

Shanghai, February 29, 1936.

Dear Beze:

I walked down to my office this morning. It was a bit early, as I left the house about 7:15 and did the four miles in just an hour. Living in the French Settlement as we do, the police and traffic men on the street are French and Chinese, the latter including Anamites from French Indo-China. They look pretty much like Chinese, in fact to the casual observer, they are no different. But they have to learn what Chinese language they know after they come here. Well, anyway, I needn't say much about the police, as I have no contact with them and thus far, fortunately for me, they none with me. But the traffic cops are interesting in that they are so numerous, operating the traffic signals and being on nearly every street corner.

You know when one walks to his office he sees much more than if he rides. Here in Shanghai, one could use much more variety in transportation than in most places. For the lower classes, that is for the laborers, it is hardly right to speak of classes, as it conveys the idea of caste, which doesn't exist, well anyway for the laborers, especially the girl and women workers in the factories, the wheelbarrow, with a big center wheel and seats, one on each side is the most economical. Often one will see as many as eight or ten girls on one wheelbarrow. When I go down a bit earlier and take a different route from a direct one down Avenue Joffre, I run into many wheelbarrows, taking the women and girls to the factories and bringing those home from the night shifts. These have to do mainly with the cotton mills. These girls work ten and twelve hours for the munificent sum of about ten cents in American money. Some more experienced hands make more. It is mostly piece work. So you see they can't afford much for transportation.

The ricksha has had to meet the cheaper transportation of the street cars. They latter operate on zones basis and carry first second and third class passengers, so the cars have trailers for third class, which is  $\frac{1}{3}$  the price of first class tickets. The third class pay about the equivalent of  $\frac{1}{5}$  of a cent per mile American currency. The fares are collected mostly in copper coins and the street car companies take in tons of these coppers every day. They carry more persons per mile than any other street cars in the world. The motor buses also are another form of transportation, but for higher class traffic. Then there are the taxis, but these do not have stands on the streets but must be called from garages or hotels. It costs the equivalent of about 30 cents American money for any distance up to six miles and about \$1.00 a mile an hour.

Now in addition to these there are thousands of bicycles on the streets and in cargo transport, thousands of wheelbarrows, collie carries and push carts. To complicate matter still further there are no regulations against jay walkers and thousands of people walk in the streets or cross any old place. Furthermore some of the streets are so narrow that there are- the sidewalks are very narrow or do not exist.

Well anyway, this is all made more impressive when one walks down the streets of Shanghai. So I have taken up this letter with a description of transportation. Now, tell me, quite frankly, does this sort of stuff appeal to you or would you prefer the personal stuff, such as included in my ordinary letters? If you don't answer this question, I shall know that it isn't of particular interest. Maybe you might find it interesting as a topic for an English paper.

Well, this is enough of this heavy stuff for a while. How did the Chinese characters appeal to you?

Affectionately,



### WALKING TO MY OFFICE IN SHANGHAI.

In order to get from residence to my office a distance of <sup>private</sup> four miles, I have the choice of a motor car, a taxi, a motor bus, a street car, a carriage, a ricksha, a bicycle, or perchance a wheelbarrow, or I may go on foot. I may also by special arrangements be carried in a sedan chair. Shanghai <sup>probably</sup> may boast of a greater variety of means of locomotion over its streets than any other city in the world. In addition to the vehicles above enumerated, there are to be seen on the thoroughfares of this China's most modern of cities, horse and coolie drawn <sup>cargo</sup> carts, trackless trams, coolie and carriers, motor trucks.

Altho next after the British Colony of Hongkong, Shanghai ranks second as a sporting-center Far Eastern sporting center, yet few indeed are those among its three and a half million inhabitants who by choice walk to their offices. On the other hand the motorist will tell you that for jay walking Shanghai has the rest of the world beaten. The Chinese masses seem to look upon a street a city street as a public park. The Shanghai traffic cops is not aided by speed limits or regulations prohibiting jay walking. While He may and often does take many liberties with the ricksha puller, the wheel barrow pusher and the wandering pedestrian in efforts to keep the traffic on the streets from getting tangled into knots, <sup>The international complexion</sup> on-the-other-hand-of Shanghai is well reflected in the medley of nationalities comprising he-must-be-very-considerate-of-the-rights-of-its traffic police. In the French Concession, the conical strawed-hatted and cacci uniformed anamite from Inde French Indo China holds forth with French, Russian and Chinese police. In the International Settlement dignified stately dignified mounted red turbaned black Indian siks and English, Irish, Scotch, Japanese, Russian and Chinese comprise- give color and variety to the traffic squads of the International Settlement, while in the Chinese ~~territory~~ territory the Chinese alone hold forth. Thus the three and a half millions who make up the population of China's premier trading and industrial center



of the middle and wealthier classes crowded on the bleachers watching athletic meets, in fact, each spectator <sup>must</sup> paid his one, two or three dollars local currency for a seat. At a national athletic meet at Nanking last autumn a stadium with a seating capacity of up <sup>to</sup> ~~fifty~~ <sup>thirty</sup> thousands couldn't take care of the crowds of Chinese seeking admission. Until within a few years ago it was considered undignified for a Chinese to be seen walking for it ~~connoted~~ <sup>connoted</sup> inferred that he was too poor to ride. <sup>to go out</sup> On the streets of Shanghai, every morning and evening one may see scores of young Chinese athletes out in their shorts training for the thirteen and seventeen mile walks which are staged here twice each year.

A few months ago 135 Chinese ~~ente~~ <sup>men</sup> participated in a thirteen mile walk as <sup>the winner covered the distance in one hour 47 minutes and 26 seconds</sup> held under Chinese auspices. The Athletics is not a monopoly of the modern young man youth of China. The Chinese girl of today No Chinese athletic meet is complete without its special events for girl athletes. It may be said that no ~~two~~ other agencies have been so effective in eradicating footbinding in China than <sup>and</sup> have athletics and dancing. Imperial edicts/missionary societies ~~and~~ <sup>women</sup> tried for decades to induce the ~~fe~~ <sup>women</sup> girls of China to ~~abandon~~ <sup>give</sup> abolish the atrocious custom, but with practically no results. American jazz, American movies and modern athletics have once and for all times freed the girlhood of China from a custom which prevailed for many many centuries, in spite of literary dissertations <sup>its</sup> upon the baneful <sup>In</sup> effects upon society generally. Probably no other city in the world are there so many people engaged in dancing on a Saturday night or Sunday afternoon as in ~~Shen~~ <sup>Shanghai</sup> this Paris and New York and Paris of the Far East. Shanghai is noted thruout the corners of the earth for its lively night life. Nanking Road, the principal retail shopping street ~~is~~ <sup>is</sup> vies with 42 d Street New York in its lighting effects. Certainly New York has not as many caberets as ~~can~~ <sup>can</sup> Shanghai ~~can~~.

not bad for a race of individuals who until very recently looked with disdain upon voluntary indulgence



Walking to My Office in Shanghai.

It's not by force of necessity that I walk the four miles between my residence and out in what may be called the American community section of the French Concession and my office in an American office building in the International Settlement here in Shanghai. I might make the trip by in a motor car, <sup>a</sup> motor bus, <sup>a</sup> street car, <sup>a</sup> rickshaw, <sup>a</sup> carriage, <sup>a</sup> rickshaw, <sup>a</sup> bicycle or even on a wheelbarrow. Occasionally also one may still see on the streets of Shanghai the old style sedan chair. On some of the narrower and more congested streets there operate - are - one may ride in trackless trams. <sup>For cargo purposes the motor truck, the man-power cart, the wheelbarrow and the carrying coolie as much in evidence on the streets of Shanghai</sup>

In no other city in the world is there a greater variety of traffic on its streets than here in this metropolis of China, which claims a population of about upwards of three millions, ranking along with Chicago among the big cities of the world. What adds to the difficulties of Shanghai's traffic problem is the huge numbers of pedestrians. and - the Chinese generally seem to regard public roads or thoroughfares as public parks. Jay walking is the rule rather than the exception. Furthermore, along many streets the sidewalks are so narrow as to force the pedestrians to take to the road.

In keeping with the international character of Shanghai China's great trading emporium, its traffic cops are picturesquely varied. In the French Concession, they combine, Chinese, Annamites (from Indo-French-Indo-China) and Frenchmen. In the International Settlement one notes a mixture of Chinese, Russians, Indian Sikhs, Japanese, and Irish, Scotch and English. In what is termed the Greater Shanghai Municipality or the strictly Chinese area, Chinese alone rule. But it is well to bear in mind that the Chinese population of the French Concession is about 800,000, that of the International Settlement upwards of a million and that of the Chinese municipality also more than a million. Under the traffic conditions, it is not to be surprising that the most important part of a motor car is its horn. Shanghai boasts

*See then eye conscious of the approaching motor car*



of about Fifteen thousand automobiles, which is ~~as~~ nearly a third of the entire numbers in operation in the whole of China. The traffic in Shanghai goes to the left, following the British custom, altho the Chinese in cities ~~is~~ removed from foreign influence naturally go to the right, ~~at the~~ It is at times the Chinese difficult to discern whether they ~~go~~ favor the right or the left, as the individual seems to do pretty much as naturally-~~precivilities-of-the~~ he pleases whether it is on the street, in the theatre or in ~~his-home~~ a private home. A remarkable fact in connection with Shanghai's conglomerate traffic problem is that ~~during~~ from the very inception of the motor cars on the streets of this city, there has never been a specified speed limit. Now of the three municipalities concerned in the local government ever ~~concerned~~ <sup>and</sup> it necessary or advisable to prescribe a speed limit for traffic. Arrests are made not for speeding but for reckless driving. Considering the many complicated factors in ~~the~~ Shanghai street traffic, the <sup>s</sup> ~~are~~ number of serious accidents ~~is~~ comparatively few.

The Shanghai street cars operate with traillers and provide three classes of fares also work on the zone basis. Thus a conductor on a Shanghai street car has to issue first, second and ~~third~~ class tickets and also special tickets for each zone. Fares are rated in copper coins. The tram Shanghai trams enjoy the car-companies distinction of having the heaviest per traffic carry an aggregate per mile of any street car systems in the world. ~~They take-in-en-the~~ average of passengers per day taking in million copper coins which represent a total weight of tons. Next after the street cars, the 80,000 rickshas of Shanghai ~~carry-the-greatest~~ figure most prominently in the street traffic of Shanghai. A ricksha coolie ~~will~~ keeps up a speed of ~~from-six-to-seven-miles~~ six miles to the hour and on shorter hauls of a mile in about 9 minutes. He The usual charge for the regular Chinese patron is coppers per 1/3 of a mile or about U.S. cts per mile.



While wheelbarrows are for the most part used for cargo transportation, yet they figure quite prominently ~~in-hum-as-human-carriers-as~~ in the ~~of~~ less congested sections, especially among the factory population as human carriers. If one happens ~~on-the-crests~~ on the streets leading to or from the cotton mills ~~about~~ between five and six in the morning or evening he will see ~~thousands-of~~ hundreds of wheelbarrows carrying loads of six, eight and sometimes ten Chinese women and girls., to and from these industrial plants which work on long day and night shifts. The large wheel is in the center and the loads are ~~carried~~ <sup>balanced</sup> on the sides, it being possible to carry as many as ~~five~~ <sup>six</sup> seated on a side. The One cannot but be deeply impressed as he notes these thousands of Chinese girls going to and from the factories neatly dressed, clean in appearance, and with every evidence of more often than otherwise in cheerful spirits, altho they work on long ten and twelve hour shifts and <sup>an average</sup> for the equivalent of less than ten cent cents in American currency per day, ~~on-a~~ One shudders when he stops to operating on a piece basis. What-a-terrific-labor-problem contemplate the future in the industrialization of this most populous of nations.

The early morning pedestrian out in the residential section of Shanghai will meet scores of foreigners, mostly British, on their ponies out for their regular morning rides. ~~Within recent years~~ <sup>increasingly early</sup> a number <sup>are</sup> of Chinese ~~have~~ <sup>are</sup> joining the ranks-of recreation-seeker early morning sporting fraternity. It is probably true to say that Great England's most important import into China has been, not While the British Colony, -While Hongkong is the premier sporting cotton piece goods nor woollens, but sports. Probably nowhere-is-there-a-greater community of the Far East, Shanghai is probably a close second and only so, because of British ~~influencee-~~ influence. For decades the foreign community in Shanghai, dominantly British, indulged in almost every conceivable branch of outdoor sports with apparently no indications that the huge and ever growing Chinese populace would ever exhibit any more than a passing interest. Today, the ranking tennis stars of Shanghai ~~are~~ <sup>not anglo-Saxons, neither are</sup> Chinese. The Chinese "soccer" teams are on a par with those of any ~~other nationality.~~ Its not unusual to behold upwards of ten thousand Chinese <sup>their British instructors.</sup>



Within the distance of one mile on Avenue Joffre, the main retail thoroughfare in the French Concession of Shanghai, there are 63 Chinese tailor shops. Adding to this dyeing and cleaning establishments, there are about 100.

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There are scores of fruit stalls along the main shopping streets of Shanghai, all displaying great varieties of fresh fruits in season which now include

Chinese lichees  
Philippine mangoes  
Bangkok pumelos  
Singapore pineapples  
Hainan and Formosa bananas  
California oranges and lemons *lemons*  
Chinese apricots, peaches, plums, beeboes  
Chinese arbutus, usually called Chinese strawberry

It is interesting to note, however, that the choicest fruits are not on display but are held in covered jars or boxes in the rear of the shop for those customers who exhibit a desire to pay a bit more for quality fruit.

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A popular American beverage, advertised in Chinese characters on the streets of Shanghai and which is taking on rapidly with the Chinese, as translated into Chinese characters reads ko ko ko la, meaning tasteful and enjoyable.

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Numerous little stands are selling iced beverages, mostly local products, and even ice cream cones. Twentyyears ago



a Chinese would rather be shot than be forced to swallow an ice cold drink or eat ice cream. But now the movie theatres sell thousands of ice cream bars, Dixie cups and other forms of ice creams and also iced drinks, not only during the summer but all the year around, and in the majority of cases to Chinese patrons.

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A barber shop on one of the principal streets advertises that its customers are saved from the "danger of contiguous diseases" and that "attendants who do not give satisfaction will be punished restrictedly."

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Chinese masses are attracted by the bright lights and deafening noises which five or six brass bands in one or two blocks emit. These discordant notes emanating from small shops are an attempt to attract patrons, and one hears half a dozen old popular American airs interminglingly in such a way as to make anyone wonder exactly what he was hearing.

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Probably nowhere is there a greater variety or conglomeration of traffic than on Shanghai streets where wheelbarrows carrying cargo and human beings, rickshaws, coolie propelled carts, horse drawn carriages, bicycles, cargo-carrying coolies, motor cars, motor trucks, motor buses, tramcars and trackless trams, and



thousands of pedestrians all struggle for a place on the street in the ever-moving procession, directed by traffic police. The police themselves are a conglomerant variety, including Chinese, Anamese and Indian Sikhs. The picturesque colorful streets are decorated with ornate, varied-colored banners advertising goods in the shops from which they are suspended.

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The most important part of the Shanghai motor car is the horn, as the pedestrians on the streets seem to be ear conscious rather than eye conscious in dodging motor cars. Probably nowhere does one find such a great variety of makes of motor cars as in Shanghai which is truly cosmopolitan in all other directions as well.

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The early morning pedestrian on the streets in the residential sections of Shanghai will meet scores of foreigners mounted on their China ponies for the regular morning hour ride. The vast majority of these are Britishers who take their sports seriously, not even permitting business to interfere with recreative sport.

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Shanghai sets the pace in styles for the whole of China. This year the elite among the Chinese women are clad in one piece form-fitting silk garments with choke collar and extending almost to the feet, slit up the sides at varying lengths, in some cases five or six inches above the knee exhibiting a beautiful well-stockinged leg.



Avenue Joffree in the French Concession has to a considerable degree become "Little Russia." It represents the center of the White Russian population of Shanghai, which numbers now about 15,000. Ten years ago the Russian refugees were improvident. They have since dug in and learned to take care of themselves to such an extent that certain sections of town are to all intents and purposes part of the old Russia.

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Among Chinese shop signs American names are very popular, probably more so than those of any other nation. We find

American Dry Cleaning  
American Book Company  
California Pharmacy  
Hollywood Flower Shop  
Chicago Bakery  
American Corset Store

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Chinese banks are more modernized than the foreign banks as evidenced by their greater success in servicing the public. Branches of these banks are to be found throughout the retail shopping section of the city. Even the Chinese women may patronize a special bank called the Woman's Commercial and Savings Bank where the staff is entirely composed of women, and practically all the patrons are women.



Among the street carrying coolies one will often see those carrying huge quantities of so-called spirit money or silver bullion in the shape of sycee or Chinese shoes made of silver paper, and used at funerals to appease the spirits of the departed.

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In the wider streets of Shanghai, we find the greater mass of pedestrians meandering everywhere as the Chinese are inclined to regard the street as a public park, particularly true of the side streets in the summer time when thousands of Chinese men, women, and children congregate on the sidewalk and in the streets, using them as play and recreation grounds, even to the extent of utilizing the sidewalks as beds during the hot summer nights.

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The bird cage aristocracy of Shanghai is in evidence in the early morning hours on the sidewalks of the east side of the Race Course. Here scores of Chinese gentlemen sun their songbirds in the early morning sun.

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The first apartment house in Shanghai, a four storey building, was put up 15 years ago by a group of Americans whom the general populace looked upon as embarking upon a crazy adventure. Today there are upwards of 100 modern apartment houses in Shanghai, many 10 and 12 stories, and there are now under construction several which will rise up more than 20 stories.



Screeching gramophones and static interfering radios add to the bedlam of noise issuing forth from shops along the retail thoroughfare combine with the riot of rasping music from Chinese brass bands.

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21. Twenty-five years ago a newspaper boy was unknown in China. During the early morning hours in the streets of Shanghai there are thousands of newspaper boys, and down town in front of the newspaper offices between six and seven o'clock one will find hundreds of newspapers being dealt out to scores of newsboys on their respective runs. A leading Chinese daily claims a circulation of over 150,000.

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22. Shanghai street cars carry more passengers for their mileage than any other street car in any other city in the world, provide first, second and third class, also work on the zone system with fares paid in copper coins so that at the end of the day a street car company reckons its revenue in tons of copper coins.

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Food stalls are to be found everywhere, wherever there is a Chinese population, carrying a greater variety of food stuffs than to be found in any other country on the face of the earth. Every shop has its own particular sign so that one need not read the Chinese characters to understand the nature of the shop. For instance .....



The Chinese hotels which have sprung up by the hundreds in Shanghai place no ban on noise. Each occupant is a rule unto himself. Thus noisy mahjong games, loud talking and drinking parties, screechy sing-song stunts and Chinese ear-splitting music are all permissible, evidently in no way interfering with the sleep of those who do not care to participate therein.

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Chinese shop signs do not carry the name of the proprietor or family name, but use pleasing sounding phrases such as

Bountiful  
Bountiful Prosperity  
Precious Treasure  
Heavenly Fragrance  
Joyful Exhuberance

etc.etc.

Hence when taking English names they often choose such appellations as

The Style and Company  
Modern the Tailor  
Freedom & Company  
The Whole World and Company  
Good Luck Company  
Sincere Company

etc.etc.

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Wealthy Chinese in Shanghai live behind fortified walls and gates so the visitor is viewed through an armoured peephole before being admitted. The tops of the walls are often set in broken glass or capped with barbed wire and armed watchmen are maintained on the premises to guard against kidnappers.



Young China takes to cabarets, fancy danging, and all of the modernizing suggestions which come with the popular American motion picture films,--even the language of the film is being imitated, so that American slang is appearing in the vocabulary of the flapper of present-day China.

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Hundreds of Chinese drug shops are interspersed along the shopping streets as also scores of Chinese hospitals. Many of these, however, are of questionable repute.

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A fur dealer advertises as a "skin coat."

A women's tailor advertises "Ladies have fits upstairs."

A gentlemen's tailor advertises as "Amen & Company, the last word in tailoring."

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Although China is the land of tea and gave tea to the world, yet Lipton's tea advertisements are conspicuously displayed in the streets of Shanghai, with increasing importation of Ceylon tea into the home of tea.

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Varnished ducks are prominently displayed in the meat stalls and sell for about the equivalent of 15 cents gold.



Chinese superstitions of many kinds are in evidence in all Chinese cities. Spirit walls guard off evil spirits which can travel only in straight lines. In building structures over two storeys, the scaffolds are tipped with twigs of trees in order to present the appearance of a forest until the roofs make impossible the descent of evil spirits into the structure. The twigs on the tops of the scaffold are expected to fool the spirits into believing that the premises are a forest rather than the site of a building in course of construction.

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The American community of Shanghai, about 13,500, is centered about the American School which takes care of the education of about 600 American children, the American Community Church, the American Masonic Club, and the American (Columbia) Country Club.

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Shanghai's sewerage is still mostly carried out in the early morning hours in covered carts drawn by coolies, and furnishes an important element in the fertilization of the fields surrounding Shanghai.

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Sand bag emplacements are still in evidence on the principal streets of Shanghai, reminding one of the hectic days of the Sino-Japanese hostilities, when the population was threatened with bombs and shells.



The Chinese Y.M.C.A. occupies a modern ten-storey building, and claims 3500 active members.

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The French Club is in reality an international casino where hundreds of the foreign community congregate every evening on the open verandahs, and utilizing a score or more tennis courts, swimming pool, ball rooms and other entertainment features.

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Newsboys on the streets sell Chinese, Japanese, Russian, American, British and French newspapers, indicative of the cosmopolitan character of Shanghai.

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Shanghai boasts of about 25 talkie theatres or about one-third of the total number in China, but the vast majority of films displayed are American.

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During the early morning hours on the streets of Shanghai may be seen hundreds of wheelbarrows laden with girls and women returning from night shifts in the many factories of this industrial city.

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The milkman of Shanghai pushes a two-wheel cart from house to house in making his deliveries.

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The vegetable coolies bring their supply of fresh vegetables in baskets on carrying poles during the early morning hours to the many public markets where thousands of residents congregate to make their purchases.

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The residents of the suburban sections of Shanghai are lulled to sleep by the music of hundreds of thousands of frogs, and awakened in the morning by the songs of scores of different kinds of birds.

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Very few "to let" or "to rent" signs are in evidence on the streets of Shanghai. The town has experienced a continuous building boom for residences, business houses, and industrial plants, with rents continually on the increase.

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China is coming into the bicycle boom. The more modern and wider the streets become, the greater the number of bicycles in evidence.

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The average Chinese retail shop serves also as the residence of the proprietor who, with his numerous relatives, occupies every bit of space so that the counters and floor space at night often serve as beds for employees and assistants.

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China is still in the domestic handicraft age, as evidenced by the fact that many of the shops sell the products of the hand labor constituting part of the establishment.

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Thousands of hucksters along the streets seem to eke out an existence with an entire stock in trade worth less than 10 or 15 cents gold per man.

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The American Community enjoys a seven-storey downtown club , modernly equipped and boasting 400 members.

It has also a country club with outdoor swimming tank, bowling alleys, dancing floors, tennis courts, card and billard rooms, and other facilities of a recreative nature.

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The main shopping street of Shanghai at night is so brilliantly lighted and the buildings so thoroughly outlined in electric lights of all colors as to present an appearance similar to that of 42nd Street and Broadway.

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There are probably more different brands of cigarettes sold on the streets of Shanghai than in any other city in the world, and China, although on a low economic level, is second to the United States in its annual consumption of cigarettes as there are about 60 billion consumed by the great masses of this country.



The water front in Shanghai is of<sup>a</sup>/particularly international aspect, and we find anchored there British, American, Japanese, Italian, French and Chinese men-of-war.

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Modern industrialization in China is in greater evidence in Shanghai than elsewhere, where hundreds of plants are growing up, manufacturing commodities in imitation of western counterparts. Hence shops throughout the city are carrying domestically manufactured products in imitation of the western goods.



*Speeches by Arnold  
To Chinese students*

April 12, 1919.

Correction in article "WESTERN CHARACTERISTICS NEEDED IN CHINA"

On page 2 or 3 of this article reference is made to the price paid for cement by the directors of a railway company and the price at which sold to the railway, kindly alter so as to eliminate the prices and to make the statement read "For instance, one purchased cement at one price and sold it to the railway at about 50% ~~advance~~ increase over the original cost."

In case this article is used for publication purposes, please make this change.

Yours sincerely,