds. Indeed it is a great engineering accomplishment of the South Manchurian Railway which has brought forth this new railway link in only six months, considering the obstacles which had to be tackled. The mountain chain from east to west from Shanhaikwan rises in a rugged mass of parallel elevations around Kupei-kou, here and there 4,000 to 6,000 feet above sea level. At the Great Wall entrance point at Kupei-kou another chain joins from the north, i.e. that hundreds of miles long rugged alpine extension which is known as the Kinghan Mountains of north-western Manchuria. It is this range that had to be mastered by the railway engineers. In a straight line of about seventy miles through high mountains, elevated pass-roads and hard stone masses had to be conquered over a roadway which for two hundred years had served for sedan chairs and carts, wherein sat emperors, empresses, consorts, concubines, the children of the Manchu Court, their eunuchs and thousands of Imperial princesses with their families, as well as courtesans, in addition to their armies and their leaders and officers and men who moved back and forth from the residential Winter Capital of Peking to the Summer Residence of the Court in the so described "Coolness spending Imperial Summer resort of Jehol!"

Jehol, as a territory, was the south-eastern section of Mongolia adjoining Manchuria, which the Mongolian Princes pre-



A magnificent pagoda in the Hunting Park, Chengte. The fabric is buff-coloured, the cornices of each story green and the carvings at the base, red.

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sented to the Manchus in the early days of their rule over China. This rule covered the period from 1644 to 1912 A.D. The two most renowned of the rulers of this dynasty, each of whom ruled for sixty years, in particular made Jehol what it was and is—the most wonderful seat of architectural assemblage in one place in the whole of Asia. These two Khan or Oriental rulers, are Khang Hsi (1662 to 1722 A.D.) and Chien Lung (1736 to 1796 A.D.), the latter having received in audience the Embassy of Lord Macartney. This was the first Ambassador of any western European ruler to be represented before His Majesty the Emperor of China. The Ambassador sailed from London *via* the Cape of Good Hope to Taku Bar and was from there led by the Chief Grand Councillor of China *via* Tientsin and Peking, as well as *via* Kupeikou to Jehol, where in the Imperial Parks and Pleasure Grounds Emperor Chien Lung received Lord Macartney in Special Audience on September 14th, 1793; Chien Lung had reached his eightieth year of life and soon after abdicated. Lord Macartney travelled from Peking to Jehol along the 150 miles of the old Imperial Pass Road in an elegant horse coach of the London Court, which the British ruler had sent with the Embassy to Peking.

The seventy-miles' hardest stretch of "the Emperor's Road to Jehol" crosses two main rivers. The one is the Lwan Ho in the northern section of the moun-



The Imperial Theatre, Chengde. The open doorway in the centre of the picture leads to the Imperial quarters, from the balcony of which the Chinese Royal Family were accustomed to watch the performances.

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tain watershed, where the Je-Ho, or Warm-River, flows into the main water artery. The Lwan River, in its windings pierces the eastern boundary section of Jehol Province, the mountain barrier of Chi Feng Kou, crossing there through the so-called "Georges of North China" by going through the north-eastern neck-section of the province of Chili into the sea. The Lwan River directs its waters into the Gulf of Peichili between the industrial centre of Tangshan, and Peitaiho, the well-known sea resort south of Shanhaikwan. The other water artery is seen when crossing the valley depression at Ku Pei Kou where the Chao Ho winds its way southwards in order to flow into the Pei Ho, or North River, the water current of which is crossed while going from Tungchow city to Mi Yün Hsien. The Pal Ho takes from Tungchow a course eastwards towards Tientsin, where this river changes its name to Hai Ho, or the "Sea-Going River," which flows through Taku into the Gulf of Peichili.

Turning back to the mountain masses over which we proceed from Ku Pei Kou to Jehol, we pass the Nan Tien Men, the "Southern Heavenly Gate," as presented on a hill top by a temple building and gateway along the Emperor's Road. Before descending into the subsequent actual opening and fortress-like town of Kupelkou, we have before us in a sheer descent from the high mountain ridge "the Great Old Wall of China." Here we have the railway nearest in piercing vicinity. This scenery is most attractive to the tourist, who soon after entering Kupelkou station is not too hardly pestered by the Customs, but by the Manchoukuo passport authorities. Our stamp fee for a *visa* was ten Manchou dollars. At this point two railway lines meet, *viz*, the Pei-Ning Railway of North China, and the South Manchurian Railway of Manchoukuo.

We spent probably an hour with formalities before the new train took us northwards. Right from Kupelkou Station is a marvelous scenic panorama of the

mountains over which the Great Wall runs, like an endless snake-tail. The line is laid along the footland of the mountain passage to the right and left, in the centre of which the river has its bed. Numerous small and large railway bridges are seen; supported by tree trunks of over a foot diameter, built up from the river bed in sort of tiers. The first of the tunnels we passed, a small one, was at Kupeikou. Farther north we passed three more tunnels, until we reached the section of the high divide and watershed in which section greater engineering features, large tunnels, are still under construction. In this section the passengers left the train and were put into two buses, plus two trucks, which covered miles and miles on the macademized stone auto road from the southern part to the northern footland of this pass and watershed from where a marvelous mountain view to the south is had, the Great Wall range. It was



A pavilion with gilded roof at the top of the Potala.

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along this drive that we had a chance to admire the *bella vista* from the top of the mountain.

Jehol Province came under Manchoukuo rule soon after the night of September 18-19, 1931 when the new regime started. Since that time better means of communication, new macademized roads, facilitate the movement of products of the soil and industry from Jehol into the Hopel section of North China. To improve further, and also as a strategic means, a railway connection has now been built making a new link for transportation. This railway to Peking, after only six months of construction, has just been opened to the public. The trains have their termini at Peking (Chien Men) and at Cheng Te (Jehol). The actual starting point of the new line is at Tungchow. The town of Tungchow lies thirteen miles east of Peking. Peking and Tungchow have an old railway contact. From Tungchow the new roadbed of the railway turns near the pretty marble bridge known as Pa Li Chiao, straight north now running on the Chinese line for eighty miles through the north eastern plain of Peking. At Pa Li Chiao, which is the bridge eight li west of Tungchow city in 1860 the French General Montauban gained a victory, which success brought him from the French Ruler, during the punitive expedition to Peking, the title Duke of Palikiao. This punitive expedition was caused by an attack on forces *en route* under safe conduct promises.

The town of Tungchow is observed from the car window in the distance by its fine old pagoda in the centre of the town. From Tungchow on its northern run, the train made short stops at Chang Hsin, Shun Yi, Hwai Jo, Mi Yün, Hsiao Yin and Hsia Hui stations; thereafter comes the terminus of the Chinese line at Kupeikou. From this point north onwards along the South Manchurian Railway section, called the Cheng Ku Railway, the stations are not yet definitely marked along the south of the Great-Divide. It is in this section the work through the longest of about a dozen

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In the Hunting Park, Chengde. On the sky-line will be seen the extraordinary rock formation, shaped like a pestle or washing stick.

tunnels between Kupeikou and Cheng Te city is not yet completed. Here the train passengers are taken to cars, buses and trucks. We covered on our northwards mountain climb a distance of almost twenty miles by bus, until we had reached the lower northern valley of the divide, known as Lwan Ping Hsien. Here again we took to our awaiting railway train.

This train brought us to Luan Ping town, over the railway bridge called Lwan Ping Chiao. This bridge is built like all other bridges along the new railway, of very heavy timber supports. Then we climbed up by train the fifteen miles of the southern slope and pass-road from the Lwan River into the terminus of the railway line, which is called in Chinese Cheng Te Fu. This city is also named Chotuku in Japanese. The station terminus of the Jehol railways at this provincial capital is situated in the eastern extension of the outstretched circular mountain basin and valley, combining with its station buildings a small hotel and dining room section. This station has not only the trains from Peking and Tungchow *via* Kupeikou, but also the trains from the east, in connection with the station at Chin-Chow, which railway centre is situated about half way between Shanhaikwan and Moukden along the rail-

way line running from Peking and Tientsin *via* Tongku. Near the railway station of Jehol's capital is also the Manchoukuo aerodrome from where, in 1936, I had flown in a couple of hours between Cheng Te Fu and Chin-Chow. The train between both places had, before, taken me a whole day. The run between Peking and the Jehol capital now takes over twelve hours with about an hour's stop at Kupeikou.

Jehol's capital, in its wide circular alpine extension, has two particular high slopes of mountain ridges, one to the north and the other to the east of the Imperial Park. This park also is shielded to the south by a paravant-like inner valley-hill, in the way that the actual township of the capital below is covered from the look-out towards the hidden Imperial Park and Palace Grounds. These latter are surrounded by a six-mile circular wall, forty feet high, constructed of stone and crenulated. And again the hilly Imperial Park section shields the northern section of Jehol's alpine depression, in this extended mountain-surrounded valley. The Imperial Park grounds possess an upper plateau where there are a couple of hundred-years'-old fine Chinese architectural Audience Palace Buildings and Throne Halls, also residential buildings for the

THE MANDARIN TIENTSIN ROTARY



In the Imperial Summer Park, Chengde.

emperor and his Court, containing theatres and buildings for entertainments as well as fine look-out kiosks and towers. And down, in the depths of the upper plateau, is the Sunken Garden and the Park Ground, with a lake where the "Warm River Spring" (by translation the Je—Ho) gives forth its fine clear mountain—lake water.

It is from a Pagoda here, looking in a straight line to the east, that one can see in the far distance, on the crest of the eastern mountain-slope, a ridge on which prominently appears a freak of nature. This is the so called huge Cudgel, or Wash Stick, which attracts and dominates the view in this eastern section of the valley. And just in the centre from the Wash Stick (Pang Chue) there is, half-way along this miles' long distance towards the Pagoda, another monumental building. This most attractive and unique edifice sits on a plateau towards the upper slope and crest. It represents a round-roofed yellow glaze-tiled "Temple of Heaven" with two round Pagoda roof-covers and a huge gilded button aspiring to Heaven on the central top. This "Yuan Ting Si" Temple is more difficult to approach. But while the Round Temple is in excellent repair, an other Temple far-

ther north on a plateau of the eastern range, popularly known as the Ili Miao, is going from day to day more and more into dangerous ruin. The Ili Miao represents a temple such as found in the farthest north-western part of China, known as Dzungaria of Chinese Turkistan, from where once an Empress hailed and lived in Jehol. In her honour this replica of a famous temple edifice was erected. The Empress, Moham-medan by origin, died heart-broken to be so far away from her family. This was even before the Ili Miao had been completed. There is no good road leading over to the Yuan Ting Si and to the Ili Miao. These temple buildings can only be approached either by engaging a so-called Peking cart, or in rickshaws which have to ford the Je Ho when the water is low.

In visiting Jehol the main attraction is the Temple-compounds along the northern slope ridges, outside north of the Imperial Park grounds. To there leads a fine long macademized automobile road along the east of the Imperial Park Wall and enclosure. Inside of the wall stands the fine Pagoda. This road leads directly to these attractive temple grounds. Each of these grounds has its own extended stone wall,

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The Potala, Chengde, a copy of the temple at Lhassa.

surrounding each in miles of masonry for the individual temple composition. When the end of this road is approached there leads to the West the so-called Lion Court and Valley Road. Among the many temples which had been in existence in this section, there is still on view, counting from the western point along this road and Temple-line, the Library Temple Building, which has a high and wide stair approach. In this temple were formerly on view the statues of the 500 Disciples of Buddha, as seen in the Lo Han Tang. These statues, I was told, are now removed to the "Big Buddha Temple," as the buildings of the Library, known as Shu Hsiang Si, are falling in ruins.

From this point a little distance east, at the footland of the slope, stands the lower palatial Entrance Gate of the Potala, with almost two miles of circular wall over the slope, inside of which extension there are very fine buildings. The Potala has, by its main structure, its origin in Lhassa, Tibet, where there is the supreme Potala. This main building has a high façade constructed in masonry which presents eleven stories of windows in a height of 160 feet. The visitor has to pass from the lower frontal entrance-compound up, from com-

pound into compound. The golden-roofed Jehol Temple, a replica of which was constructed in Chicago by Sven Hedin for the exhibition in 1933 by the munificence of the Chicago Banker, Bendix, stands behind the Potala wall in Jehol.

Farther eastward, a little distance also from the footland along the Lions Valley, the lower entrance gate stands with a much larger stone wall over the slope around, inside of which enclosure there is another replica of a huge Tibetan Monastery, the famous Ta Shi Lumpo of Shigatze, in which His Holiness and Pontif Erdeni Panchen Lama rules equal in rank to the Dalai Lama. Both these rulers of the Tibetan church await reincarnation. So far as the Hsin Kung Temple grounds of Jehol are concerned, where the long red wall section of the replica of Ta Shi Lumpo is, this temple compound on its upper level of the slope is dominated by a finely looking Fayance Pagoda. This Temple ground also possesses a gold-roofed huge square temple building, the top roof of which is decorated with many fine gold-bronze dragons.

There is yet farther east from here another fine Lama Temple Compound, popularly known as the Ta Fo Si. Inside

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this enclosure in the centrally situated, almost sky scraper-like Temple buildings in Pagoda-like roof construction, is the image of the Avalonkitesvara Buddha, known by the Chinese as Kwan Yin, or the Goddess of Mercy. This statue is 72 feet high. It has eighteen pairs of arms, each of which is 25 feet long. Around the standing figure are four pagodas. Staircases with gallery-like platforms allow the admiration of this sculpture work from various upper corridors and outlooks. The floor-walls are full of little niches for the preservation of small house-gods, which pilgrims bring along so as to be infused with the strength and bounty of God, which Kwan Yin represents to hundreds of millions in Asia.

Jehol, the Chinese Fountainbleau; offers manifold attractions. The writer has before, in 1936 and in 1937, described his preceding two visits. The glory of Jehol culminated during the sixty years' reign of the originator of Jehol, i.e., the Manchu Emperor K'ang Hsi (1662 to 1726) and to the sixty-years'-reigning Emperor Chien

Lung (1736 to 1796), whose great ideals and works have the name of the Renaissance of Art in China, known the world over.

The last of the Ching, or Manchu Rulers, who resided and died in 1862 in Jehol, was Emperor Hsien Fung, who left Peking before the destruction of the Yuan Min Yuan, to the north-west of Peking. From that time on little of needed repair works have been done to these famous Temple places in Jehol which are in great need of repair.

But the prospect of repairs by the Manchoukuo Government looks bright. In the Palatial Park Ground of the Emperors Palace section, a Museum in concrete was erected, to where a number of the treasures of Jehol's Temples were brought and can be seen. There is now an office of the semi-official Japan Tourist Bureau in Jehol's capital; besides, a number of Japanese hosteleries offer accommodation, in addition to which the Catholic and the Protestant Missions always welcome visitors.



"Pang Chul Shan," (Washer-woman's cudgel mountain), a remarkable rock formation in the mountains overlooking Chengde.

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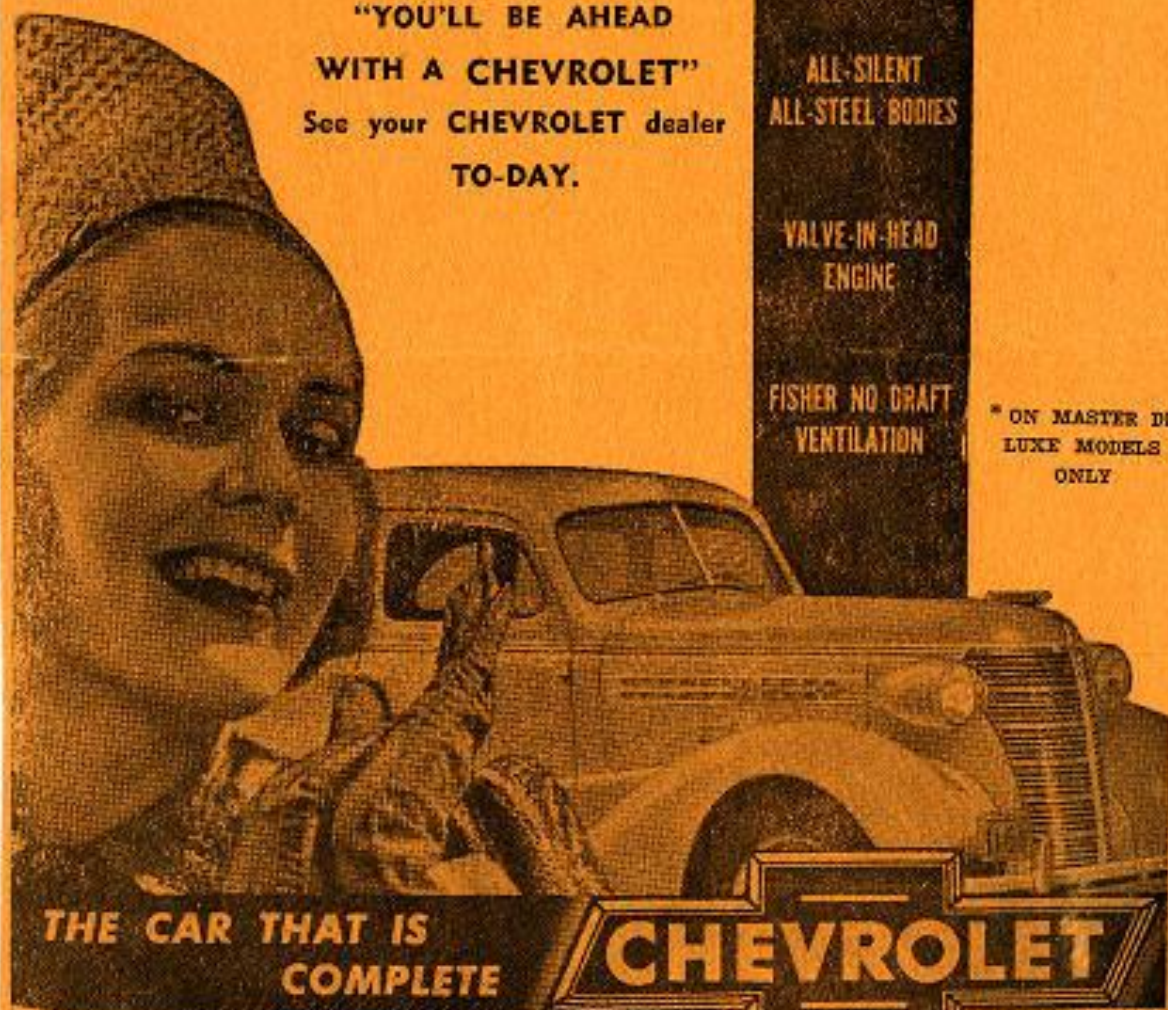
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