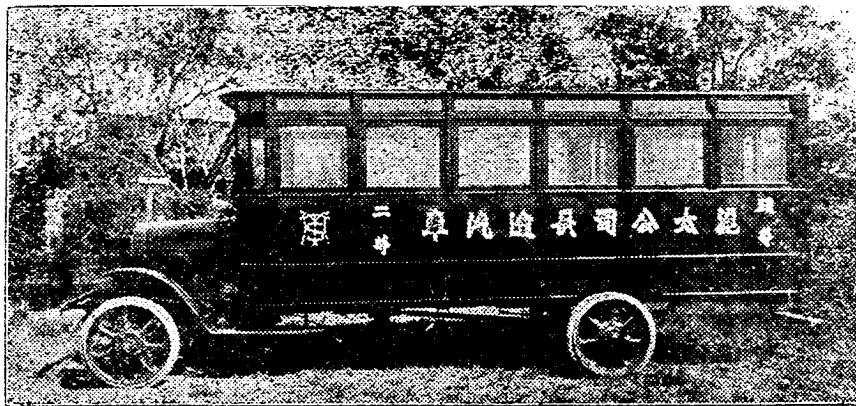


CHINA'S FIRST MOTOR OMNIBUS

New Service from Shanghai to Taitasang: First fruits
of the Good Roads



A new step in Chinese communications were introduced on Sunday when the first 'bus of the Shanghai-Taitasang Motor Service Co., Ltd., started on its first journey from New Kung-ho Road, Chapei, to an intermediate station called Tazang, 18 *li* (six miles) from Shanghai.

The trips were more or less trials for the new service which will later extend to a suburb of Taitasang called Liuwu, a distance of about 72 *li* (24 miles) from Shanghai.

Work on the road between Shanghai and Liuwu has been finished but there are still several bridges in course of construction which need to be completed before the through service starts. This road, which is being built by the Paoshan District authorities and rented to the Shanghai Taitasang Service Co., is about 30 ft. wide. It is estimated that the cost will not be less than \$300,000, which sum has been paid by the Company as a franchise fee. There are about 40 bridges altogether and nine stations, namely, Shanghai (Chapei), Panpoo, Tazang, Tongchao, LiuHong, Lootien, Pankiachao, Zauchinchao and Liuwu.

EIGHT BUSES IN SERVICE.

The motor-buses to be used are of American make, especially suited for the local conditions. At present there are four large carriages and four small ones. They cost approximately \$4,000 each. When business improves later on, the Company expects to be able to attach trailers. The larger carriages seat 30 passengers and the smaller ones 15. The present cars are divided, like the ordinary tramcar, into two compartments, the first and second classes.

According to the schedule, the first bus left Chapei at 7 a.m., on Sunday, is due at Pangpoo at 7.10 and arrived at Tazang at 7.25, returning to Shanghai at 8.25 o'clock. Buses will leave Chapei every hour, with the exception of noon, between 7 a.m. and 5 p.m.

Fares are as follows:—

- Shanghai to Panpoo:—
 - First class 15 cents.
 - Second class 10 cents.
- Shanghai to Tazang:—
 - First class 30 cents.
 - Second class 20 cents.

Panpoo to Tazang:—

- First class 15 cents.
- Second class 10 cents.

And vice versa.

It is expected that the through service to Taitasang will be started about three months hence.

The Shanghai-Taitasang Motor Service Co., Ltd., was formed last year by Mr. Hung Pah-yuen, an ex-Shanghai District Magistrate who is present chairman of the Board of Directors, Mr. Tsu Hai-shu, general manager of the Company, and a number of other Chinese. It is purely a commercial company and has an authorized capital of \$500,000, \$300,000 of which has already been paid up.

ROAD-BUILDING PLANS.

The road between Shanghai and Taitasang is the first leg of the plans of the Good Roads Movement of China for the longer road joining Shanghai and Nanking, work on which will be started very shortly. Land for the Shanghai-Hangchow road is also being bought. This road will run from Shanghai to Minhong, which will be connected to Hangchow Bay by ferry. From there, the road will be continued to Hangchow City.

It is interesting to note that at the present time the membership campaign of the Good Roads Movement is being carried among the Chinese with much vigour. So far \$8,000, of \$30,000 aimed at, has been raised and there is every reason to believe that the remainder will be subscribed during the next two weeks of the campaign.

ROTARY CLUB JOINS.

At the last meeting of the Rotary Club, held on Tuesday, the members voted that the Club should join the Good Roads Movement of China as a sustaining member.

Loud Complaints of New Service

Complaints are already appearing in the Chinese press in connexion with the Shanghai Taitasang Motor Service Co., Ltd.

The gist of these complaints may be summed up as follows:—

There is no question as to the irregularity of the service. None

of the employees—conductors, motor-men or inspectors—know their duties or anything about such an important work as they have been put on. The conductors, for instance, hand tickets to passengers one minute, take them away soon afterwards, and return them later. The inspectors, too, are extremely bad. They are careless in their duties and instead of inspecting the tickets of all passengers, they only look at two or three tickets and consider their job finished.

DRIVING INTO THE FIELDS.

Then the motor-men are unreliable. On the occasion when the writer quoted was on the omnibus, the driver drove the car off the road on to one of the fields adjoining it. Fortunately there was no water or there would have been much difficulty in getting the vehicle on to the road again. Naturally the people were greatly scared.

Should lives be entrusted to such drivers? asks the vernacular press.

Instead of stopping at Pangwang-miao, as it should have done, the bus continued on its journey, and the people who were waiting and who had already purchased their tickets were compelled to wait another hour for the next bus. Asked why the car did not stop, the driver said that there was insufficient gasoline and if more people were allowed to board the vehicle it would not move any further.

After furnishing other details, the writer proceeds to exhort the company to see that necessary changes and improvements are made, otherwise it is difficult to see how a success can be made of the service.