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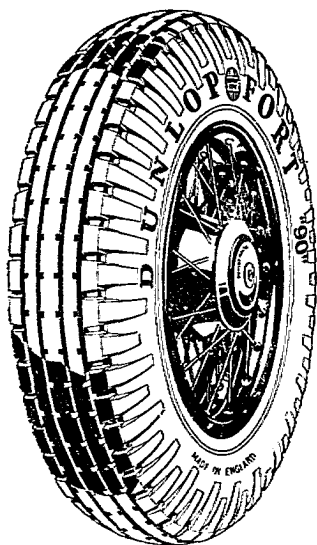
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## CARE OF TYRES

- ¶ Test your tyres periodically for correct pressure.
  - ¶ The life and service obtained depend on MAINTENANCE.
  - ¶ A pressure gauge costs about \$6.50
  - ¶ Always have a large cut repaired at once.
  - ¶ If not, grit and road matter will work in and destroy your tyre.
  - ¶ Never use a loose patch or gaiter except to get you home.
  - ¶ Even slight movement inside will soon disintegrate the casing.
  - ¶ Never travel any distance on a flat tyre.
  - ¶ Always fit a new inner tube with a new outer cover.
  - ¶ Change your tyres around and get good average mileage.
  - ¶ The spare tyre particularly must have its share of work.
  - ¶ An unused tyre will crack up sooner than one in use.
  - ¶ Always apply to the Dunlop Rubber Co. for advice.
  - ¶ Their service is comprehensive and free.
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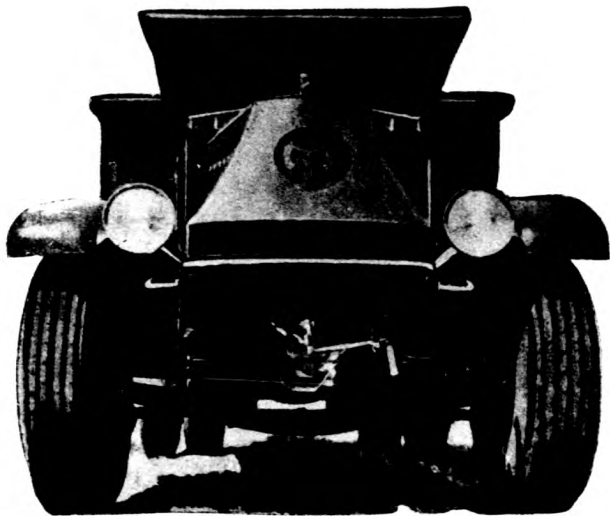
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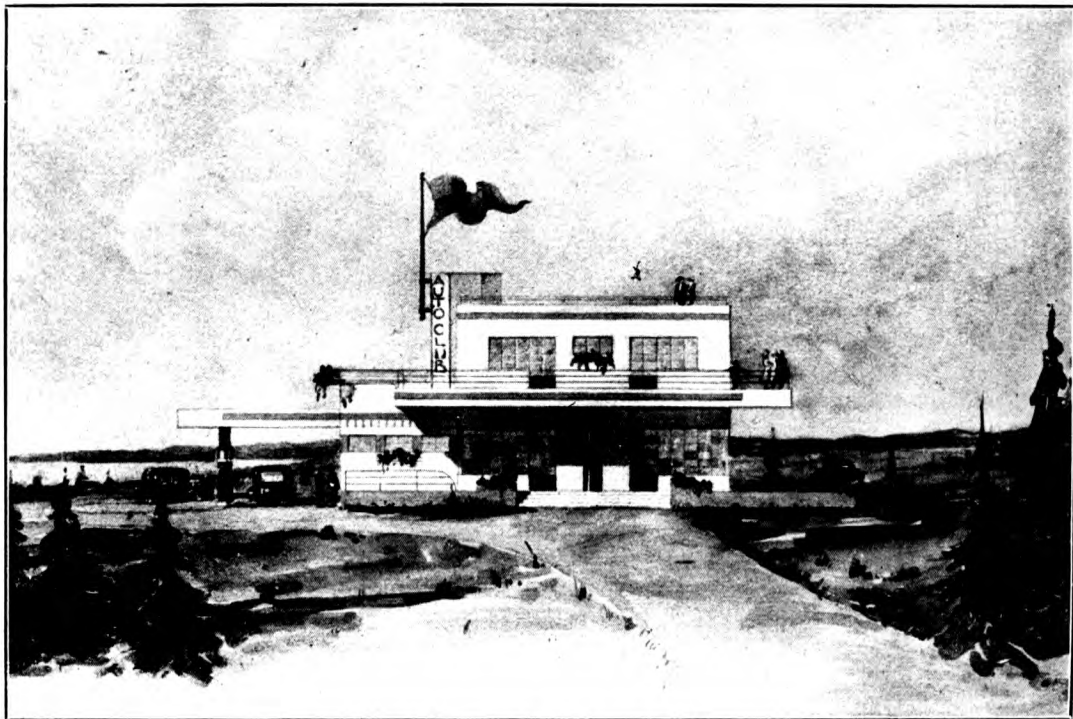
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THE AUTOMOBILE CLUB OF CHINA  
(Member Alliance International de Tourisme, Brussels)

一 九 三 六 年 參 考 書  
HAND BOOK 1936





*The Automobile Club of China—Club House in Course of Erection at Chapoo.*



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## Acknowledgments

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---

## “China Highways”

*THE* Club's monthly publication “CHINA HIGHWAYS” has now completed its second year and the Committee continue to receive complimentary comments from Members and others regarding same. The principal object of the journal is to add to the natural interest of the towns and countryside now opened to motorists by giving them historical and legendary lore which still remains a closed book to all but a few. New road logs completed are published in the journal together with items of interest to Members regarding new roads and conditions obtaining on old ones.



# The Automobile Club of China

## OFFICERS OF THE CLUB

YEAR	CHAIRMAN	VICE-CHAIRMAN	HON. SECRETARY
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1907	"	"	F. C. Heffer
1908	"	Jas. McKie	A. W. Burkill
1909	"	"	A. Fleet
1910	"	G. E. Tucker	E. T. Byrne
1911	"	"	"
1912	E. S. Little	A. W. Burkill	G. E. Tucker
1913	"	"	"
1914	Dr. N. Macleod	E. S. Little	SECRETARY M. G. Beck
1915	"	"	"
1916	E. S. Little	G. E. Tucker	"
1917	"	"	"
1918	"	"	"
1919	C. R. Burkill	A. G. Major	"
1920	E. S. Little	F. O. Reynolds	"
1920	A. Hilton Johnson	B. Firth	"
1921	B. Firth	C. R. Burkill	"
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1923	"	"	"
1924	J. J. Keegan	"	"
1925	"	A. L. Anderson	"
1926	"	"	"
1927	"	"	"
1928	E. Gordon Lowder	"	"
1929	"	"	"
1930	"	"	"
1931	"	H. Tiefenbacher	"
1932	"	"	"
1933	H. Tiefenbacher	R. G. Herbert	"
1934	"	"	"

YEAR	PRESIDENT	CHAIRMAN	SECRETARIES
1935	Gen. Wu Teh-chen	H. Tiefenbacher	Beck & Swann

# The Automobile Club of China

## OFFICIALS

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R. G. Herbert ( <i>Vice-Chairman</i> )	赫 白 脫	(副 主 席)
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(Room 51, 5th Floor).	(五 樓 五 十 一 號 房 間)	

# The Automobile Club of China

---

## CONSTITUTION

*(Adopted at the 1st Meeting of the Club, on 7th April, 1905 (Adjourned from 22nd March, 1905) when the Club was founded. Amended at Annual Meeting of 22nd June, 1906, Amended at a Special General Meeting of 3rd February, 1914, Amended at Annual General Meeting of 2nd June, 1914, at Annual Meeting of 30th March, 1915, at Annual Meeting of 31st March, 1916, at Annual Meeting of 22nd March, 1917, and further at the Annual Meetings of 8th April, 1920 and 10th May, 1934.)*

## OBJECT

The object of the Club shall be as follows:—

To bring together owners of motor vehicles;

To be a centre of action, information and advice in all matters pertaining to the use of such vehicles;

To secure for members special trade discounts where possible in the purchase of motor supplies of all kinds;

When the Club funds admit of it, to rent or own a Club House.

## RULES

### Name

1.—The Club shall be called the AUTOMOBILE CLUB OF CHINA.

2.—In the event of the Club ceasing to exist as such from any cause, the Club funds and property shall be disposed of by the decision of a majority consisting of two-thirds of the members present at a special general meeting called for that purpose in accordance with Rule 11.

### Composition of the Club

3.—Candidates for Membership must be proposed by one Member and seconded by another approved by a majority of Committee.

4.—Membership shall cease by resignation in writing addressed to the Secretary, all dues having been paid:

By failure to pay club membership dues within 10 days after the date of the second of two notices of such failure sent a week apart, by registered letters to the address registered with the Club;

By expulsion from the Club under a vote of two-thirds of the members present at a general meeting, notice having been given to the member concerned that the matter of his expulsion is to be dealt with at the meeting;

By death.

5.—All interest in the property of the Club of any person ceasing to be a member shall revert to the Club.

6.—Should any member intend to be absent from Shanghai during a lengthened period, he may retain his membership, without payment of subscription, by a written request to the Secretary to have his name placed on list of Absent Members. On his return he shall at once resume the full privileges of membership on payment of his subscription for the current year.

### Annual Subscription

7.—The Annual Subscription shall be Ten Dollars payable in advance or as may be determined from time to time by the Club in General Meeting. There shall also be an Entrance fee, payable on joining the Club, of \$25.00 which shall entitle the Member to one Club badge free of charge.

8.—The Club shall be managed by a President and a Committee consisting of 20 Members elected at each Annual Meeting. At its first Meeting the Committee shall choose from its Members a Chairman and a Vice-Chairman. The officiating Chairman shall have a casting vote at all Committee meetings. Failing the presence of the President, the Chairman or the Vice-Chairman, the Members of Committee present may select a Chairman of the Meeting from amongst their number. Five Members of Committee shall form a quorum. The Committee shall have power to fill vacancies in their number.

Sub-Committees may be appointed by the Committee to deal with specific matters, their powers and duties to be defined.

No Proprietor, Manager, Director or Employee of a public Garage or Motorcar Repair Works can become a Member of the Committee of the Club.

The Committee may call special meetings of the Club to consider specific subjects and shall present at the Annual Meeting a Report and Statement of Accounts for their year of Office.

### Secretary

9.—A Secretary shall be appointed by the Committee, who shall determine his remuneration.

The Secretary shall keep minutes of all meetings, general, special, and Committee, conduct the correspondence, call all meetings and take charge generally of all papers and records belonging to the Club. He shall keep the books, collect all subscriptions and other monies on

account of the Club. All such monies received shall be paid by the Secretary into the Account of the Club at one or more approved Banks, and all charges in payment of disbursements shall bear the signature of the Chairman, Vice-Chairman or one Member of the Committee in addition to that of the Secretary.

### Meetings

10.—The Annual General Meeting of the Club shall be held not later than the end of March, when the Committee shall present a Statement of Accounts for the year, which statement shall have been circulated among the Members at least fourteen days before the Meeting.

At the Annual General Meeting any subject relating to the Annual Report and Accounts of the Club may be discussed, but no resolution upon any other matter shall be put to the Meeting unless seven days' notice in writing shall have been given to the Secretary and the resolution circulated amongst Members of the Club prior to the Meeting.

11.—Special General Meetings may be called either at the written requisition of, and signed by not less than ten members, or by the Committee when deemed necessary. A notice by registered letter stating the object of the meeting shall be circulated amongst the members seven clear days before a general meeting is to be held. At such meeting the President, or in his absence the Chairman or Vice-Chairman, shall preside, both being absent, the Committee shall nominate a Chairman. In all cases the Chairman shall have a casting vote.

Quorum.—At General Meetings five members shall form a quorum.

12.—Voting at General Meetings shall not be cumulative nor by proxy.

The Fiscal Year shall end on the 31st December and Accounts shall be made up to that date for submission to members at the Annual Meeting.

### Bye-Laws

13.—The Committee shall have power to frame, alter or rescind bye-laws. Such bye-laws shall be posted in the Secretary's office and furnished to every member. Any change or addition to bye-laws shall be notified to members within seven days of the change.

### Amendments and Alterations of the Constitution

14.—Amendments to the Constitution of the Club may be made at any meeting of the Club—Annual or Special—by two-thirds vote of the members present. Notice of proposed Amendments to the Constitution shall be furnished to the Secretary at least fourteen days before the meeting, at which it is proposed to consider them and shall be circulated amongst members of the Club seven days before the said Meeting.

之二通過議決之

- 二、如本社因故停辦時本社經費及財產之處分應依本章第十一條召集特別大會由到會社員三分
- 一、本社定名為中國汽車偕行社

## 定名

## 章程

如本社經費充足時為本社租或購一社會

扣

為一切關於施用該種車輛之活動通訊及顧問中樞為社員於購置各種汽車用品時謀得特別折  
聯合馬達車輛之所有人

本社宗旨列后

## 宗旨

常年大會均加修改」

日常年大會一九一七年三月廿二日常年大會一九二〇年四月八日常年大會及一九卅四年五月十日  
月三日特別大會一九一四年六月二日常年大會一九一五年三月卅日常年大會一九一六年三月卅一  
「一九〇五年四月七日日本社第一次會議議決採用於一九〇六年六月廿二日常年大會一九一四年二

# 中國汽車偕行社章程

付清

六、社員名表內該種社員回滬後其對本社所應享之一切權利立即回復但須先將本年應繳之社費凡社員欲長期離滬者得以書面向本社秘書請求停止繳付會費并得請求將其姓名列入於告假凡社員對於本社財產所應享之權利於其退社後即歸屬於本社退社社員不得再行主張之

五、社員死亡

丁、社員死亡  
交由大會公決之通知送交該社員

丙、社員開除 本社得經大會到會社員三分之二之通過開除社員但事前必須以其開除事由社費者當立即取消其社員資格

訊地址通知其爲繳付之準備如本社於發出第二次掛號通知信件後十日內而有仍不繳付  
乙、拖欠社費 本社於社員應爲繳付社費之前先以掛號信件郵寄至各社員入社時所開之通  
甲、社員退社 凡社員擬退出本社時須正式書面通知本社之秘書並將拖欠各款付清

四、社員資格之取消

數委員之准許通過之

三、凡欲加入爲本社社員者須有本社社員一人爲之提名及另一社員之附議再交由本社委員會多

本社組織

九、一切文件紀載保存書籍並收集社費及各種款項  
秘書應保存一切會議（大會特別大會及委員會會議）之紀錄管理信札來往召集會議保管本社  
委員會應指定秘書一人並決定其報酬

## 秘 書

清單

委員會得召集本社特別大會討論特別事項並於常年大會中提出其任期內之工作報告及賬目  
經理董事或雇用人不得爲本社委員

委員會得指定特組委員會討論特別事項其職權臨時議定之公共汽車行或汽車修理廠之主人  
如委員遇有出缺時委員會有權選舉補充之

如社長主席或副主席缺席時到會委員得自選主席一人委員會有五人到會即作法定人數  
理事主席於委員會每次會議有一投票權

委員會應於其第一次會議選舉主席及副主席各一人

八、本社由一社長及二十人組織之委員會管理社務該二十委員應於每次常年大會由社員中選出

社員可得本社汽車表記壹個其價免繳

七、常年社費拾元（應預先繳納）或由本社大會隨時議決凡欲加入本社時須納入社費洋念五元該

## 常年社費



月卅一日止以便提交常年大會

本社之會計年度自每年一月一日起至十二月三十一日止凡關於本社之各項賬目須結至十二月十二、大會之投票權不得委派代表行使之並不得以二投票權選舉同一被選舉人

法定人數一大會中有會員五人到會者即作合法定人數

主席於會議中各事項之決議均有一投票權

時則委員會須指定一人作為臨時主席

委員會主席須於該會開會時列席如主席因故缺席則由副主席代理之如正副主席均不能出席召集之但須於該會開會七天前將召集之目的分別掛號函知各社員

十一、特別大會之召集須有社員十人以上簽名之書面請求或委員會認為有召集必要之情形時始得

前通知本社秘書並將該事項於開會前通知各社員後不得為之

凡關於本社列年事項及賬目報告均得於常年大會中討論之但其他事項之決議非於開會七天前出於大會中並須將該項賬目清單於常年大會開會十四天前分寄各社員

十、本社之常年大會最遲須於每年三月底以前召集之委員會應將其任期內所經手之賬目清單提

## 會議

員之一與秘書同簽名

秘書應將收入之款項以本社名義存入於銀行凡一切之支付字據應由主席副主席簽名或由委

但汽車表記仍爲本社之物倘各社員告退時務將該表記交還

新社員祇須付入會費並可得有汽車表記不另取值

本社書記備有汽車表記每隻價洋五元倘社員欲購者請致函本社可也

### 汽車表記

修改本社章程之提議最少應於開會十四天前送交秘書並於開會七天前分送各社員  
十四、本社章程得於任何會議中——大會或特別大會由到會社員三分之二通過修改之

### 章程之修改

附則各有變更增加應於七日內通知各社員

此種附則應實貼於秘書處並分送各社員

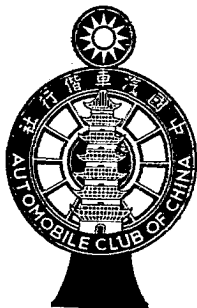
十三、委員會有權制定變更及廢除附則

### 附則

## BADGE

The Secretaries have a supply of Club Badges which can be obtained by Members on application for the sum of Mex. \$5.00.

One badge is supplied to all new Members free on payment of entrance fee.



Membership of the Automobile Club of China carries with it the right to display the club badge on motor-cars intended for the personal use of the member. Badges must not be displayed on hiring cars, buses and other commercial vehicles.

Members are particularly urged to do everything possible to prevent the passing of badges into unauthorised hands and to see that badges are always removed from cars going out of their possession.

Every badge displayed on a non-member's car represents a loss of subscription to the club and is unfair to subscribing members. Special bye-laws have been framed so as to prevent badges being obtained and carried by non-members.

All badges remain the property of the club and are issued to members under the following bye-laws:—

- I. The club car badges are issued to, and may be displayed by members of the Automobile Club of China only.
- II. These badges are issued on loan and remain the property of the Automobile Club of China.
- III. All Badges must be returned to the A. C. C. immediately the holder ceases to be a member of the club, and the A. C. C. reserves the right to require the return of any badge at any time.
- IV. The member to whom a badge is issued undertakes not to part with it to any other person under any circumstances. In the event of a badge being lost, the member shall immediately report such loss to the Secretary.
- V. Subject to badges being returned in good condition, a refund will be allowed at such rate as the Executive Committee may from time to time determine.

CARD OF MEMBERSHIP

社行借車汽國中 No. 800

**AUTOMOBILE CLUB  
OF CHINA**

(Members Alliance Internationale de Tourisme. Brussels.)

Secretaries Office: No. 17 The Bund, Rooms 51-2, Shanghai.

號七十灘外海上在處公辦記書  
號二至一十五第間房樓五廈大林字

MEMBERSHIP CARD

證員社

1936

年五廿國民

(VALID FOR YEAR OF ISSUE ONLY).  
(效有間年證此發所在)

社行借車汽國中 No. 800

**AUTOMOBILE CLUB OF CHINA.**

This is to certify that

明證此

is a Member of the Automobile Club of China and has paid his dues for the year 1936.

訖付經已費會員此社本係君



Secretaries,

押簽記書

Shanghai, .....

日 月 年五廿國民

Affiliated Automobile Clubs and other similar organisations are respectfully requested to aid and assist the holder of this Membership Card.

為代請者證員社此有持見體閣等同並會公車汽各合聯請  
拂照助務

## ALLIANCE INTERNATIONALE DE TOURISME, BRUSSELS.

The Club was recently admitted to membership of the above organisation as the result of which it is now affiliated with all leading motoring organisations in Europe and America and other parts of the world.

### AFFILIATED BODIES

The Club has also completed direct arrangements for reciprocal privileges with the following:—

Royal Automobile Club of Great Britain.  
Automobile Association of Great Britain.  
Automobile Association of America.  
Canadian Automobile Association.  
Royal Netherlands Indies Motor Club.  
Singapore Automobile Club.  
Automobile Club of Southern California.

Members travelling abroad should apply for letters of introduction before leaving Shanghai.

### Copy of Understanding with A. A. London.

AN UNDERSTANDING between the Automobile Club of China and the Automobile Association:

That any active or honorary member of either organisation may obtain active membership in the other body at a 25% reduction in annual fees (all initiation fees waived), such membership to be granted immediately upon application accompanied by proof of membership in the home association; furthermore, such application may be made through such home association, by mail or in person.

For THE AUTOMOBILE CLUB OF CHINA,

BECK & SWANN,

*Secretaries.*

For THE AUTOMOBILE ASSOCIATION,

STENSON COOKE,

*Secretary.*

Dated August 16th, 1924.

### AGREEMENT

Between The

Royal Automobile Club And The Automobile  
Club Of China, Shanghai.

MEMORANDUM OF AGREEMENT made the First day of January, 1931 between the Royal Automobile Club (hereinafter called "the R.A.C.") of the one part and the Automobile Club of China, Shanghai, (hereinafter called "The Affiliated Club") of the other part WHEREAS the parties hereto have agreed to enter into an Agreement of Affiliation with a view to strengthening the bond existing between them and for the purpose of providing for the mutual interests of the respective organisations NOW THIS AGREEMENT WITNESSETH that the contracting parties hereto for the purpose aforesaid agree as follows that is to say:—

1.—The affiliated Club shall be and is hereby authorised to state and publish on its printed documents or otherwise that it is affiliated to the Royal Automobile Club.

2.—The R.A.C. upon the request of the Affiliated Club shall furnish from time to time information with regard to Automobilmism in the United Kingdom.

3.—The Affiliated Club shall likewise furnish information to the R.A.C. as and when requested.

4.—Each member of the Affiliated Club visiting the United Kingdom shall be entitled on presentation of a card of introduction signed by an authorised officer of the Affiliated Club to be enrolled as an Associate-Member of the R.A.C. and to be granted all the advantages of Associate-Membership for any period up to twelve months on payment to the R.A.C. of a reduced subscription of One Guinea (£1 1s.). The advantages of Associate-Membership of the R.A.C. herein referred to are set out in the Schedule to this agreement. The R.A.C. reserves the right to vary these advantages at any time.

5.—Each Member or Associate-Member of the R.A.C. visiting the country of the Affiliated Club and presenting his Membership Card shall be afforded similar advantages and facilities by the Affiliated Club so far as it is within the power of the Affiliated Club to do so for any period up to twelve months on payment to the Affiliated Club of a reduced subscription of not more than One Guinea (£1 1s.).

6.—Each of the Parties to this Agreement shall forward to the other one copy of its Year Book or similar annual publication.

IT IS FURTHER AGREED between the contracting parties hereto that this Agreement may be cancelled by either party by giving twelve months' previous notice in writing to the other party hereto of their intention so to do and at the expiration of such twelve months as aforesaid this Agreement shall absolutely determine.

Signed for and on behalf of

THE ROYAL AUTOMOBILE CLUB,

ARTHUR STANLEY,

*Chairman.*

F. P. ARMSTRONG,

*Secretary.*

THE AFFILIATED CLUB,

The Automobile Club of China,

E. GORDON LOWDER,

*Chairman.*

BECK & SWANN,

*Secretaries.*

## AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

The Committee have pleasure in announcing that reciprocal privileges have been arranged with the Automobile Club of Southern California and Members proceeding to the U.S.A. should obtain from the Secretaries of the Automobile Club of China a letter of introduction to that organisation. Among the facilities made available as the result of the new agreement are the following:—

“Complete touring information to all parts of the United States and to many parts of Canada and Mexico; free maps covering all parts of California and all the leading highways of the United States; complete information as to points of interest in California and booklets concerning the same; hotel reservations; license service for automobiles and operator licenses for drivers while in California; service of the Adjustment & Traffic (legal) department, including information as to motor vehicle law and traffic regulations in general, the appearance for and assistance in misdemeanor matters growing out of violations of the law, advice following automobile accidents and the presenting of or protecting from claims for damages and injuries, but not the filing or prosecuting of cases in court; the review of the garage bills; the receiving or shipping of cars by rail (usually in carload lots thereby effecting considerable saving) or by steamer, including preparation of proper papers, the clearing of customs, arrangement for receiving at point of destination, etc., assistance in adjustment of insurance claims; and in short, practically every assistance possible that may be connected with the ownership or operation of an automobile. The above privileges are extended free of charge to all Members of the Automobile Club of China for a period of six months and for a longer period by special arrangement provided their membership in their club is in good standing.”

## DOS AND DONTs.

Observance of the following Do's and Dont's will help to make motoring pleasant and Motorists popular.

- DO carry your driving license (certificate of competence).
- DO keep to the left of the road.
- DO go slow past schools and in populous places.
- DO overtake on the right, after seeing that the road in front is clear.
- DO give warnings with the right arm when slowing down or turning to off-side (right).
- DO other things being equal, watch for and give way to traffic approaching from the right.
- DO conform to the lighting, registration and parking regulations.
- DO recognise warning signs and speed restriction notices.
- DO realise the discomfort to others of dust and mud splashing.
- DO assist the police to regulate traffic by responding promptly to their signals.
- DO answer audible warnings given by drivers of vehicles about to emerge on to a main road from corners and at cross-roads.
- DO give the recognised signals with the right arm.

- 
- DON'T cut in.
  - DON'T overtake at cross-roads, bends, in villages, or when an on-coming driver has the right of way.
  - DON'T obstruct the highway by leaving your car unattended.
  - DON'T stop your car on a bend, or at a corner.
  - DON'T abuse the 'audible warning of approach.'
  - DON'T assume that the road is clear.
  - DON'T descend hills too fast.
  - DON'T turn into, or out of, a road except at 'dead slow.'
  - DON'T force your way through groups of persons boarding or alighting from tramcars.
  - DON'T obstruct traffic wishing to overtake.
  - DON'T hesitate, when in doubt, difficulty or distress, to communicate with

The Secretaries,  
Automobile Club of China,  
17, The Bund, (Room 51),  
Shanghai.

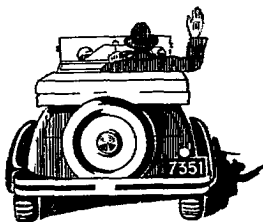


## SIGNALS TO BE USED BY DRIVERS

All drivers of vehicles, and cyclists, are strongly recommended to familiarise themselves with and to use the following signals which are embodied in the Traffic Regulations of the Shanghai Municipal Council and French Municipal Council:—

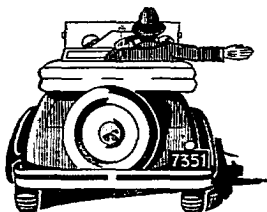
### No. 1. "I am going to STOP."

Hold the right forearm and hand (or dummy arm) vertical, palm turned to the front.



No. 1.

### No. 2. "I am going to TURN to the RIGHT."

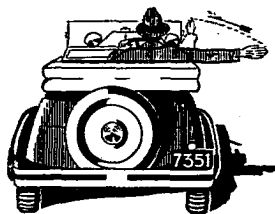


No. 2.

Extend the right arm and hand (or dummy arm) horizontally straight out from the offside of the vehicle, palm turned to the front.

### No. 3. "I am going to TURN to the LEFT."

Extend the right arm and hand horizontally, straight out from the offside of the vehicle, and then carry them forward and towards the near side with a circular sweep on level with the shoulder.



No. 3.

# 奉董事部議決命令編訂

## ◎我將要停車了

將右前手臂（或裝置車上之機製假臂）豎起。高舉車門沿外。手掌朝前。（姿勢如第一圖。）

## 一 明 說

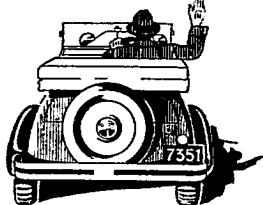


圖 一 第

## 二 明 說

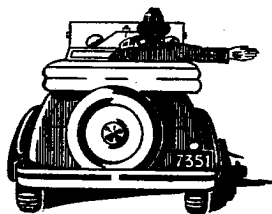


圖 二 第

## ◎我將要向右轉灣了

將右前手臂（或裝置車上之機製假臂）平伸車門沿外。手掌朝前。（姿勢如第二圖。）

## ◎我將要向左轉灣了

先將右前手臂。平伸車門沿外。再緩緩平移向前。對自己汽車之左邊。作半圈形舉動。（姿勢如第三圖。）

## 三 明 說

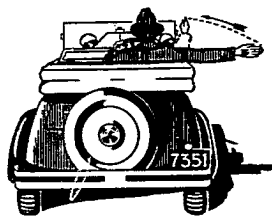
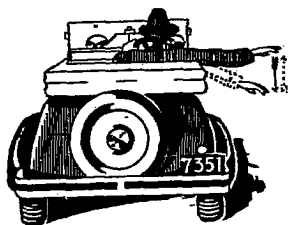


圖 三 第

No. 4. "I am going to SLOW DOWN."

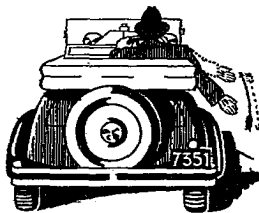


No. 4.

Extend the right arm and hand horizontally as in Nos. 2 & 3, but with the palm turned downwards, and move the arm slowly up and down.

No. 5. "COME PASS me on my RIGHT."

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards.



No. 5.

Note—In the case of Motor vehicles having left hand drive the above signals will be reversed to suit the left hand.

◎我將要開慢車了

先將右前手臂。平伸車門沿外。如第二及第三兩圖之姿勢。但手掌須朝下。再將手臂緩緩向上向下舉動。(姿勢如第四圖)

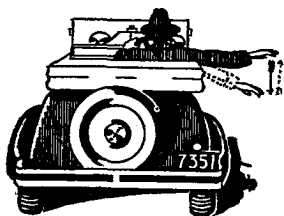


圖 四 第

◎後面車輛可從我的汽車右邊開過來向前

先將右全手臂伸出車門沿外。手朝下指。再向後向前舉動。(姿勢如第五圖)

五 明 說

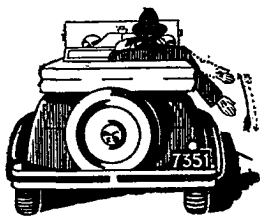


圖 五 第

**TRANSPORTATION OF AUTOMOBILE FOR TOURISTS AND OTHERS, TO AND FROM LOCAL PORTS AND TO EUROPE AND AMERICA.**

(per favour of Messrs. Thos. Cook & Son, Ltd).

The following rate of freight on uncrated motor car accompanying passengers from Shanghai to the undermentioned ports:—

	Baby	Small	Medium open	Medium closed	Large open	Large closed
	Austin Morris	Standard "9" Singer "9" Morris "10" Opel etc.	Morris Ford Chevrolet Essex Dodge etc.	Morris Ford Chevrolet Essex Dodge etc.	Rolls Buick Daimler Packard Lincoln etc.	Rolls Buick Daimler Packard Lincoln
Shanghai to:	M\$	M\$	M\$	M\$	M\$	M\$
Chinkiang	40	40	45	50	60	80
Nanking	40	40	45	50	60	80
Wuhu	45	50	55	60	70	90
Kiukiang	50	55	70	80	90	100
Hankow	60	65	85	90	100	120
Ichang & Changsha }	150	200	250	275	300	320
Chungking				460		
Tsingtao & Dairen }	35	40	50	55	70	80
Weihaiwei & Chefoo }	50	55	80	100	120	140
Tientsin*	70	90	130	140	160	180'
Amoy & Swatow }	55	60	80	85	100	120
Hongkong	60	70	95	100	120	150
Canton	70	90	130	140	150	175
*Plus lighterage surcharge \$4.50! Per ton of 40 cubic feet or \$15.00 per car.	30	30	30	30	30	30

Shanghai to North American Pacific Coast Ports	Under 100"	100" and under 110"	110" and under 120"	120" and under 125"	125" and under 130"	130" and under 135"	135" and under 140"	140" and over
	Honolulu	G\$100 75	G\$105 80	G\$116 88	G\$126 96	G\$131 100	G\$137 104	G\$142 108

The above list shows wheelbase of various makes of car. Where wheelbase is not shown the measurement from centre of hub of front wheel to centre of hub of rear wheel on the same side will determine such wheelbase.

An additional G\$100 will be charged if car is travelling to New York or Boston.



	United Kingdom Ports	Marseilles Rotterdam Amsterdam Hamburg	Port Said	Colombo Calcutta	Singapore
A	£20- 2-0	£20- 2-0	£19-10-0	£13-0-0	£11-0-0
B	23- 2-0	23- 3-0	21-18-0	15-0-0	13-0-0
C	26-14-0	26-14-0	25-10-0	17-0-0	15-0-0
D	36- 6-0	36- 6-0	31-10-0	20-0-0	18-0-0
E	See foot:note				

- A Car not exceeding 15 cwt  
 B Over 15 cwt not exceeding 24 cwt  
 C " 24 " " " 35 "  
 D " 35 " " " 50 "  
 E " 50 " a special rate is required, based on the cargo rate.

All the rates quoted above are as present and are subject to alterations.

All cars must be insured and will be entirely at their owners' risk.

All petrol tanks and sumps must be drained before shipment.

If automobile not accompanying passenger Messrs. Thos. Cook & Son, Ltd., will quote "Unaccompanied" freight rate and be pleased to effect shipment.

ALWAYS DRIVE WITH DUE CARE.  
 ESPECIALLY ON COUNTRY ROADS, IF  
 YOU BECOME MIXED IN ANY ACCI-  
 DENT OBEY THE REQUESTS OF OFFI-  
 CIALS AS FAR AS REASONABLY  
 POSSIBLE. ASSIST THE INJURED.

## APPROVED GARAGES

A list of approved repairers has been inaugurated by the Club and the following Garages are the first to submit applications which have received the Committee's approval. Certain of the Garages are prepared to extend valuable facilities to Members and particulars thereof are given below.

In due course all approved repairers will be furnished by the Club with an enamel plate to be placed outside their premises.

**Auto Palace Co., Ltd., 100, Route Cardinal Mercier and 117, Hong-kong Road.**

A special discount of 10% on all charges for storage, general maintenance, etc., etc. Furthermore, free breakdown lorry service in any part of the French Concession or International Settlement is included in the up-keep contract, such service to be limited to a maximum of two calls per month for any one member. The breakdown lorry service is available day and night.

**Bills Motors, 9, Route Cardinal Mercier.**

State their standard prices are the lowest possible and it is not practicable for them to give a special discount to anyone.

**Broadway Mansions Garage, 20, Garden Bridge Road.**

Will give a special discount of 10% from their standard charges for storage and service.

**Continental Motors, 565, Avenue Foch.**

- (1) 10% special discount on all repair work.
- (2) Members who subscribe to the \$7.00 monthly maintenance service will participate in a special road service within the limits of the Concession and Settlement, operated between 8 a.m. and 12 midnight, including a service car equipped with crane, ambulance, gasoline and tools suitable for minor adjustments and towing in. The service car will be in charge of an experienced foreign and Chinese speaking chauffeur-mechanic. No additional to the \$7.00 monthly service charge will be made. Facilities offered under the maintenance contract rate are detailed in attached folder. The \$7.00 service charge is payable monthly in advance. Bills for supplies and repairs will be debited to the account of those members who establish their credit with the Company.

A.P.C. gasoline pump outside their premises operates from 7.30 a.m. until midnight. 2½ gallon cans of gasoline may be obtained after midnight from the night watchman.



**Fraser Motors, Ltd., 36, Great Western Road.**

State their prices are based on giving the best facilities at a price from which it is impossible to give discounts.

**Mark L. Moody, Fed. Inc., 410, Rue Bourgeat.**

Will give a special discount of 10% on repair work done at their service station.

**Reliance Motors, 755, Avenue Foch.**

State that their schedule of repair charges has recently been reduced and they are unable to allow any discount from them. They are prepared to handle emergency calls day or night.

**Triangle Motors, Fed. Inc., 99, Rue Cardinal Mercier.**

Will give a special discount of 10% from their official schedule of service charges.



*Chihlilung Gorge.*



Approved Hotels

Approved Inns



Approved Repairers

## APPROVED HOTELS.

The following approved hotels have undertaken to grant to Members of the Automobile Club of China producing their Membership Cards special privileges as mentioned below:—

### Nanking.

**Yangtze Hotel.** Chungshan Road—Cables “Yangtze” Phone 41414 & 41487. English hotel with ample lock-up Garages in compound. Standard-Vacuum Oiling, Greasing and Repairing station next door. 10% off the regular tariff.

**Bridge House Hotel,** Hsiakwan. Cables “Bridge” Phone 41687. Modern Hotel, Foreign Management. 10% off tariff rates.

**Metropolitan Hotel.** Chun Shan Road, Cable Address: “Metrotel” Phone 31156. Centre of City near and Ministry buildings. Modern Hotel. Every room with bath. Air-conditioned dining rooms with orchestra. Private garages, barber shop, tennis court. 10% discount off regular daily rates on production of Membership Card of A.C.C.

### Hangchow.

**Lake View Hotel.** West Lake. Cables “Lakeview.” Phone 3001-2. Modern Hotel overlooking West Lake, with Central Heating, Artesian Well and Garages. Management offer comprehensive information and assistance regarding touring in Hangchow and Chekiang Province generally. 10% discount off tariff rates.

**Tiny Hotel.** 5 Yao Fen Road. Phone 1740. Modern Hotel facing West Lake. Central Heating. 10% discount off tariff rates.

**Great Eastern Hotel,** Hangchow. 10% special discount off tariff rates.

### Mokanshan.

**Grand Hotel.** 10% off tariff rates.

### Ningpo.

**Standard Hotel.** (Under same Management as Lake View Hotel, Hangchow). 10% off regular tariff rates.

### Peking.

**Grand Hotel des Wagon-Lits.** Cables “Wagonlits.” Modern Hotel. Foreign Management. Garage accommodation etc. 10% discount off tariff rates.

**Grand Hotel de Peking.** Cables “Pekinotel.” Modern Hotel. Foreign Management. Garage accommodation. “Special Discount” off tariff rates.

## Shanghai.

**Park Hotel.** Bubblingwell Road. Cables "Parkhotel." 'Phone 91010. Overlooking Race Course and Recreation Ground. Foreign Management. Good outside rooms will be made available to Members for the rates charged for other rooms.

**Astor House Hotel.** Whangpoo Road. Telephone No. 42255, Cables "ASTOR"—First Class Hotel. 10% discount off daily rates. The discount does not apply to monthly rates of permanent residents.

**Palace Hotel.** Nanking Road. Telephone No. 18030, Cables "PALACE." First Class Hotel. 10% discount off daily rates. The discount does not apply to monthly rates of permanent residents.

## Tienmoshan.

**Tien Mu Hotel,** Tienmoshan. 10% special discount off tariff rates.



*Changsha Lake and Hill.*

北京大飯店電報掛號“Pekinotel”爲新式旅館外人管理有汽車間照章可打特別折扣  
六國飯店電報掛號“Wagonlits”爲新式飯店外人管理有汽車間等照章打九折

莫千山 “Grand”飯店照章打九折

大東方飯店本社社員房金照章打九折

蝶來飯店在岳墳路五號電話 1740 爲新式旅館面向西湖有熱司汀照章打九折

省該旅社管理處均可供給一切消息及代籌備一切照章九折

杭州 西冷飯店是摩登式旅社地在西湖內有水汀自來井及汽車間凡關於游歷杭州及浙江全

乃一新式旅館每間附有浴室並設有汽車間理髮室網球場等房金照章九折

首都飯店在中山路電報掛號“Metroltel”電話 31156 地位城市中心區與各部署毗鄰

折

惠龍飯店在下關電報掛號“Bridge”電話 41687 爲一新式旅館外人管理照定價打九

館有可鎖汽車間汽車加油處及修車處即在隔鄰凡係本社社員可照定價打九折

南京 揚子飯店開設在中山路電報掛號“Yantsze”電話 41414 及 41487 該社是英國旅

列於下

本社與下列各處旅社約定凡本社社員到該旅社時將社員証出示可以享受特別利益茲將各地旅社開

## 特約旅館

天目山

天目旅館在天目山本社社員房金照章九折

久住不在其內

匯中飯店在南京路電話一八零二零電報掛號“Palace”爲頭等旅館照定價減爲九折  
住不在其內

上海

禮查飯店在黃浦路電話四二二五五電報掛號“Astor”爲頭等旅館照定價減爲九折

寧波

“Standard”旅館與杭州西冷飯店同一管理亦照章九折

間

每天最低價洋拾貳元雙人每天念貳元而本社社員以同樣之代價可住極舒暢之外面房  
其前即跑馬廳地點適中凡各種俱樂部及戲院均在咫尺其對外國青年會各房間單人  
國際飯店設在靜安寺路電報掛號“Parkhotel”電話 91010 是最新式旅社由西人管理

上海

# General Touring Information

(Europe)

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## INTRODUCTORY.

Do not forget your A.C.C. Membership Card, it will serve as an introduction to Motoring Organizations throughout the world.

## ON LEAVING CHINA.

When a motor vehicle is taken through Customs for shipment abroad and it is the intention of the owner to bring the car back again to China, it is essential that the declaration of intention to re-import the car be made to the local Customs authorities. Full particulars of engine and chassis numbers, together with other details of identification, are recorded by the Authorities here and on the vehicle returning to China within the prescribed period free entry is claimed by the owner.

Failure to declare the intention of re-importation at the time of shipment renders the vehicle liable for the usual duty on its return.

## FREIGHT.

Cars may be shipped by most lines uncrated. This is a perfectly safe method of shipment and is considerably cheaper than shipping in a packed condition.

Tourers and roadsters or open two-seater models can have the windscreen dismantled and packed in a case which may be stored inside the car, whilst the hood may be lowered and a considerable saving in freight effected thereby.

It is important that the necessary space be booked, as early in advance as possible, with the agents of the line of steamers by which shipment is to be effected otherwise it may be found that the steamer is already full.

Freight naturally varies according to the port of destination and is calculated according to cubic capacity of the vehicle concerned. This is found by multiplying the over-all length by the over-all width, the result being multiplied by the over-all height. This gives the cubic capacity of the vehicle in feet. In taking these measurements bumpers, spare tyre or any other protruding equipment must be included in the measurement and in the case of open cars, which have had the windscreen dismantled and hood lowered, the height must be measured up to the highest point on the body.

## MARINE INSURANCE.

All motor vehicles shipped should be covered against all risks whilst in transit. This is entirely distinct from the ordinary motor car policy. Care should be taken in seeing that the Marine Policy covers the vehicle from the time it leaves the wharf until it is unloaded on to the wharf at destination; also that all risks are covered.

## ARRIVAL AT DESTINATION.

Where desired, it can usually be arranged for a representative of the Club or Association in the territory wherein is situated the port of arrival to take delivery of the car on behalf of the Member concerned.

Introductions are issued from the Automobile Club of China to such Clubs or Associations on which every possible assistance will be rendered in respect of temporary registration, licensing, number plates and other local formalities.

It is desirable that the Member's China driving license, car license and registration certificate be taken as these often greatly simplify the issue of the necessary documents abroad.

Every motorist contemplating a tour on the Continent with his car or motor cycle is naturally concerned with questions of Customs formalities, licensing, shipment and route.

China is not yet a Member of the International Convention but affiliated Clubs in Europe are in a position to fulfill A.C.C. members' requirements in all the above particulars, and can issue documents and make arrangements which will enable the tour to be undertaken with comfort and ease.

The following procedure deals with Tourists starting from Great Britain, but the same applies equally to those starting from other European Countries except that the National Motoring Organisation concerned would be the medium through which the facilities would be arranged.

## DOCUMENTS

The documents required, obtainable by Members of the A.C.C. from the A.A. and R.A.C., are as follows:—

- (1) Triptyque and/or Carnet de Passages en Douanes (Car or Motor Cycle Combinations) or Customs Ticket for France and Belgium (Solo Motor Cycle.)
- (2) International Certificate for Motor Vehicles.
- (3) International Driving Permit.
- (4) Fiscal Permit.

## EXPLANATION OF TERMS

A Triptyque is a customs permit for the temporary importation of a motor vehicle into one country only. It obviates the necessity of depositing the full cash deposit of duty with the Customs direct.

A Carnet de Passages en Douanes (Customs Carnet) is an international customs permit for the temporary importation of a motor vehicle into the most important touring countries, thus taking the place of separate triptyques for each country to be visited. It has the advantages of being simpler in use, definite in discharge, and is far more convenient than a number of Triptyques.



The Customs Ticket will pass a motor cycle (without side-car) through the customs in France and Belgium without deposit of duty, and is available for use during the year in which it is issued. Two small unmounted photographs of the rider are required.

### FISCAL PERMIT

The Fiscal Permit, during a period of 12 months, entitles the visiting motorist to 90 days' exemption from all road taxes in those countries where it is recognised. The 90 days need not be consecutive.

Up to the time of going to press this document is valid in Belgium, Ceylon, Cirenaiica, Cyprus, Denmark, Eritrea, Gold Coast Colony, Great Britain, Holland, Hong Kong, Irish Free State, Jamaica, Italy, Luxembourg, Malta, Newfoundland, Poland, Portugal, Southern Rhodesia, Spain (in principle), Sweden, Switzerland, Tripolitania, Windward Islands and Yugoslavia. When the 90 days have been exhausted, the visitor must submit himself to the payment of circulation taxes on the same basis as the resident motorist.

On entering and on leaving a country where the Fiscal Permit is valid the visitor must take care that the Customs make a note of entry and of exit in his Permit, otherwise he will not benefit by any exemption from taxation should he be returning to that country at any time during the remaining period of its' validity.

Once a Fiscal Permit has been issued to a motorist, he may not apply for another in respect of the same car until 12 months have elapsed from the date of issue of the previous one. If the Fiscal Permit should be lost or stolen a new one cannot be issued.

### INDEMNIFICATION OF DUTY

In supplying a Customs Carnet and/or a number of triptyques the Association requires to be indemnified against one duty only, that of the country among the group concerned wherein the highest tariff is in operation.

The amount of duty for which the Clubs assume liability by issuing Triptyques or Customs Carnets must be covered by the member providing one of them with security, either by:—

- (a) Depositing cash to cover duty in full;
- (b) Depositing in cash £20 in the case of a car or £5 in the case of a Motor Cycle, and arranging a Counter Guarantee with an approved Insurance Company for the balance of the duty. Premium 5s. per cent. on total amount of guarantee up to £200, and 1s. per cent. thereafter, minimum premium 10s. cars, 5s. motor cycles or;
- (c) Depositing in cash £20 in the case of a car or £5 in the case of a motor cycle and giving a Bankers' Indemnity to cover balance of duty.

The Counter Guarantee is an Agreement between the member and the Insurance Company. If a member fails to re-export his vehicle within the specified time, or fails to get a discharge from the Customs, the money may be claimed from the Club concerned by the Foreign Customs.

In that case the Club would receive payment from the Insurance Company. The Company would then, in accordance with the terms of the Agreement signed by the member, have recourse against him for the amount they had paid in respect of his vehicle.

### INSURANCE AGAINST LOSS OF CUSTOMS DUTY

The Customs Duty is liable to forfeiture should the vehicle (a) be lost by theft, or (b) become a total wreck through fire or accident, as the duty would then be claimed by the Foreign Customs unless a discharge to the Triptyque or Customs Carnet had been obtained by re-exportation of the salvage.

Insurance against the above risks can be effected at the following rate:—

5s. per cent upon the total amount of the duty. Minimum Premium, 10s. Car; 5s. Motor Cycle.

### IMPORTANT NOTICE

Members who arrange a Counter Guarantee through the A.A., and also effect Insurance against loss of Customs Duty, are entitled to a reduction in the total premium of 5s. for cars, 2s. 6d for motor cycles.

### AVAILABILITY OF CUSTOMS DOCUMENTS

The Customs Carnet is available at the present time in Albania, Algeria, Austria, Belgium, Belgian Congo and Ruanda Urundi, Brazil, Bulgaria, Burma, Ceylon, Cirenaica, Cyprus, Czechoslovakia, Denmark, Dutch East Indies, Egypt, Eritrea, Finland, France, French West Africa, Germany, Great Britain, Greece, Holland, Hungary, Iceland, India, Iraq, Irish Free State, Italy, Latvia, Liechtenstein, Luxembourg, Madagascar, Malta, Northern Ireland, Norway, Nyasaland, Palestine, Poland, Portugal, Northern Rhodesia, Southern Rhodesia, Romania, South West Africa, Spain, Sweden, Switzerland, Tripolitania, Tunisia, Turkey, Union of South Africa, Yugoslavia.

Separate Triptyques can be supplied for most of the above countries and also for the following:—Estonia, Lithuania, Morocco, Syria.

The period of validity of the Carnet and Triptyques varies from 3 to 12 months.

Applicants for Triptyques or Carnets are warned against understating the value or weight of their vehicles. Understatement renders the offender liable to severe penalties, including, in some countries, the compulsory surrender of the vehicle at the price declared by the owner.

### IDENTIFICATION FORM.

The signature and stamp of the British Customs at the port of embarkation must be obtained to an "Identification Form", which is issued by the A.A. or R.A.C. with all Triptyques and Customs

Carnets. This document provides for the free re-importation of motor vehicles originally exported from Great Britain. The Identification Form must be surrendered to the British Customs, on re-importation of the vehicle into England.

### INTERNATIONAL CERTIFICATE FOR MOTOR VEHICLES

The International Certificate for Motor Vehicles is a general licence valid in all European countries and many others, for 12 months from the date of issue. It obviates the necessity of re-registering the vehicle for which it is issued, in each country, thus saving its holder a great deal of time, trouble and expense. Prior to the issue of the Certificate an examination as to the fitness of the vehicle must be conducted.

In accordance with the requirements of the International Convention, an oval plate bearing the letters "G.B." must be carried at the rear of every British registered vehicle (plate supplied by A.A. or R.A.C. at the time of the vehicle's examination.)

The International Convention prescribes that the oval nationality plate for use on motor cars shall be 30 centimetres (11 inches) wide and 18 centimetres (7 inches) high, and that the letters are to be painted in black on a white ground. Incorrect sizes or colours will lay the motorist open to prohibition of the use of his car abroad.

### INTERNATIONAL DRIVING PERMIT

The International Driving Permit acts as a driving licence in all the countries recognising the International Certificate for Motor Vehicles. It allows the holder to drive the class of vehicle, for which it is issued, in these countries, irrespective of whether the vehicle has been temporarily imported under an International Certificate for Motor Vehicles or is registered in the countries.

The Permit is valid for 12 months from the date of issue and may be supplied by the A.A. or R.A.C. on production of a valid British Driving Licence, and on the conclusion of a test as to driving competence, if the applicant's qualifications provide a reasonable guarantee of public safety.

Two unmounted photographs of the applicant are required. Size about 2" x 2¾".

The Permit may be renewed annually on payment of the prescribed fee, no further examination being necessary, but on each occasion of renewal a valid British driving licence must be produced for inspection.

No person under the age of 18 can be supplied with an International Driving Permit.

Each Permit is issued for driving one of the three following categories of motor vehicles:—

(a) Motor vehicles of which the maximum laden weight does not exceed 69 cwt.

- (b) Motor vehicles of which the maximum laden weight exceeds 69 cwt.
- (c) Motor cycles with or without a side-car.

### EXAMINATIONS

Examination of vehicles and drivers can be carried out at the Chief Office of the A.A. or R.A.C. in London, or by arrangement at any of the principal Branch Offices.

### MOTORING VISITORS TO GREAT BRITAIN

It is essential in order that motoring visitors to this country may claim exemption from undergoing the compulsory Driving Test necessary before a British Driving Licence will be issued, that they should produce to the Port Officer a valid licence or International Driving Permit issued outside Great Britain. Should neither of these documents be immediately available, then the visitor should be in a position to make a declaration that he or she is the holder of a valid foreign Driving Licence, or International Driving Permit.

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### WARNING

MEMBERS SHOULD BE CAREFUL TO OBTAIN FINAL DISCHARGE OF ANY TRIPTYQUE IN USE, WHEN LEAVING A COUNTRY FOR THE LAST TIME.

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*Chihlung Gorge.*

## INTERNATIONAL MOTOR REGULATIONS

(International Convention relative to Motor Traffic,  
Paris, April 24, 1926).

Conditions to be fulfilled by Motor Vehicles in order that they may be admitted to travel on a road to which the public have access.

### ARTICLE 3.

Every motor vehicle, in order to receive international authorisation to travel on any road to which the public have access, must either have been recognised as suitable for use on any road to which the public have access after an examination by the competent authority or by an association authorised by that authority, or must conform to a type approved in the same manner. The vehicle must, in any case, fulfill the following conditions:

1. The motor vehicle must be equipped with the following:—
  - (a) A strong steering apparatus which will allow the vehicle to be turned easily and with certainty.
  - (b) Either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.
  - (c) If the weight of the motor vehicle when empty exceeds 350 kilog., a mechanism by means of which the vehicle can from the driver's seat be made to move backwards under its own power.
  - (d) When the combined weight of the empty motor vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilog., a special mechanism, such as can prevent, in all circumstances, the vehicles from running backwards, and in addition a reflecting mirror.

The controls and steering apparatus must be so placed that the driver can manage them with certainty and at the same time have a clear view of the road.

The machinery must be such as to work with certainty and disposed in such a way as to avoid, as far as possible, all danger of fire and explosion; as not to constitute any sort of danger of fire and not to frighten or seriously inconvenience by noise, smoke or smell. The vehicle must be equipped with a silencer.

The wheels of motor vehicles and trailers drawn by them must be fitted with rubber tyres or with some other tyres of equivalent elasticity.

The distance between the ends of the hub-caps must not exceed the maximum width of the remainder of the vehicle.

2. The motor vehicle must carry:—

- (a) At the front and the back, marked on places or on the vehicle itself, the registration number which has been allotted to it by the competent authority. The registration number placed at the back as well as the distinctive mark (G.B.) referred to in Article 5, must be lit up as soon as they cease to be visible by the light of day.

In the case of a vehicle followed by a trailer, the registration number and the distinctive mark (G.B.) referred to in Article 5, are repeated behind the trailer, and the regulation regarding the lighting of these marks applies to the trailer.

- (b) In an easily accessible position and in a form easily legible, the following particulars:—

Chassis Maker's name.

Chassis number.

Engine number.

3. Every motor vehicle must be fitted with an audible warning device of sufficient strength.

4. Every motor vehicle travelling alone must, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and at the back, with a red light.

For motor bicycles unaccompanied by a side-car, the number of lights in front may be reduced to one.

5. Every motor vehicle must also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead, unless the two white lights prescribed above already fulfill this condition.

If the vehicle is capable of proceeding at a speed greater than 30 kilom. an hour, this distance must not be less than 100 metres.

6. Lamps which may produce a dazzling effect must be provided with means of eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

7. Motor vehicles drawing trailers are subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned; the rear red light is to be carried on the back of the trailer.

8. In so far as the limits regarding weight and dimensions are concerned, motor vehicles and trailers must satisfy the general regulations in force in the countries in which they travel.

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DO NOT TOUR WITHOUT A MAP

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## TRAFFIC HINTS

(1) Generally speaking, there is no speed limit on the Continent, but where special limits are fixed, these are usually indicated by signs.

(2) "One Way" traffic regulations will be found in most large European cities.

(3) The rear red light must always be placed on the left in countries where the rule of the road is to drive on the right, and on the right in countries where the rule is to drive on the left.

(4) It is advisable to have a bulb horn fitted to the vehicle, as in some countries the use of electric horns is forbidden.

## INSURANCE

Before proceeding abroad members should verify that their Insurance Policies cover Marine Transit and Continental Travel. Many Motor Car (not Motor Cycle) Policies cover these risks for three months in any year of insurance without extra premium. In such cases the holder should advise the Company of his proposed dates of departure and return. Those Policies which do not include such risks can usually be extended by the issuing Company, on payment of an additional premium. The motorist is advised to carry with him abroad, his insurance policy, and a letter from his Insurance Company, stating for what countries he is covered and to what amount.

Special Marine Insurance Policies may be arranged on all Steamship routes and Insurance against loss of Baggage effected.

## ITINERARIES

Detailed itineraries are supplied free of charge to members by the A. A. or R. A. C. These, as far as possible, are based on reports regularly received from the Continent, but owing to varying conditions it is impossible to guarantee good surfaces throughout.

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ALWAYS CARRY  
YOUR MEMBERSHIP  
CARD WITH YOU

## CUSTOMS APPLICATION FORM

The following is Copy of a Customs application form for Motorists visiting European countries:—

**In every case the following particulars of the Vehicle must be accurately given or delay at the Customs House may ensue.**

Present Value.....

For Customs Papers for Great Britain state value of car in country of origin, plus cost of insurance and freight.

Motive Power and H.P. (approx.).....

Number of Cylinders.....

Make of Vehicle.....

Make of Engine.....

Country where made.....

Seating Capacity.....

Maker's Number on the Motor (i.e., Engine)—

It is most important to give the correct Engine Number. It is not advisable to trust to numbers given on a Specification or any other document.

Year of Manufacture.....

British Registration Number.....

Number on Chassis.....

This is generally given on a plate on the dashboard.

Kind and make of Tyres.....

If Customs Papers required for Holland, specify size and value of tyres

\*Spare Tyres.....

Shape of Car.....

Colour of Car.....

Colour of Upholstery.....

(State whether leather or cloth).

Maker of Coach Work.....

Weight (in ordinary running order).....

Country or Countries for which the forms are required.....

Date of departure (if fixed).....

Cheque to value of £..... or Banker's Guarantee enclosed.

**In signing this form the Member or Associate-Member undertakes that the Customs Forms are for his own personal use.**

Signature.....

Address.....

Address to which the Club } .....

Forms are to be sent } .....

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\*Not more than two complete Spare (i.e., Inner Tube and Outer Cover) Tyres can be taken into France free of Duty, and must be mentioned on the Customs Papers.



PLEASE NOTE.—A great deal of unnecessary work, trouble and delay is constantly caused by Members stating the wrong weight of their cars.

Customs papers are prepared according to the information supplied on this form. After this has been done cars are often weighed in connection with obtaining an International Pass, and it is then found that the weight originally given is often hopelessly inaccurate, which entails cancelling the customs papers prepared and issuing revised sets, also readjusting the deposits and transport rates.

Members are therefore urged to state the correct weight of their cars in order to save needless worry to themselves as well as to the Touring Department Staff.

Details of Custom Duties and Motor Car Taxation in various countries can be obtained from the Secretaries of the Automobile Club of China.

## TYRE PRESSURES

### British and Continental Equivalents

In all countries where the metric system is used, tyre pressures are calculated at so many kilogrammes per square centimetre. Foreign Garages do not understand pounds per square inch, nor are their gauges often so calibrated.

The equivalents are as follows:

Lbs. per Square Inch.	Kilogrammes per Square Centimetre.	Lbs. per Square Inch.	Kilogrammes per Square Centimetre.
18	1.250	45	3.250
20	1.375	46	
22	1.500	50	3.500
25	1.750	60	4.000
29	2.000	65	4.500
32	2.250	70	4.750
35	2.500	75	5.000
36		80	5.500
39	2.750	85	5.750
40		90	6.000
42	3.000		
43			

# General Touring Information

(Far East)

The following information is circulated for the assistance of Members who desire to take a car with them when holidaying or touring in the Far East.

## SHANGHAI

**Arrival.** Procedure for Tourists desirous of landing automobiles in Shanghai for short periods is as follows.

Provided it is declared on importation that such motor cars will subsequently be re-exported within a period of two months and that full particulars of the make, year, type of body, engine and chassis numbers are given the vehicles are released after examination under a deposit which amounts to about twice the duty calculated at the rate of 30% ad valorem. The period of two months is, however, extendable up to a further period of two months at the discretion of the Customs if application for this extension is made by the owner. When such motor cars are re-exported abroad they are passed free of duty, provided the particulars agree with those declared at the time of import, and the deposit is refunded to the owner after payment of conservancy and wharfage dues amounting to 4% of the Import Duty which, in ordinary circumstances, would be leviable on such motor cars.

The above procedure is merely a local practice and therefore subject to modification at any time.

No special facilities are at present offered to motoring tourists by the Municipal Councils of the International Settlement, French Concession or Greater Shanghai (Chinese Territory) and automobile and drivers' licences must be obtained in the ordinary way for the period for which they are required. All applicants for drivers' licences are required to pass a driving test irrespective of licences held by them which have been granted in other places. There are at present no reciprocal agreements in existence between the Chinese or Shanghai Foreign Municipal authorities and other countries.

Tourists must obtain the necessary licences from the Shanghai Municipal Council, the French Municipal Council or the Municipality of Greater Shanghai, according to their place of temporary residence. Licences, when obtained from either Council, are reciprocally valid throughout the International Settlement and French Concession in the case of Shanghai Municipal Council and French Municipal Council, but this does not apply to the Municipality of Greater Shanghai. Separate licences must be obtained from the Chinese authorities to use roads in Chinese territory and motorists are specially warned against proceeding into Chinese territory without the necessary licences.

**Departure.** Shanghai residents departing on short or long leave and taking a used motor car with them should make a declaration to that effect to the Chinese Maritime Customs at the time of export,

in which case the motor car may, if the engine number and chassis number are given on the export application, be re-imported free of duty after examination by the Customs has proved that all is in order and provided the car is re-imported by the same owner. In such cases the car is liable to conservancy and wharfage dues amounting to 4% of the Import Duty which in ordinary circumstances would be leviable on such motor cars.

The approximate cost of transporting automobiles to other ports in the Far East, Europe and America is given on pages 22 and 23 of the Handbook. Insurance of automobiles transhipped to other ports may usually be covered by extending the existing policy to cover road risk temporarily at the port or ports of destination, but this matter should be referred to the insurance company concerned. Marine risk must be covered by a marine insurance policy—this can usually be arranged by the Company issuing the motor insurance policy.

## TSINGTAO

Motor cars imported temporarily by tourists from abroad are passed by the Customs on payment of a deposit.

Motor cars imported temporarily from treaty ports, by tourists, are passed under Customs Permit to Ship issued at the port of shipment, failing which the owner will be made responsible for the duty. Re-export may take place at any time, if sufficient proof of original import of the car is provided.

### Wharf Charges:—

Landing or shipping an uncased car...	...	...	\$ 8.00
” ” ” a cased car	...	...	\$20.00

Both vehicle and driver's licences must be obtained at the current rates. A "Shop Guarantee" is necessary for this purpose.

Fee for Number Plate \$4.00, Stamp Tax \$2.00 Licence Fee \$6-16 according to weight, per quarter. The obtaining of licence plates etc. can be very much facilitated by instructing the China Travel Service to take care of the transportation and landing of cars.

No licence or Police permission is required for driving a car from the Wharf to the owner's residence if he is in possession of a receipt for the Wharf Charges.

## JAPAN

Foreign visitors to Japan desiring to land motor cars temporarily for touring purposes are not required to pay any deposit for Customs duty when landing provided they are able to satisfy the authorities that they have no intention of selling the car before leaving, otherwise an import duty of 35% to 50% must be deposited with the Customs, this will be refunded, however, on re-shipment. The Japanese authorities have given the Club an assurance that "in ordinary circumstances, it is easy to pass the Customs inspection without trouble."

The following regulations must be complied with on landing:—

- (1) **Car Examination:** The car must be inspected at the Prefectural Office by applying to the competent police station of the prefecture; and if the result is satisfactory a certificate will be granted, upon payment of a fee of one yen, with which the car can be driven anywhere in Japan for an indefinite period.
- (2) **Driver's Licence:** Driver's licence will be granted on payment of a proportion of the local taxes assessed according to the length of the stay. Applicants must present 2 photographs and be prepared to undergo a simple test of driving. Exemption from taxation is usually granted for a short stay of a week or so.
- (3) **Temporary Licence:** Temporary license will be issued to any tourist or foreign visitor who brings his car and a driver's license which he has obtained from a foreign country which must be still in effect.

Such license is issued in lieu of the original license issued by a foreign country and it will be given for a certain length of time according to the residue time of the original license. But under no circumstances shall it exceed 3 months.

It requires no examination either driving or writing but it is necessary for an applicant to present an application accompanied by two photographs, the original license (which will be returned to the owner) a copy of the original license, and a translation of same. No fees required but subject to examination for colourblindness.

## HONGKONG

According to information received from the Hongkong Automobile Association, a deposit of 20% of the value is required on all cars of foreign origin, which is refunded if the car is re-exported within 3 months.

As the Colony has subscribed to the International Convention of 1926 the following are also recognized:—

- (a) Fiscal Permits.
- (b) Driving Licences.
- (c) Index marks and number plates.

as issued by members of the Alliance International de Tourisme.

With regard to the roads in adjacent Chinese territory, these are at present very disconnected and there is no road running direct from Hongkong into Chinese territory.

Unshipping of cars is arranged for satisfactorily by the Hongkong A.A. to whom necessary instructions should be sent beforehand.

On arrival, the owner should drive the car or proceed direct to the Central Police Station, Traffic Department, who will give temporary licences and number plates, the cost of the former depending on the weight of the car.

## SINGAPORE, STRAITS SETTLEMENTS AND F. M. S.

Motor cars can be landed in Malaya for short periods with very little difficulty. If the car is landed under a bill of lading the owner declares it at the Imports Office but no deposit is necessary.

A driving licence should be obtained at the Police Traffic Office, Maxwell Road, Singapore, and this will entitle the bearer to drive all over Malaya. A car licence is not necessary for short periods but the police should be informed of the dates of arrival and proposed departure.

Members of the A.C.C. should avail themselves of the affiliation privileges granted by the Automobile Association of Malaya, Headquarters, Chartered Bank Chambers, Singapore.

Of all routes in Malaya that most used by tourists is the trunk road from Singapore to Penang. The road passes through the most interesting portion of the country, touching such places of interest as Kuala Lumpur, the Federal capital, Seremban, Ipoh, Malacca and Johore Bahru. For the greater part of the way the road surface is of a quality which ensures enjoyable motoring, and whilst there are long stretches of road through rubber or jungle which possess no particular interest portions of the route provide delightful scenery and instructive glimpses of the life of the country.

Visiting motorists intending to spend a week or ten days travelling through Malaya by the trunk road will find that provided they secure an introduction to the Automobile Association of Malaya they may make the tour unhampered by formalities and with every assistance from the authorities. In the case of visiting motorists staying in the country for short periods only the licensing authorities are prepared to impose no restrictions if introduction to a recognised Club is forthcoming.

Motor spirit and motor oils are obtainable generally speaking in almost every village throughout the country.

## THE NETHERLANDS EAST INDIES.

The principal Automobile Club in the Netherlands East Indies is the "Koninklijke Nederlandsch Indische Motor Club (I.M.C., the Royal Netherlands Indies Motor Club) formerly the "Koninklijke Vereeniging Java Motor Club" (Royal Java Motor Club), headquarters at Semarang, to which are affiliated the "Deli Automobile Club" (D.A.C.) at Medan, the "Motor Club Marine Etablissement" at Surabaya and the "Semarangsche Motor Club."

Branch offices of the I.M.C. are situated in Batavia, Bandoeng and Surabaya (Java), Padang, Palembang and Medan (Sumatra) and at Makassar (Celebes).

Communications to the I.M.C. should be addressed as follows:

"The General Secretary  
Koninklijke Nederlandsche Indische Motor Club  
Semarang."

Tourists from Shanghai, who are desirous of travelling in the N.E.I., may make use of a "carnet de passages en douanes" for their car. They also can be provided with a triptyques by the I.M.C. on placing a guarantee deposit to the value of 30% ad valorem of their car in its hands.

This amount is refunded, when the car is re-exported within a year and on return of the triptyques to the I.M.C.

International driving permits and licences for cars are valid in the N.E.I.

Persons, who do not hold international licences, can obtain N.E.I. licences at the police offices at any port of entrance.

Applicants should take with them the following:

1. An application form bearing a Netherland India Inland Revenue Stamp of the value of f1.50 (One and a half Guilders), such as is obtainable at any post office;
2. Two duplicate unmounted photographs, such as are used for Passports; and
3. One and half Guilders in cash to pay the stamp duty for the licence.

All other formalities will be performed by the police.

Before a licence is issued, applicants are required to pass an examination in driving and in knowledge of the principal road traffic rules.

Taking into consideration the rather high charges for transport of cars from Shanghai to the N.E.I., members who contemplate a trip of less than two weeks are recommended to apply to the Branch Offices of the Royal N.E.I. Motor Club or at Semarang. The average cost of a hired car is about fl. 20. per day.

The time necessary for landing the car depends on the port of entry. At Tandjong Priok (Batavia), at Tandjong Perak (Sourabaya) at Tjilatjap and at Medan (Sumatra) the steamer can discharge on the quay, whereas at Semarang (Java) boats are used to convey same from ship to harbour.

## INDO-CHINA

Taxes for the importation into Indo-China of motor cars of foreign make are 180 per cent on the general tariff and 45 per cent on the minimum tariff. These taxes are calculated on the value of the car.

Tourists or travellers may land automobiles in Indo-China from any foreign country free of duty for a maximum period of one year provided the same car is taken away when the tourist or traveller leaves Indo-China.

It is necessary to complete a declaration form for the Customs and obtain a local guarantee certifying that the automobile will be

re-exported within the stipulated period. Only guarantees of local merchants or the tourist's local Consul will be accepted.

Fee for Driver's Licence Piastres 10.00. No Automobile Licence.

The landing of automobiles is easily arranged through any of the transportation agents at Saigon and costs approximately Piastres 30 to 35. All necessary permits can be obtained in half a day.

Places of interest to tourists are the Ruins of Angkor, Hué the capital of Annam, famous for its monumental tombs of the ancient Kings and Bay d'Along in Haiphong. Big game hunting is within easy reach and the Office Central du Tourisme, 22 Rue Lagrandière, is able to give the necessary information for same.

### BOMBAY, MADRAS AND CALCUTTA

Customs duty on motor cars is 30% ad valorem, (*i.e.* on the value of the car at the Port of entry) on vehicles imported from the United Kingdom and 37½% ad valorem on those from other countries.

Drawback of duty may be obtained as follows:—

The period after importation within which a motor vehicle which has been taken into use between importation and re-exportation must be re-exported in order to be eligible for the grant of drawback shall be restricted to 12 months.

The amount of duty to be repaid as drawback on any motor vehicle which has been taken into use between importation and re-exportation shall be modified in accordance with the following table.

Length of period between date of importation and date of re-exportation.	Amount of duty to be repaid as drawback.
Not more than 2 months	¾ of the duty
More than 2 months but not more than 6 months	⅝ of the duty
More than 6 months but not more than 12 months	½ of the duty.

Visitors landing at Bombay and staying in India for a period not exceeding one year should apply to the Secretary, The Western India Automobile Association, 8, Queen's Road, Bombay, with a view to obtaining an Indian Triptyque.

This Association requires that tourists enrol as members, and in addition, indemnify the Association against all payments it may be called upon to meet by reason of its guarantee in respect of the vehicle by (a) depositing cash to cover duty in full; or (b) depositing

Rs. 300 and giving a Banker's Indemnity to cover the balance of liability.

Those landing at Calcutta and Madras may apply to the Secretary, The Automobile Association of Bengal, 40, Chowringhee, Calcutta, and the Secretary, the Automobile Association of Southern India, "Bharat Buildings", 1-18, Mount Road, Madras, respectively, where similar arrangements are also available.

The usual fees for registration are as follows:—

### BOMBAY PRESIDENCY

#### Private Motor Vehicles.

(a)

(1) Motor Cars: Light... ..	Rs. 40-0-0.
"    "    Heavy .. .. .	80-0-0.
(2) Motor Cycles (including motor Scooters and cycles with attachment for propelling by mechanical power) .. .. .	10-0-0.

Note.—Tax is payable in advance annually.

The above figures are likely to be revised as there is a new Motor Vehicles Taxation Bill under consideration by the Bombay Government.

### MADRAS PRESIDENCY

#### Private Motor Vehicles.

(a)

(1) Motor cars weighing not more than 15 cwts. unladen .. .. .	Rs. 70-0-0.
Motor cars weighing between 15 and 30 cwts, unladen .. .. .	100-0-0.
Motor cars weighing between 30 and 45 cwts. .. .. .	130-0-0.
Motor cars weighing between 45 and 60 cwts .. .. .	200-0-0.

(b)

(1) Motor Cycles (including motor Scooters and cycles with attachment for propelling by mechanical power) not exceeding 8 cwts. in weight unladen.	
(1) Bicycles .. .. .	Rs. 30-0-0.
(2) Bicycles (used for drawing a trailer or sidecar) .. .. .	40-0-0.
(3) Bicycles .. .. .	40-0-0.



**Note:**—The Madras Presidency levies no individual tax in respect of Registration. The above schedule embodies a consolidated Tax including Provincial Government Annual Taxation and is paid quarterly in advance.

## BENGAL

### Private Motor Vehicles.

(a)

- |                       |         |             |
|-----------------------|---------|-------------|
| (1) Motor Cars: Light | .. .. . | Rs. 16-0-0. |
| (2) „ „ Heavy         | .. .. . | 32-0-0.     |

(b)

- (1) Motor Cycles (including Motor Scooters and Cycles with attachment for propelling, by mechanical power) .. Rs. 10-0-0.

**Note:**—The Registration fee in Bengal for private motor vehicles is not renewable and remains in force until cancelled, or suspended, or until there is change of ownership of such vehicle, or is transferred from one class to another.

Applications for Registration of motor vehicles should be made to the Deputy Commissioner of Police, Motor Vehicles Department, at whose office cars must be produced for examination in each case.

A private Driving License should be obtained costing Rs. 20/- in the Bombay Presidency and Rs. 10/- in Bengal and the Madras Presidency, as China does not come under the International Rules. In this case also, as in the case of registration of cars, applications should be made to the same officer.

## MANILA

Motor cars taken to the Philippine Islands by travellers or tourists for their convenience are admitted free of duty, under paragraph 337 of the Philippine Act of 1909, upon the filing of a bond of an amount equivalent to double the estimated duties thereon at the rate of 20% ad valorem. The bond is conditioned upon the re-exportation of the car or payment of the duty due thereon within four months from the date of entry. This period, however, may be extended for another three months. The bonds required for this purpose may be either in the form of surety bonds or cash deposits.

Travellers and tourists sojourning in the Philippine Islands for a period of ninety days or less should take their cars to the office of Director of Public Works (Division of Motor Vehicles for a "Tourist Registration"). If no foreign number plates are attached to the car a fee of P2.00 is charged to cover the cost of the Philippine number plates.

**Car Pier Charges:** Arrastre charges for landing car plus documentary stamps, etc., total not in excess of P15.00.

**Vehicle Registration:** Tourists bringing their own motor vehicles to the Islands are exempt from payment during the first ninety days of their sojourn. After the first ninety days, they are subject to the regular fees.

**Driver's License:** Is not required of bona fide tourists during the first ninety days of their sojourn in the Islands, but they have to apply for a Special Tourist Permit allowing them to operate their motor cars on the public highways.

**Bills of Lading:** Motor cars brought by tourists or travellers for their use in the Philippines may be returned to the country of the traveller's or tourist's without bill of lading if they are taken by them as baggage after identification. These cars before permitted to be brought ashore should secure a permit from the Customhouse.

**Certificate of Origin:** Not necessary.

**Suggested Procedure:** It is suggested that any member of the Automobile Club of China contemplating a visit to the Philippine Islands get in touch with the Philippine Motor Association, Manila Hotel, Manila, P.I. or P.O. Box No. 1326, Manila, through the Manager of the local Club.

**Accommodations to Affiliate Club Members:** The same service, benefits and courtesies of a regular member. Upon deposit with the Philippine Motor Association of P50.00 Philippine Currency, the Association will clear a visiting member's car through the customs, furnish bond, gasoline to deliver the car to owner, arrastre charges etc., as well as arrange for export entry. Usually the entire cost does not exceed P35.00 Philippine Currency.

Upon departure of the visiting member from the Philippines, the remaining portion of the fifty (P50.00) pesos is returned to the member personally or to his club.

No service can be extended to the visiting member beyond the expiry date of his membership in his home, or other auto club.

## BORNEO. (Brunei).

### (1) Import duties:—

On British Motor cars ... ..	Free of duty.
On Foreign Motor cars... ..	20% ad valorem.
Spare parts, tyre & tubes	
British ... ..	Free of duty.
Foreign ... ..	20% ad valorem.

In cases where it is anticipated that the motor car will be taken out of the State within a few weeks of date of import the amount of the deposit does not exceed the total import duty payable and is refunded at the time of export. The necessary customs formalities cause no appreciable delay.

### (2) Licences:—

Licences for motor cars are issued at any time during the year and expire on 31st. December of the same year. Fees are charged in proportion to the number of months remaining in the year at the time of application, any part of a month counting as a full month.

The fees chargeable per month are as follows:—

- (1) Motor vehicles not exceeding 1.Ton 83 cents per month.
- (2) Motor vehicles exceeding 1 Ton and not exceeding 2 Tons \$1.25 per month.
- (3) Motor vehicles exceeding 2 Tons and not exceeding 3 Tons \$2.08 per month.

The fee for a driving licence is \$5, but at the discretion of the Resident a certificate of competency issued in and still valid for any place outside the State will be accepted in lieu of this driving licence without payment of any further fee.

(3) General:—

(a) Two earth roads 30 and 12 miles in length respectively exist. After heavy rainfall these roads are closed to traffic. This occurs frequently during the rainy season, that is, in November, December and January. At low tide it is possible to travel along a sandy beach for a distance of 35 miles.

(b) There is no direct steamship service to Brunei (the only port). Special arrangements have to be made at Labuan for the car to be transported across the Brunei Bay.

(c) In view of the above it will be realised that it is not of much use taking a car to Brunei because it is easier and less expensive to travel in the local hired cars.

## SIAM

In the case of the temporary landing of a motor car for use in Bangkok the Customs Department requires a deposit of the duty—10 per cent of the value of the car—and this is refunded on the car being taken away again, after a stay of a week or ten days.

Both car and driver have to be licensed, and the law makes no provision for temporary licences. But the amounts for a year are Ticals 3-00 per H.P. for car and Ticals 5-00 for driver. (Ticals 11=£1).

Roads leading out of Bangkok to the nearby towns were being constructed at the beginning of the year and will be finished within 6 months or so. The streets of Bangkok have been mostly asphalted and brought up to date, but some of them are still only second-class roads. This town is well supplied with motor cars for hire and with taxis and the charges made by the latter are certainly moderate. Travellers from Malaya to French Indo-China or vice versa can take their cars through Siam by train, and find usable roads on passing the Siamese frontier. There are roads in the north and in the south of Siam, but not anywhere near Bangkok.

The Royal Automobile Association of Siam has now exchanged triptyques with the following countries:—The Irish Free State, Great Britain and Northern Ireland, The Federated Malay States, Netherlands, Ceylon, British India (including Burma), Germany and U.S.A. Siam is a member of the International Automobile Convention.

FACILITIES OFFERED BY HOTELS AND AFFILIATED CLUBS WILL ONLY BE GIVEN ON PRODUCTION OF THE CURRENT YEAR'S MEMBERSHIP CARD.

# First Aid Notes

## ASPHYXIA

This is a condition of insensibility resulting from a continuous want of pure air. It is brought about by obstruction of the air passages, *e.g.* by drowning, choking, hanging, etc., by inhalation of poisonous gases, by pressure on the chest, by electric shock or by lightning stroke. In all cases, when breathing has ceased, immediately breathing is made possible by removal of the cause, if any, of obstruction to the air passages, do artificial respiration. Schafer's method of artificial respiration is simple and efficient. Lay the patient in the prone position on the ground with his arms extended above his head and his face turned to one side. Kneel astride the patient facing his head and place the palms of the hands on the patient's back with the fingers stretched over the lower ribs and the thumbs parallel to the spine. Keeping the arms straight, lean the body forward and apply firm pressure on the lower part of the patient's chest, thus driving the air out of the lungs. Keep up the pressure for three seconds and then relax it by drawing the body back, without taking the hands off the patient for a period of two seconds. Repeat these movements forwards and backwards twelve times a minute.

Artificial respiration should be continued till natural breathing is restored or till a doctor arrives and pronounces life extinct. While artificial respiration is being done, assistants should be made to promote the circulation by rubbing the limbs towards the heart, and by applying hot water bottles (wrapped in flannel) to the feet and sides of the body. When natural breathing has been restored, remove wet clothing if any, wrap the patient in dry blankets, and if he is able to swallow give hot drinks (hot coffee or hot milk). Watch the patient carefully for sometime after natural respiration has commenced.

## BURNS AND SCALDS

A burn may be caused by fire, a red hot iron, a live electric wire, by lightning, or by a corrosive acid or corrosive alkali.

A scald is caused by moist heat, *e.g.* boiling water, hot oil, etc.

**Treatment.**—Remove clothing carefully, if necessary soaking them off with sterile water or a solution of bicarbonate of soda. Apply a dressing of Boracic Ointment or Vaseline smeared on pieces of lint. Do not break blisters. Treat shock by means of stimulants. If the burn is caused by a strong acid, bathe the part with a weak alkaline lotion (bicarbonate of soda dissolved in water) before dressing the burn. If a strong alkali has caused the burn, a mild acid solution (lemon juice and water or vinegar and water) should be used to bathe the part. Should a person's clothes catch fire, place the patient at once on the floor in such a position that the flames are uppermost, *e.g.* if clothes are on fire in front place the patient on his back, smother the flames with some heavy coat, rug, or table cover, made wet if possible.

## DISLOCATIONS AND SPRAINS

A dislocation is a displacement of one or more bones at a joint and is attended with

pain at the joint,  
swelling round the joint,  
fixity of the joint and deformity.

**Treatment.**—Place the limb in the most comfortable position; rest the part on pillows and apply ice or cold water dressings to the part.

A sprain is a stretching or tearing of the ligaments and tissues round a joint and is accompanied by pain, swelling and often dislocation at the joint, and inability to move the part.

Treat as for a dislocation.

## FRACTURES

A fracture may be caused by (*a*) direct violence, when the bone breaks at the spot at which the force is applied or (*b*) indirect violence, when the bone is broken at some distance away from the spot where the force is applied. On rare occasions a fracture may be caused by (*c*) Muscular action.

**Signs and Symptoms of Fracture:—**

Pain at the seat of fracture.  
Swelling of the part.  
Loss of power in the limb.  
Irregularity of the bone.  
Deformity, the limb is misshapen at or near the point where the bone is broken.

**Treatment of Fractures.**—A fracture must be attended to at the spot. Steady the limb and support it to prevent movement of the part. Carefully place the limb in as natural a position as possible and apply splints and bandages.

Splints may be improvised from pieces of wood, a walking stick, a broom handle, card board, paper firmly folded, and should be carefully padded with cotton wool or soft cloth; they should be applied over clothing and should be firm and long enough to keep the broken bone at rest. The splints are to be kept in position by bandages which may be improvised from handkerchiefs, straps, pieces of linen or calico or from cord or string. Only when the part has been rendered immovable may the patient be moved.

## HAEMORRHAGE

Haemorrhage or bleeding if present in any emergency, should always be attended to first. Bleeding may occur

- (1) From an artery.
- (2) From a vein.
- (3) From capillaries.

**Arterial Bleeding.**—The blood from an artery is bright red and spurts out, if the artery is near the skin, at each pulsation of the heart. To arrest arterial bleeding, lay the patient down, elevate the bleeding part and apply direct pressure on the wound with the thumb or fingers, or by a pad and bandage. If the wound is large, or there is a foreign body in the wound, or a fracture beneath the wound apply indirect pressure, *i.e.* pressure on the nearest artery on the heart side of the wound. This may be done by digital pressure (with thumb or fingers) or by means of a tourniquet. To improvise a tourniquet make a pad by enclosing a stone or cork in a piece of cloth or a handkerchief and place it over the artery, apply the centre of a strap or bandage over the pad and tie the ends on the opposite side of the limb in a half knot, place a stick or pencil on the half knot and complete the knot, twist the stick to increase the pressure of the pad on the artery and continue to do so till bleeding is arrested. Prevent the stick from untwisting by locking it in position with the ends of the bandage. A tourniquet should not be kept in position longer than half an hour and medical aid should be promptly obtained. If after a time there is much pain the tourniquet should be relaxed for a few seconds at intervals and if bleeding recurs applied again till medical aid is available.

**Venous Bleeding.**—The blood from veins is dark red in colour and flows out in a stream from the side of the wound away from the heart.

**Treatment.**—Remove any constriction (*e.g.* a garter) from the limb, elevate the bleeding part and apply pressure by means of a pad to the wound, keeping it in position with a firm bandage.

**Capillary Bleeding.**—The blood is bright red in colour and oozes from the entire surface of the wound.

**Treatment.**—Apply pressure on the wound by means of a pad and bandage.

## INTERNAL HAEMORRHAGE

This means bleeding into the cavity of the chest or abdomen.

**Signs and Symptoms.**—The patient becomes faint and giddy, his skin is cold and clammy, the pulse is weak, the face is pale and his breathing is hurried, he grows restless and finally passes into a state of unconsciousness.

**Treatment.**—Place the patient in a recumbent position undo tight clothing, allow plenty of fresh air, and if the seat of bleeding is known, apply an ice bag to the part. In all cases of Haemorrhage avoid giving stimulants.

## POISONS

For purpose of emergency treatment poisons may be classified under two heads.

- (1) Those which do not burn or stain the mouth and in which an emetic should be administered.
- (2) Those which burn or stain the mouth and in which no emetic should be given.

Group (1) includes poisons like opium and other drugs which tend to make a person go to sleep, and Prussic Acid, Strychnine, Arsenic, Phosphorous, etc. In these cases an emetic should be promptly administered. Two tablespoonfuls of salt or a tablespoonful of mustard in a tumblerful of warm water, repeated if necessary, will usually cause a patient to vomit. If vomiting is delayed tickling the back of the throat with the finger will have the desired effect.

Group (2) includes corrosive acids and corrosive alkalies. In a case of poisoning by a corrosive acid give the patient a mild alkali, *e.g.* a tablespoonful of chalk or magnesia or wall plaster in a tumblerful of water. In case of poisoning by a corrosive alkali, a weak acid, *e.g.* equal parts of vinegar and water or lemon juice and water, should be given. In all cases demulcent drinks like egg and milk, albumen water, any form of gruel or some sardine oil, olive oil, or salad oil may be given. If shock is present it should be treated, and if breathing fails, artificial respiration should be applied.

### SHOCK AND INSENSIBILITY

**Shock.**—Patients suffer from shock as a result of Haemorrhage, severe injuries and burns, sudden fright, want of food, heart weakness, etc.

**Treatment.**—Place the patient in a recumbent position, allow plenty of fresh air, undo any tight clothing and keep the patient warm by covering him with blankets and rugs, and applying hot water bottles to the feet and pit of stomach. If the patient is conscious and able to swallow and there is no bleeding, give hot drinks and stimulate the circulation by friction to the limbs.

**Insensibility.**—In treating all cases of insensibility place the patient in a recumbent position with the head turned to one side, give him plenty of fresh air and undo tight clothing, send for medical aid promptly. Do not give anything whatever by the mouth to an unconscious patient and if possible do not leave the patient till you have given him in charge of some responsible person.

In cases where the face is found to be pale, *e.g.* fainting and concussion of the brain, keep the patient's head low. In cases where the face is flushed or congested as occurs in apoplexy, sunstroke, and compression of the brain, the head and shoulders should be slightly raised and ice or cold water should be applied to the head. In cases of sunstroke or heatstroke the patient should in addition be stripped to the waist and ice applied to the neck and spine.

When fits or convulsions occur prevent the patient from biting his tongue by placing a stick or similar article wrapped with handkerchief as a gag between the teeth, only restrain him sufficiently to prevent him from injuring himself.

### SNAKE BITES AND POISONED WOUNDS

In case of snake bite immediately apply a ligature above the wound, between the wound and the heart. Incise the seat of the bite with a clean knife, encourage bleeding for a time by bathing the wound with warm water and keeping the part low, rub powdered

Potassium Permanganate into the wound, and after a time cover the wound with a clean dressing; support the part and give stimulants, *e.g.* brandly or hot coffee.

In cases of bites by a rabid animal, the same procedure is adopted except that the wound may be cauterised by a fluid caustic such as carbolic or nitric acid, or even a red hot wire.

**Stings of Insects.**—Extract the sting if it is left in, mop the part with dilute solution of ammonia or with spirit and apply vaseline or oil. If the patient suffers from shock, give stimulants.

## WOUNDS

In the treatment of wounds, the objects are (1) to arrest haemorrhage; (2) to protect the wound from germs. To prevent contamination of the wound avoid touching it unless the hands are perfectly clean and avoid washing it with water that is not sterilized, *i.e.* (boiled and cooled).

Remove foreign bodies such as glass, hair, or bits of clothing, apply mild Tincture of Iodine to the wound and surrounding skin, and cover it with a clean dry dressing such as sterile gauze or lint or a perfectly clean piece of linen or handkerchief. Place a pad over the dressing and apply a bandage over the pad.

Substances like cobwebs or ointment should not be applied to wounds.

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**ALWAYS DRIVE WITH DUE CARE. — THE  
MAXIMUM SPEED LIMIT ON ANY ROAD IN  
CHINA IS 60 Ks. PER HOUR, BUT AREAS IN  
THE VICINITY OF VILLAGES ETC. ARE  
RESTRICTED TO 40 Ks. PER HOUR. BUT  
EVEN WHEN DRIVING WITHIN THOSE  
LIMITS IT IS STILL NECESSARY TO DRIVE  
WITH DUE CARE.**



## Camp Notes

To boil meat, place in boiling water and keep boiling for 10 minutes; then bring to a simmer by pouring cold water or reducing fire. Time required about 15 minutes per pound of meat. To stew, keep the meat at a gradual simmer. This makes even tough meat tender.

To bake without an oven, dig a hole in the ground sufficient to build a fire. When the fire is hot, put in the meat, wrapped first in paper, and then in clay, on a thick layer of grass, and cover with another layer of grass and earth, making a good fire on top and keeping it up for about 6 hours. When cooked remove skin.

Meat can also be hurriedly cooked by cutting it into pieces, skewered on a piece of hard wood or on a wire and roasted over the fire.

Chickens and other birds must either be cooked soon after killing (within 10 or 15 minutes) or hung long enough for the stiffness to disappear.

Vegetables should be placed in boiling water with sufficient salt and boiled quickly till tender.

Where there is no bread, mix some flour and a little salt with water into a stiff dough. Take a lump and flatten out by hand till about  $\frac{1}{2}$  inch thick. Melt some fat in a pan or a tin cover, and when quite hot, place the flattened piece of dough in it and get it browned on both sides. With an average fire, 1 lb. of flour can be turned into chupatties or scones in half an hour.

To clear muddy water of suspended matter, the following methods may be used: 1. Add alum—5 grains to the gallon, or 1 ounce (heaped-up table-spoon) to 100 gallons,—stir in and leave till the suspended matter is deposited. 2. Tie the four ends of a towel so as to form a basin, put a couple of handfuls of wood-ashes, and pour the water and allow it to percolate through. 3. Sand or gravel can also be employed as a filtering material.

To make drinking water safe, boil thoroughly in an open vessel, or dissolve a tea-spoonful (not heaped) of chloride of lime (bleaching powder) in a cup of water, and when completely dissolved, add three more cups of water to the solution. Stir and allow this to stand, to allow any sediment to subside, and pour the solution into a bottle, which, if tightly stoppered will keep the solution good for four or five days. A tea-spoonful of the milky solution will suffice to purify 2 gallons of water, with which it should be thoroughly mixed and left

for 10 minutes. This gives one half part of free chlorine to a million parts of water. A pound of chloride of lime suffices for 66,000 gallons of water.

Chloride of lime, if not kept away from the air, will deteriorate rapidly.

To clean water vessels, dissolve a tea-spoonful of permanganate of potash crystals in three gallons water, and wash thoroughly with this and afterwards with water.

In addition to ordinary camp necessities, the following should be carried: Ammonia, Bandages, Brandy, Carbohc Soap and Ointment, Chlorodyne, Citronella Oil, Cotton Lint, Katol-Sticks, Permanganate of Potash and Quinine tabloids.

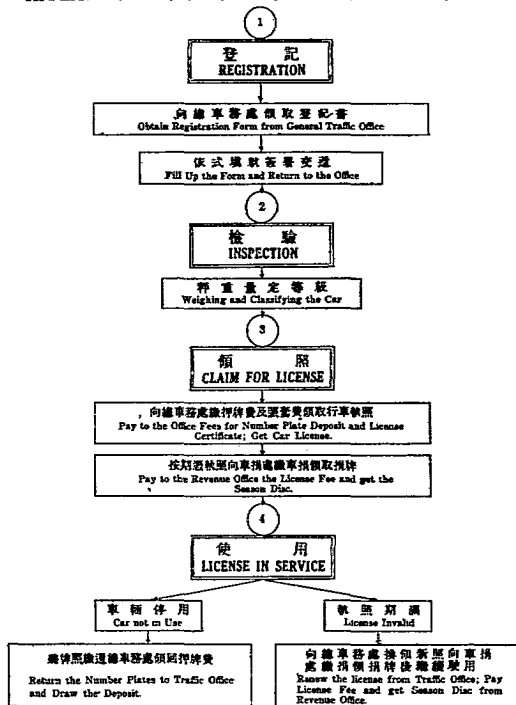
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### REMEMBER

THAT THE **PEDESTRIANS** YOU MEET ON ROADS IN CHINA ARE NOT YET **AUTO-MOBILE MINDED**. THIS APPLIES ALSO TO **ANIMALS** AND **FOWLS**. IT IS THEREFORE, INCUMBENT ON YOU TO DRIVE WITH DUE CARE, HAVING THIS FACT PARTICULARLY IN MIND.

# 上 海 市 MUNICIPALITY OF GREATER SHANGHAI

## 汽 車 領 照 順 序 圖 APPLICATION PROCEDURE FOR MOTOR CAR LICENSE



附 註 (1) a. 備有英法德三國文字樣式填寫極其便利  
REMARKS: (1) a. Sample registration forms in English, French, and German languages are ready for applicants.

(2) a. 備有對機器號碼及檢查重要各部分  
(2) a. Check up of the engine number and inspection of the principal parts.

(3) a. 車捐處與車務處同在一處較任何車捐機關為便利  
(3) a. Revenue and Traffic Offices are in the same building, offering best service to licensee.

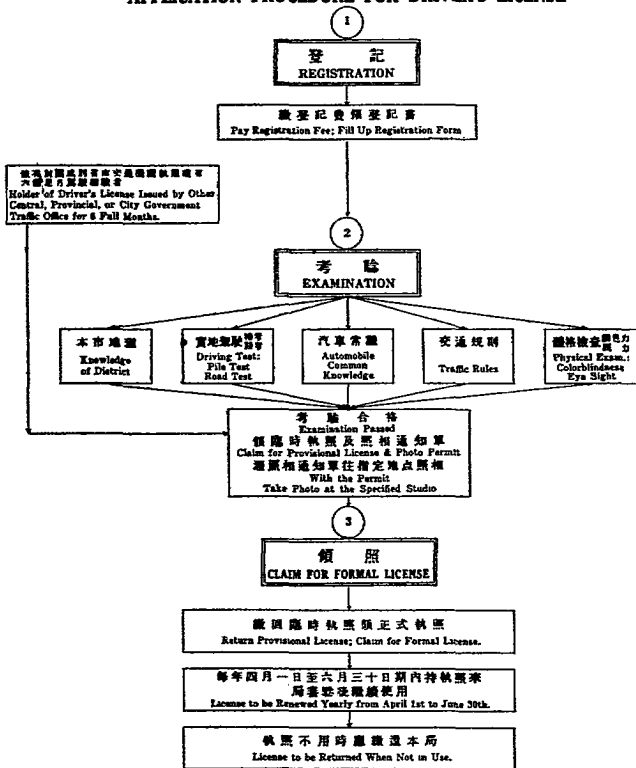
車務處職員多屬技術人員英法德各國方言均能解脫並通曉之華  
Staff in General Traffic Office are all technical men, understanding English, French, and German

汽車到車務處領照時由總車務處人可不必備掛試車牌照  
Motor cars applying for license from General Traffic Office are allowed to drive in via Feng Ling Jiao at end of R. Uhsi without Trade License.

領照時間除例假外每日上午九時至十二時下午一時至四時  
Office hours: 9-12 A.M., 1-4 P.M., On Saturdays, 9-12 A.M.

# 上海市 MUNICIPALITY OF GREATER SHANGHAI

## 汽車司機人領照順序圖 APPLICATION PROCEDURE FOR DRIVER'S LICENSE



- 附註 (1) a. 登記書備有英法德各國文字樣供填寫為便利  
REMARKS: (1) a. Sample registration forms in English, French, and German languages are ready for application.
- (2) a. 已領有別處執照且有六個月駕執照者可免予考驗即行發照  
(3) a. Holder of driver's license issued by other central, provincial, or city government traffic office for 6 full months may be exempted from examination, and claim for license immediately.
- (3) a. 領臨時執照後隔一個月換領正式執照  
(3) a. Formal driver's license may be obtained one month after the issue of provisional license.
- 考驗處所用均係技術人才英法德各國官話均能了解毫無隔閡之弊  
Staff in the Driver's License Office are all technical men, understanding English, French, and German.
- 領照時間除例假外每日上午九時至十二時下午一時至四時  
Office hours: 9-12 A.M., 1-4 P.M., On Saturdays, 9-12 A.M.

上 海 市 公 用 局  
 BUREAU OF PUBLIC UTILITIES, MUNICIPALITY OF GREATER SHANGHAI  
 自 用 汽 車 登 記 書  
 REGISTRATION FORM FOR PRIVATE MOTOR CAR LICENSE

車 主 The Owner	姓 Name 名			
	籍 Nationality 貫			
	職 Occupation 業			
	職 業 地 址 Business Address			
	寓 所 住 址 Residence Address			
	電 話 Telephone			
機 The Driver	姓 Name 名			
	會 領 執 照 樣 關 Office Issuing the Driver's License			
	執 照 號 數 License No.			
汽 車 The Car	牌 Make 子			
	馬 N.A.C.C. H.P. 力 匹			
	汽 缸 數 No. of Cylinders			
	座 位 數 No. of Seats			
	車 類 Type of the Body 篷 橋 " " 篷 橋 " "			
	車 身 顏 色 Body Color			
	車 輪 材 料 Wheel Materials 木 鋼 絲 鋼 板 鑄 鋼 木 鋼 絲 鋼 板 鑄 鋼			
	車 輪 顏 色 Wheel Color			
	機 器 號 碼 Engine No.			
	機 器 號 碼 之 地 位 Position of Engine No. 左 右 Left Right			
	司 機 地 位 Driver's Position: 左 右 Left Right			
空 車 重 量 Empty Weight: 公 斤 司 秤 員 kg. (Weigher)				
等 級 Class				
牌 號 License No.	本 市 Municipality No.	⑤ _____		
	特 別 區 Concession No.			
登 記 日 期 Date of Registration:		年 月 日 ...th year, ...th month, ...th day	年 月 日	
車 主 簽 名 蓋 章 Car Owner's Signature				
	年 月 日	備 註	年 月 日	備 註
	年 月 日	更 改	年 月 日	更 改

驗 車 員  
 (Inspector)  
 (多 須 重 蓋)

## MOTOR TRAFFIC ON CHINESE PROVINCIAL HIGHWAYS

The following letter dated 22nd July, 1933, received from the Senior Consul is published for the information of Members:—

“The various Heads of Consulates in Shanghai have received recently a communication from the Magistrate of Shanghai asking that foreign motorists be estopped from driving their cars at reckless speed along the Hangchow and Sungkiang highways, and I wish, on behalf of my colleagues, to enlist the help of your organization in giving effect to the Magistrate’s request and generally in inculcating a regard for moderate speed and proper use of the various provincial highways, constructed, with such commendable effort, by the Chinese authorities. As germane to this subject, I enclose several copies of the translation of the Provisional Regulations for Control of Interprovincial Motor Vehicle Traffic in Kiangsu, Chekiang, Anhwei and the Municipalities of Nanking and Shanghai which foreign motorists using the Chinese highways in those areas would do well to familiarize themselves with.

It is the Consular Body’s considered opinion that a real need exists for general co-operation towards instilling into the minds of motorists a salient recognition of the fact that European and American standards of speed cannot be employed in a land where the wheelbarrow is, so to speak, the criterion of vehicular celerity. The older generation of foreigners in Shanghai will remember that with the advent and growing use of the motor car in their homelands, extraordinary precautions were taken to protect the public against possible accidents from the so-called mechanized “Juggernauts.” The public had to be educated to fast moving traffic gradually, to sense its dangers and to develop a protective instinct. Even more in China must a people steeped in the ways of the past and tardy of social progress be patiently taught the lessons of modern locomotion.

While suggestion to the local Chinese authorities therefore that a campaign of education and publicity might well be conducted by them with a view to inculcating in the minds of the country inhabitants a sense of dangers incident to fast moving motor traffic together with the precautions which they should observe in relation thereto, including an understanding of traffic rules, my colleagues desire to ask that your association do all within its power, through publication and otherwise, to impress upon foreign motorists the necessity and importance of co-operating in the efforts to bring about the desired objects mentioned herein.”

## PASSPORTS

Foreigners are reminded that under the Treaties they are required to carry a passport when proceeding into the interior (*i.e.* a distance of thirty miles from a Treaty Port). Moreover they are warned that a Strategic and Fortified Zone has been declared in the vicinity of Chapoo, on the Shanghai-Hangchow Road, so that care should be taken not to go into any prohibited area and any requirements that may be made of them by the local military or police authorities, particularly in respect of photographs, should be complied with.

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BE COURTEOUS TO ALL  
ROAD, POLICE AND OTHER OFFICIALS.  
WHEN CALLED UPON TO STOP FOR  
INSPECTION OF LICENCE DO IT WITH  
A SMILE. A SNARL IS LIKELY TO  
PROLONG THE WAIT.

HAVE YOUR CAR AND DRIVER'S LICENCE  
HANDY, ALSO YOUR VISITING CARDS.

SHOULD YOU BE CONCERNED IN ANY  
ACCIDENT, OR MEET WITH OTHERS SO  
PLACED, RENDER WHATEVER ASSISTANCE  
IS POSSIBLE, PARTICULARLY TO INJURED  
PERSONS.

## Motor Road Logs

In order to assist the Committee in keeping the various road logs up to date, Members are specially requested to send in reports of any changes necessary.

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### THE CHANGHING-SUANCHENG MOTOR ROAD

(Running West from the Nanking-Hangchow to the Wuhu Highway)

77.5 Miles

Many of the bridges on this route have been reported from time to time to need repairs and caution is necessary.

#### Miles

0.0 Main highway just outside Changhing.

6.2 Huanchiao.

9.1 Tayunsze.

12.8 Hsiazean. *Gasoline.*

18.0 Chungszean.

19.1 Shangszean.

Chekiang-Anhwei border.

23.5 Kiehpaichen.

32.2 Kwangteh. *Gasoline.*

About 1 mile to the west of the city stands the Tze-Shan Temple midst a splendid grove of pines. A pleasant stop for the wayfarer.

37.5 Fengtanpu. *Gasoline.*

41.0 Hwakutang. *Gasoline.*

45.0 Bridge.

46.0 Shitsiehtuchen *Gasoline.*

51.0 Shitzepu. *Gasoline.*

(A new road only partially completed runs northward from this point to Nanking via Kienping).

Road passes through small villages of Kwanglinpu, Chutangpu, and Hwachiaopu.



### Miles

- 62.5 Hunglinchiao. *Gasoline.*  
73.5 Shwangchiaochen. *Gasoline.*  
77.5 Suancheng. *Gasoline.*

Pei-Lou, built during the Ching Dynasty, secluded in a wooded area, is one of the show places of Suancheng. Nan-Lou in the south-eastern corner of the city has a famous pagoda and lotus pond. Ching-Ting-Shan about six kilometers to the north of the city is a place of historic note connected with the poet Li Pai. Motor vehicles may reach the foot of the hill directly.

From Suancheng the road goes West to Wuhu and South to Ningkuofu and Hweichow. (See Wuhu-Hweichow log).

### THE CHUNGSHAN MOTOR ROAD (SHANGHAI)

This road commences at Lunghua and makes a complete circuit of Shanghai from the Whangpoo South of Shanghai to the Whangpoo North of Shanghai, following the Shanghai-Hangchow Railway line through Zikawei across the S. M. C. Extra-Concession roads to the Shanghai-Nanking Railway, from whence it passes through Chapei around the back of Hongkew Park to the Woosung Military Road.

後面至吳淞軍工路  
經過閘北繞至虹口公園  
路至滬甯鐵路再由該處  
家滙再經工部局越界馬  
沿從滬杭鐵路綫穿過徐  
海由南黃浦起至北黃浦  
此路從龍華開始環繞上  
上海中山汽車路

BEFORE COMMENCING ANY TRIP SEE THAT  
YOUR DRIVING AND AUTOMOBILE  
LICENCES ARE IN ORDER.

## CANTON TO SHANGHAI

The section from Canton to Shiukwan (Kukiang), Kwangtung  
has not yet been logged.

### Miles

- 0.00 Left Shiukwan (韶關), now called Kukiang 曲江.  
1.90 Good road from start.  
2.00 Pagoda on right and on the left-river and town.  
2.20 Small stone bridge.  
2.30 Pass railway crossing-up to new road going north.  
3.00 Slightly gradient-mountains in the background.  
3.10 Sharp right turn, going east.  
3.30 Stone bridge.  
4.10 Stone bridge, good level with road surface.  
5.10 Small stone bridge.  
5.90 Beautiful view of the river.  
6.30 Road leaves river, going inland, slight descent.  
6.70 Very sharp turn.  
7.30 Two concrete bridges in succession.  
7.80 Sharp turn on steep descent.  
8.40 Road follows the river again.  
8.90 Very straight road.  
10.80 Going inland.  
15.80 Nice stretch.  
16.60 Bridge and nice foliage all around-waterfall on left.  
18.00 Concrete bridge.  
20.70 Two hours driving from Shiukwan.  
Aspect of country very pleasant to the eye.  
24.10 Road on the river bank.  
24.80 Sharp ascent, sharp curves. Drive carefully.  
25.00 On top of hill, beautiful view of the river bend.  
26.30 Turn right inland, hilly district.  
28.30 Concrete bridge leading to a left turn on an uphill gradient.  
28.80 Concrete bridge, road narrow with many turns.  
29.70 Steep descent with curves, drive slowly.  
30.50 Small village on left, nice stretch of road ahead.  
31.00 Into a wide valley.  
31.70 Concrete bridge.  
33.60 Road winds alongside river.  
34.10 Concrete bridge over a river with swift current.  
35.60 Concrete bridge.  
36.40 Wooden bridge.  
38.60 Turns left on to a large bridge, beautiful scenery. Yi Chi  
Tan village ahead.

*Miles*

- 38.80 Road runs through the village, very big with fine and tall buildings.
- 41.00 Road in bad condition, drive slowly.
- 42.30 Bus Station, drive straight on for Namyung 南雄.  
Good road again.
- 46.50 Road follows river Pahkiang 北江.
- 47.20 Road leaves river.
- 47.90 Concrete bridge.
- 49.10 A white pagoda in distance.
- 52.50 Concrete bridge.
- 52.80 Passing through hamlet.
- 53.80 Concrete bridge, turns right, pine groves.
- 57.20 Concrete bridge, nice country full of trees.
- 59.00 Fine road allowing 50 m.p.h.
- 60.50 Nice four-arch concrete bridge.
- 63.90 First glimpse of Namyung city.
- 64.30 Namyung city 南雄.
- 66.80 Fork road, right to Sun Foong.
- 70.10 Concrete bridge, and an ancient fortress on hill at right.
- 75.70 An old banyan tree and road surface very good.
- 85.20 Right turn-uphill gradient.
- 85.60 Cross border into Kiangsi, no mark to show, however.
- 87.20 Drive very slowly, as road is bad here.
- 89.30 Good road again.
- 91.20 Beautiful mountains with old fortress at top.
- 92.60 Tayu (大庾) city and a long concrete bridge.
- 95.80 Two narrow wooden bridges ahead, be careful.
- 100.40 Wooden bridge made of two planks, very dangerous.
- 101.00 New concrete bridge under construction.
- 103.00 Small wooden bridge, straight road ahead for 2 miles.
- 106.20 On top of a hill, cut by road.
- 108.00 Small wooden bridge.
- 109.30 Barracks.
- 110.20 Small wooden bridge and several more ahead.
- 113.10 Bus Station—Sun Siang.
- 115.50 Wooden bridge.
- 118.20 Sharp left turn, road through pine covered hills.
- 126.60 Sight city walls of Nam Hong.
- 127.00 A new road across main road, right to city and left to Hon Sung Feong.
- 128.10 (1) Ferry across river on good boat, 5 minutes in time.  
Pay 20 cents to coolies.
- 131.90 Road through large plain.
- 133.10 Wooden bridge.
- 136.80 Wooden bridge, drive slowly.

### *Miles*

- 140.50 Long wooden bridge.  
142.70 CAUTION—a wooden bridge hidden by top of gradient.  
144.20 Down hill gradient to a small bridge.  
144.80 Pagoda on left.  
145.90 Wooden bridge and sharp left turn.  
147.50 Suburb of Kanchow 贛州.  
148.00 Enter city gate of Kanchow.  
150.60 Left Kanchow through the same gate.  
153.50 (2) Ferry landing, 10 minutes to cross at \$5 charge.  
153.70 Bus station.  
159.10 Dangerous turn.  
Traffic signs to show bridges ahead.  
160.50 Start steep hill climb.  
161.10 Top of hill—steep descent.  
161.60 Five wooden bridges ahead.  
163.50 Descent into valley.  
164.40 Nice five-arch stone bridge.  
165.40 Road runs through hill.  
165.90 Several more wooden bridges.  
166.70 Stone arch bridge.  
167.40 Rice field.  
169.20 Uphill driving.  
170.50 A small cut in the road, crossed by two planks.  
171.50 Hill top, descent—wild mountain scenery.  
173.00 Hair-pin turn, be careful on descending. Look out for holes and cuts on road ahead.  
174.80 Stone bridge and village on right.  
176.50 Small waterfall.  
177.00 Bad road for two miles ahead.  
181.20 Steep ascent with many turns—woody hills.  
182.00 Bad road again.  
182.30 Steep winding ascent with hair-pin turns.  
183.00 End of ascent.  
185.00 Steep ascent again with many turns.  
185.80 Back to straight and flat road through valley.  
199.00 Steep ascent with high mountains on both sides.  
202.00 Descent over winding road, drive carefully.  
203.00 Complete change of surroundings.  
205.10 Road through paddy fields.  
206.20 Sight Suichuan city with 3 pagodas.  
208.00 Cross long bridge and pass outskirts of Suichuan (遂川).  
Drive straight on for Kian (吉安) as evening falls. Road ahead is not good.  
284.00 Kian city (吉安) Bus Station. A new road to unknown destination.  
288.00 New road in line with ruined wall. Turn left and follow the river.  
288.60 Cross old stone bridge and turn left at fork road near city wall.  
292.00 Old observation tower atop hill.

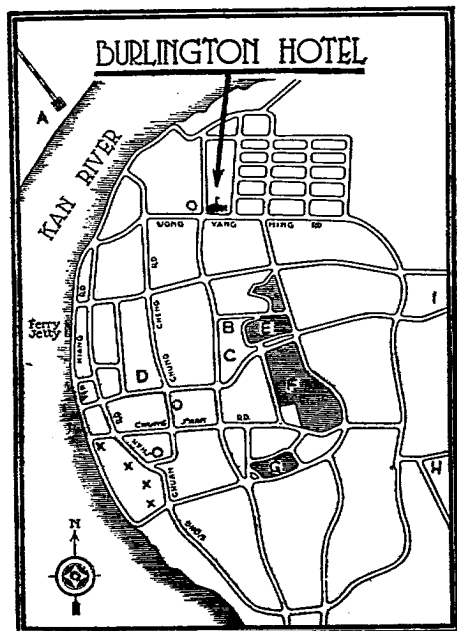
*Miles*

- 293.00 Nice road surface here.  
294.60 Left turn onto a wooden bridge.  
299.80 Road very good and well surfaced.  
301.00 (3) Bus station and Ferry landing to cross Kan River, approximately 400 feet wide of clear water. Good ferry service takes 7 minutes.  
301.20 Start for Nanchang, mileage stone reads 192 KM presumably to Nanchang. Left turn a branch road to Anfu 安福.  
302.90 Wooden bridge, dangerous.  
304.90 Good road again.  
307.00 Wooden bridge.  
309.40 Wooden bridge again.  
312.40 Three two-plank bridges ahead.  
316.20 Wooden bridge.  
318.00 Cinder road paved with bricks in centre.  
318.60 Entrance of side road.  
319.80 Junction of side road.  
320.50 Road widens and wooden bridge—good mountain views.  
321.00 Three wooden bridges ahead.  
327.00 Road not very good.  
328.40 Wooden bridge with a village on left.  
330.20 Sui Pian Bus Station.  
337.00 Road very good for highspeed driving.  
339.20 Long wooden bridge.  
342.10 Long wooden bridge—road narrows down.  
342.40 Side road to walled town.  
347.00 Straight road for two miles.  
349.30 Long wooden bridge.  
352.80 Long stretch of road in beautiful surroundings.  
356.40 Bus Station.  
363.20 Road through flat country.  
364.90 Wooden bridge.  
366.50 Large city on the left. Block houses on all sides.  
367.10 Bus station.  
369.30 Long wooden bridge.  
371.00 Villages on left.  
372.60 Bus station.  
374.50 Wooden bridge.  
376.70 Bus station.  
379.20 Block house on left.  
382.00 A big tree on road side.  
385.00 Fung Sing 豐城 Bus Station. Branch cinder road to city.  
389.40 Right turn and slow down to cross a partly demolished wooden bridge.  
391.30 Stone bridge across tributary of Kan River, with fishermen village in view.  
391.70 Bus station—mileage stone reads 149½ KM.  
394.30 Bus station and stone bridge.  
398.00 Road on top of a long dyke with an old stone bridge on left.

### Miles

400.40	Bus station.
401.80	Long wooden bridge.
403.40	Bus station.
408.50	Bus station, straight road.
411.20	Junction of Lanchi road.
413.20	Railway track seen on right.
413.80	Bus station.
416.80	Cross rail track.
417.50	Concrete bridge and first glimpse of Nanchang (南昌).
418.60	Branch road on left to Sie Yien Poo.
420.00	Road on right to aerodrome.
420.30	Pass rail track and enter Nanchang city. Block houses at regular distances.
421.60	Turn left for city proper, with a big pagoda on right.
422.20	Road to right, unknown destination.
435.50	Left Nanchang after a short stay and start for junction of road to Lanchi.

### CITY OF NANCHANG



#### Explanations:

- A—Railway Terminus.
- B—Telegraph Office.
- C—Post Office.
- D—Government Office.
- E—North Lake.
- F—East Lake.
- G—West Lake.
- H—Bus Stations.
- I—Aerodrome.
- O—Offices of Shanghai Commercial & Savings Bank, Ltd.
- X—Godowns of Shanghai Commercial & Savings Bank, Ltd.

**NOTE:—From Nanchang to Shanghai a new registration of mileage is recorded.**

*Miles*

0.00	Start from Nanchang to Lanchi.
10.00	Reach junction of road to Lanchi.
11.60	Railway crossing.
15.20	Very long wooden bridge.
17.30	Small wooden bridge.
20.70	Ferry landing, where a new bridge is being built.
21.30	Railway crossing—sharp turn to right.
24.30	Wooden bridge.
24.80	Railway crossing.
26.10	Road on right to Linchuan 臨川.
28.10	Railway crossing.
29.40	Wooden bridge—bad road.
33.00	Some more wooden bridges.
37.00	Railway crossing on right.
40.70	Wooden bridge.
43.90	Road alongside rail line on right.
46.70	Wooden bridge—be careful.
50.70	Country gets interesting.
51.80	Wooden Bridge.
56.60	Wooden bridge almost invisible. Road condition from Nanchang to here not good.
59.00	Straight road, but badly surfaced.
61.00	Long wooden bridge.
69.00	Sharp turn into a wooden bridge.
73.30	Wooden bridge.
75.00	Pokan Bus Station.
77.20	Fork road to right—straight line.
82.10	Wooden bridge—150 metres long.
82.50	Wooden bridge—100 metres long.
96.90	Yin Tai village 鷹潭.
97.80	Rail crossing.
100.20	Rail crossing—be careful.
101.00	Sharp left turn.
102.00	Rail line on left.
107.80	Long wooden bridge—150 metres. A new concrete bridge is being built not far away.
108.40	Kweichi 貴溪 Bus station.
110.00	Rocks on both sides.
110.70	Big rock on left with house cut in middle.
112.30	Wooden bridge—90 ft. long.
115.20	Wooden bridge broken—a temporary bridge on left.
116.50	Wooden bridge.
122.40	Old stone bridge.
125.40	A pagoda on left.

<i>Miles</i>	
126.00	Two stone bridges in succession.
129.40	Solitary house on right.
131.00	Wooden bridge.
133.00	Invisible bridge—be careful.
135.90	Two more bridges.
137.50	Heng Feng (横峰) turn right into an old stone bridge. Beautiful scenery with high mountains all around.
141.70	Road between mountains.
143.30	Small stone bridge.
146.00	Small stone bridge.
150.20	Left turn and old stone bridge.
151.00	Gate of Hokow (河口).
152.20	(4) Ferry landing—5 minutes to cross, good service.
153.00	Slight climb—road very bad.
157.30	Slope with wooden bridge on left. Numerous block houses.
160.00	Long wooden bridge.
161.50	Su Chee village and two bridges ahead.
166.30	Bad turn to right entering bad wooden bridge.
167.50	Stone bridge and block house.
168.40	Straight flat road, badly surfaced.
171.60	Pagoda in distance.
173.40	Long wooden bridge.
174.40	Sharp left turn to Ferry landing—across the creek is the suburb of Shangjao (上饒) city. Good ferry service.
175.20	Pass brick city gate and cross rail line.
177.00	Rail crossing.
179.40	” ”
180.00	” ”
180.30	100 ft. wooden bridge, with a new railway bridge on left.
182.00	Rail line on left with river on right.
183.00	Road leaves rail line and follows river.
184.00	Follows rail line again.
185.00	Rail crossing.
186.70	” ”
189.20	” ”
190.10	” ”
190.30	Wooden bridge partly burnt.
194.20	Cross rail line.
195.90	Two wooden bridges ahead.
196.60	Pagoda in view.
196.80	Road on left to a detour.
197.40	Long wooden bridge.
197.50	Li San village.
200.60	Yu Shan (玉山) city. Fork road—turn right Kiangshan (江山). Drive straight North to Lanchi.
201.50	Stone archway and block house. Road here very bad.



<i>Miles</i>	
202.30	Stone bridge and pine rafts moored to banks.
207.40	Road winds for a slight ascent.
208.40	Mountain range on left.
209.30	Kuochee village.
210.50	Narrow road through village.
212.00	Beautiful mountain scenery. Chekiang-Anhwei border (Taipingchao 太平橋).
217.80	This section of road is crowded with villages. Drive slowly and look out for pedestrians.
220.80	Group of maple trees.
223.40	Block house on top of a hill on left.
225.40	Changshan (常山) Bus Station.
226.40	Through wooden gate and leave town.
227.00	Sharp right turn.
228.20	Sharp right turn and small wooden bridge.
232.80	Big trees and clear brook.
233.00	Road follows a nice river.
235.70	Stone bridge and river reappears.
242.20	Marvellous scenery.
247.70	Villages in group.
248.20	Road cut through red earth hills.
248.70	Sharp left turn.
251.80	(5) Ferry landing, good service. River about 75 yards wide.
252.00	Cross road to the left.
252.90	Right turn for main road.
253.60	Chuhsien or Chuchowfu (衢州).
254.00	Spirals of big Catholic church on the left appear over the city wall.
256.50	Two stone bridges ahead.
256.80	(6) Ferry—5 minutes to cross, river 75 yards wide.
257.10	A shallow brook to cross.
258.00	Road runs in line with railway on right.
262.00	Right turn for a bridge with a steel railway bridge on right.
264.00	Cross rail line to right.
264.30	Road runs under a railway bridge.
266.50	Wooden bridge.
269.00	Wooden bridge with railway on left.
273.80	Old city walls. Follow main road alongside river leading to right sharp turn for a stone bridge and on end of bridge, road narrows down to a lane for 200 yards.
278.00	Wooden bridge leading to rail crossing.
280.00	Rail crossing.
280.70	Narrow wooden bridge and a village with a pagoda.
283.00	Right turn.
286.00	Wooden bridge.

*Miles*

- 287.60 Sharp right turn.  
289.80 Wooden bridge.  
293.60 Village on left and high mountains in distance.  
294.70 Bend of Chientang River.  
297.10 Two pagodas one above the other.  
297.80 Lanchi (蘭溪) Bus station. (7) Get Ferry ticket \$1 at station. Follow a track on the right side to Ferry landing. Good service—river 200 metres wide, 10 minutes to cross.  
301.30 Four road sign posts here. Take LEFT TURN for Pesha 白沙.  
303.00 Very good road.  
312.80 Bus station.  
314.00 Hairpin turn to left.  
315.00 At base of high mountains.  
317.80 Sharp turns to right and left.  
318.00 Two more turns.  
319.60 Sharp turn on steep down gradient.  
323.00 Fork road, left turn to Shunan (淳安) and right to Hangchow.  
332.00 Ferry landing, get ticket from station \$2—good service over a wide river.  
359.00 Detour drive to Shunan and Hweichow.  
380.00 Weiping (威坪).  
382.00 Border of Chekiang and Anhwei.  
399.80 Stop at No. 6 bridge, which is under repair.  
442.30 Return to Shunan.  
467.00 Start from crossing of Pesha.  
504.50 Tunglu (桐廬) bus station.  
505.00 (8) Ferry landing and straight for Hangchow.  
562.00 Hangchow.  
692.00 Shanghai.

## THE CHAPOO-KASHING-SOOCHOW MOTOR ROAD.

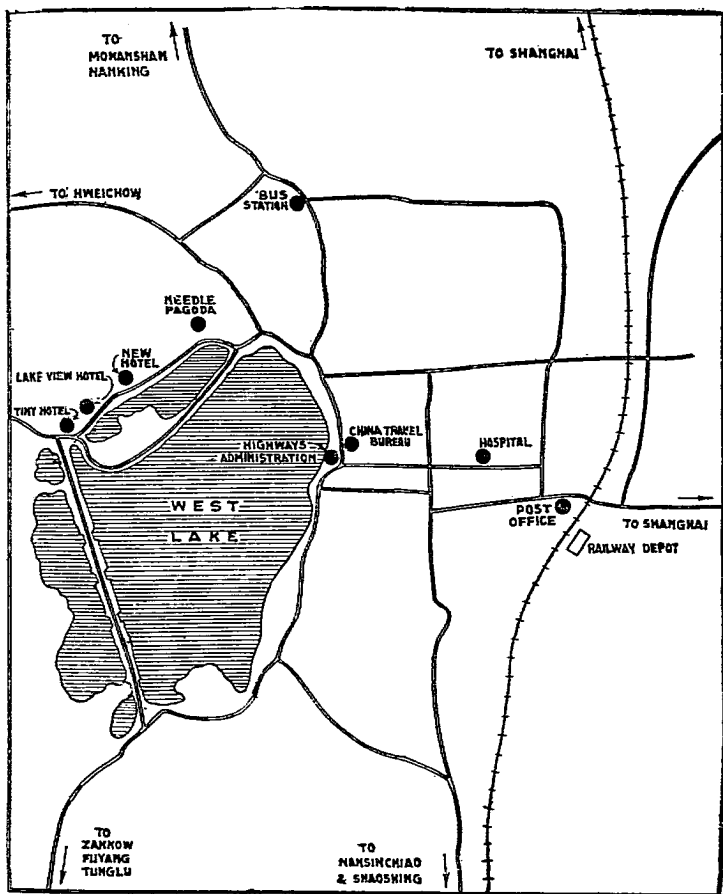
### Miles

- 0.0 Chapoo (Branch road).  
3.6 Bus Station, Hung Ni Yen (虹霓堰), "Rainbow Dam."  
7.0 Bridge and Roman Catholic chapel on the right.  
7.6 First glimpse of Pinghu pagoda.  
8.1 Bridge and bamboo groves.  
11.8 Long bridge.  
14.1 Pinghu City (平湖).  
14.6 Village and camel back bridge.  
16.9 Long bridge.  
19.4 Bus station.  
22.9 Bridge and temple, next to the canal.  
23.6 Glimpse of Kashing East pagoda and power plant.  
24.6 Nan Hu (南湖), water chestnut lake with a two story red brick building in the middle of the water (煙雨樓).  
25.6 Railway station of Kashing.  
26.1 Crossing railway track, turn to the right.  
26.3 Kashing Bus Station (嘉興).  
26.9 Gospel Hospital.  
27.6 Concrete bridge over the Hwangpu River.  
30.6 New Bridge and old stone arch bridge.  
31.9 Bus station, Chwan Chiao "Double Bridge" (雙橋).  
34.1 Bridge.  
35.6 Lake.  
36.2 Wongkingkiang bus station (王涇江), border line, Kiangsu to the north and Chekiang to the south.  
36.6 Big bridge over the canal, lotus ponds on the left and old stone bridge on the right.  
Kilometer sign post "1" marking beginning of Kiangsu Section of the road.  
39.6 Shengtza city (盛澤), bus station, power plant.  
41.6 Lake.  
44.6 Long wooden bridge.  
45.6 First glimpse of Soochow hills.  
46.1 Pingwang bus station (平望) road from here running almost parallel with the Grand canal.  
48.6 Old "military post" on the left bank of the canal, a three storey brick structure without roof.  
49.4 Old temple on the road side.  
49.6 Peichih bus station (北坎).  
56.6 Stone embankment of the canal with viaducts and stone bridges every half a mile. Some bridges have as many as 7 spans.  
57.6 Concrete bridge with a small temple at one end.  
57.8 Road leads away from the canal.  
58.1 Two old temples in very good condition. Wukiang village normal school.

*Miles*

- 58.6 Large concrete bridge, with two more such bridges ahead.
- 59.0 Wukiang city wall, in good condition.
- 59.6 Wukiang bus station (吳江) road again running parallel with the canal.
- 60.6 Iron railing over long wooden bridge.
- 61.6 Long wooden bridge next to an old stone five span bridge.
- 62.6 Small village.
- 64.6 First glimpse of Soochow pagoda (北寺塔) and power plant.
- 65.8 The longest wooden bridge, 4/5 of a mile long, close to the famous 53 span "Precious Girdle Bridge" (寶帶橋). A small temple in honor of the Chinese War God and a small pavilion housing the imperial tablet at the end of the bridge.
- 66.4 First glimpse of the Twin Pagodas in Soochow (雙塔).
- 67.4 Oil installation.
- 67.6 Soochow Customs inspectorate.
- 68.3 Brick and tile factory.
- 69.6 Silk filature.
- 70.5 Match factory.
- 70.6 Si Men, city gate (胥門) (West).
- 72.1 Soochow head post office.
- 72.7 Soochow Garden Hotel (花園飯店).
- 73.2 Soochow Bus Station and gasoline pump (蘇州).

# MAP OF HANGCHOW HIGHWAYS



## HANGCHOW

All main roads in Hangchow are in first class condition, particularly the Causeway across the West Lake, the road circling the West Lake and Zakow Road. Mr. Ginarn Lao of the Lake View Hotel is the Club's representative in Hangchow and will give all possible assistance to Members.

杭 州	杭 州 各 幹	路 皆 爲 頭	等 尤 其 是	經 過 西 湖	大 道 此 路	爲 環 繞 西	湖 與 隔 口	路
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### THE HANGCHOW-FUYANG-TUNGLU-PAISHA-SHOWCHANG MOTOR ROAD

101 Miles

A beautiful scenic route embracing magnificent views of mountains and clear water rivers.

#### *Miles*

- 0.0 Shell Gasoline Station, West Lake and I-Ling-Loo.
- 1.2 Continue on road to right. (Spur road to left winds over hills to River and returns through main city streets.)
- 2.2 Soo's Causeway junction. (Just beyond 6 kilo. stone).
- 3.8 Hu Pao Sze—Temple on right.
- 4.5 Zakow. Continue on road to right. (Cinder road to left is a blind alley).
- 4.9 Liu Ho T'a—Six Harmony Pagoda.
- 5.3 Entrance to Hangchow College (11 kilo. stone).
- 5.9 Sharp turn and bridge—(12 kilo. stone).
- 6.1 Fine old tree on left—hill.
- 6.5 Over Gully beyond hill.
- 7.1 Big tree on left and village.
- 7.4 Leave River.
- 7.7 New Road to right leads to Yun Si temple, a distance of 1.3 miles, fine big trees and bamboo groves.
- 8.0 Top hill.
- 9.2 Chuanting—just beyond 17 kilo. stone, main road bears to left. Road to the right cuts through the hills and joins the Hangchow-Hweichow line; also leads to Shouhoushan, another popular Temple, where lodging accommodations are available.
- 9.8 **Caution!**—narrow village.
- 10.6 Village with lovely trees and pond.
- 10.8 Main road turns sharply to right. (A sharp turn to left goes to Lianghu, a small town on the river about 4 kilo. away).
- 14.5 Village.

*Miles*

- 17.0 Between 29 and 30 kilo. stone several large clumps of pine trees make a possible lunching spot.
- 18.0 Village.
- 19.3 Just beyond 33 kilo. stone village, and then small "Tu-ti" Temple with magnificent Gingko tree.
- 20.6 Bus station.
- 24.0 Stone Pailous.
- 24.3 Fuyang—Bus station—*Gasoline*. (For motorists seeking only a short run, the journey can be conveniently broken at Fuyang. A 10 minute walk around the back of the city to ancient temples on top of the lone hill will repay the effort with a lovely view of the Ch'ien T'ang River, and a pleasant place for tea or picnic).
- 24.4 Road turns to right at Bus station, leading over new bridge spanning small river, and continues to Sintung.
- 27.2 Hills closing in: bamboo groves on hillsides.
- 28.7 Beautiful pointed peaks.
- 36.5 Hills to left rise high.
- 36.6 Large village on left.
- 37.8 Bridge over Sung Ch'i River—clear stream. Beautiful old three spanned arch bridge on right.
- 39.4 Sintung: Walled city—old city gate. Two pagodas on outlying hills. Beyond Sintung for several miles the valleys are like parklands, shady well grown candleberry trees growing as in orchards. Tung oil trees and fruit trees also are to be found in groves.
- 40.4 Cross clear water stream again. From bridge looking back up stream to pagoda crowned mountain is very beautiful.
- 44.5 Road skirts river, at edge of hills.
- 46.5 Road by T'u Kiang river, which runs to the left.
- 48.2 Between the road and the river parklands of candleberry trees appear. In autumn the colouring in these trees is brilliant.
- 48.6 Chia Ch'i—small stream and bridge. Hsiang Kang village beyond main river.
- 49.9 Again beside large river.
- 51.0 More candleberry parks. From here for a few miles the road traverses several big "fills" across rice fields, in valleys, alternated by ravines running through hills.
- 55.4 Ch'ien T'ang River.
- 56.0 Hills afforested with young pines.
- 56.5 Ferry across Tung Ch'i River. (Wooden hand ferry.) Spur road to the "Fishing Rock" which provides a good view of the gorge. The ferry approaches on both sides of the river are rather bad for low slung cars and should be approached very slowly. Ferry toll one dollar each way, payable at police station on far side of ferry).

## Miles

Tunglu is an important centre on the Ch'ien T'ang River. Houseboats may secure steam tows from Hangchow to Tunglu, and from here secure trackers through the famous Gorges between Tunglu and Yenchow (now known as Chienteh). A Chinese inn (Weiping) overlooking the River is available for overnight accommodation at Tunglu. Gasoline may be procured through the local agent of the Asiatic Petroleum Company: Inquire at Ferry for directions.

- 57.2 Big temple with overhanging tree.
- 57.9 Another big temple.
- Road now runs along the Ch'ien T'ang River for some distance. Among the hills on the opposite side can be seen the gap through which the river emerges from the famous gorges.
- 60.4 Road swings away a little from the river.
- 63.1 Approximately opposite the entrance to the gorges.
- 65.7 In Spring the intense green foliage on the hills with their red soil is striking.
- 67.0 Spur road to "Chili Lung Gorge", four miles. "Fisherman's Pavilion" (Yu Tai Kung) 1 mile along trackers path beyond end of road.
- 72.8 Old mill race on left.
- 73.9 Road appears to be running right into base of high hills.
- 74.2 Bridge over small river.
- 76.5 Big village.
- 80.1 Long Bridge.
- 81.0 Fork in road at Yangsen. Road to left leads (7 kilometers) to Chienteh (formerly known as Yenchow) on the Ch'ien T'ang River. The most famous part of the gorges lie between Tunglu and Chienteh. Motorists with sufficient time to spare will find it worth while to engage Chinese houseboats at Chienteh and float down the river through the gorges to Tunglu, having their chauffeurs return to this point to await them. Main trunk line turns westward at Yangsen—to right.
- 86.4 Bridge over river with small rapids; road winds through ravines.
- 91.3 Yang Chi, village on the Hsing An River. This broad stream flows into the Ch'ien T'ang at Ch'ienteh.
- 91.7 Beside the Hsing An River on left.
- 94.5 Road forks at Pai Sha (That to right leads through Shunan and Weiping to Hweichow—See Hweichow—Shunan—Fuyang—Hangchow log). The road to the left is the main trunk line, where, about  $\frac{1}{2}$  mile on, a small wooden hand ferry is taken across the Hsing An river.
- From here the road continues to



*Miles*

- 100.5 **Showchang.** The road from here to Lanchi is now completed and connects with existing roads in Southern Chekiang (See Southern Chekiang circular tour) and with existing roads in Kiangsi (Nanchang etc.).

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**THE HANGCHOW-CHANGHWA-HWEICHOW (Sih sien)  
MOTOR ROAD**

133 Miles

This route connecting Hangchow with the important city of Hweichow (now called Sih sien) in Southern Anhwei is one of the most scenic routes now available to motorists.

Two approaches may be made to this road from the West Lake at Hangchow, one which winds through narrow streets or the other broader road leading off the main Nanking-Hangchow Highway. It is easiest to follow the paved highway northward as though proceeding to Nanking. Passing the Chekiang Highway Administration's Bus Terminal Station, at "Wuling men", the first road on left, marked "To Yuhang" is taken.

*Miles*

- 0.0 **Wulingmen** Bus terminal: *Gasoline.*  
0.2 Turn to left on road marked "Yuhang."  
1.1 **Sungmu:** Junction road to Hangchow via Needle Pagoda.  
1.6 **Taiping** French Monument.  
3.0 **Kutang** Village.  
5.0 **Tungyo** Village.  
7.5 **Liuhsia:** Gasoline pump.  
NOTE: This is a military area and gate is open only from 6 a.m. to 6 p.m. Motorists travelling at any other hours must secure a pass from the Gendarmerie Headquarters in Hangchow. At other hours motorists may quite possibly be requested to furnish a "*P'ien Tse*" (visiting card) or to show their driving licenses.  
7.9 **Shouhoshan** turn off. This branch road leading to the left from the main highway goes to Shouhoshan Temple. Also to Chuanting, on the Hangchow-Fuyang Highway.  
9.4 **Military Academy.**  
12.0 **Hsienling**—old bridge restored.  
13.1 **Broad canal.**  
14.7 **Yuhang** pagoda seen in the distance.  
15.4 **Turn off** to left to Linan. (Road to right leads into Yuhang city).  
21.3 **Tiaotou.**  
26.2 **Shihing.**  
29.6 **Old bridge** over clear stream, offering hospitable place for a meal.

*Miles*

- 32.1 Camel-back Bridge.  
32.5 Old temple on right at Linan.  
Tomb of King Chien-Wu-Su near east gate.  
32.8 Linan bus station. Gasoline. License inspection.  
35.5 Linglung Mountain (5 kilometers west of city).  
Between Kil. 59-60 short spur road leads to Linglung mountain.  
38.7 Village.  
42.3 Hwalungcheng Bus Station. Chairs may be obtained here for East Tienmoshan, which is about 30 kilometers west of Linan.  
48.0 Tsaoki Bus Station.  
48.6 Road leading to right is a spur line to the foot of Tienmoshan 11.7 miles. Overnight accommodation available at Tienmu Hotel (approved) and in temple on Mountain—App: \$6.00 per diem.  
55.5 Yutsien. Gasoline.  
62.4 Taiyang Village.  
65.8 Changhwa Hill.  
66.6 Changhwa. Gasoline.  
68.2 Tung Chi River; clear blue-green reaches in a turbulent stream dotted by junks and rafts.  
69.5 Bridge over a tributary.  
71.9 Temple.  
72.9 Bridge over main river—Gingko trees.  
75.3 Small pine clad hill—Tangkiawan village.  
79.9 Tunnel through house.  
80.6 Marvelous reflections in river—road skirts hills.  
81.8 Tea Merchants' Temple on hill to right.  
82.0 Chiaku village.  
84.0 Hill—river on right.  
86.2 Cross clear stream.  
87.2 Begin climb up valleys.  
89.0 Up a grade.  
89.6 Top of grade.  
92.4 7% Grade begins  
93.9 Top of grade—Yulingkwan—border gate between Chekiang and Anhwei province.  
97.4 Bottom of Grade.  
98.3 Chenchan.  
102.5 Sanyangkeng—large town—beginning of 7% mountain grade.  
103.1 Top of first grade.  
103.6 Five Span Bridge—slight rise.  
104.5 Top.

*Miles*

- 106.0 First hairpin bend.  
106.2 Second hairpin bend.  
106.9 Bottom of grade—Hsiakeng.  
108.2 Hill. Road leads through valleys and villages.  
114.6 Canyon.  
121.1 Pehan village.  
127.0 Wulipai village.  
128.2 Hill.  
128.7 Village—top of hill.  
130.4 Tea drying houses on left.  
130.7 Grade.



*Hangchow-Hweichow.*

- 131.8 Glimpse of Hweichow and Taiping Chiao (Peace Bridge) over Lien River.  
133.1 **Hweichow**—bus station. Cars may be parked here upon permission of station master. Cars may not enter city owing to narrow streets. Gasoline available.

No hotel accommodation in Hweichow other than small native inns. Catholic Mission sometimes is able to furnish limited accommodation. Vacant premises of China Inland Mission may be made available for those carrying own camp equipment. No foreign style food available.

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## HWEICHOW (SIHSIEN)-TUNGKI-HSUINING-ANCHOW BRANCH LINE

Leave Hweichow at the West city gate just beyond the first bus station and turn left, crossing the ancient Taiping Chiao over Lien River, at the end of which turn sharply to right and continue on route to Yentszu (6½ miles). Turn left here for Huangshan (Yellow Mountain) and Tungki (10 miles).

Accommodations sometimes available at American Missionary residence near Tungki. Gasoline available at Tungki. The road carries on through Hsuining (11 miles) Yuting, Kimen (33 miles) and will eventually join up with a road being built from Kintechen in Kiangse to Kimen, a distance of 93 miles.

## THE HANGCHOW-NANKING MOTOR ROAD

Country between Hangchow and the Tai Hu is well-cultivated, hilly and generally interesting; from Tai Hu on to Kuyung it is fairly flat and rather monotonous.

Total distance approximately 200-210 miles, according to actual destination in Nanking.

### *Miles*

- 0 Start Lakeside Shell Filling Station—Proceed North keeping to the lake side until
- 0.6 Take right turn at X roads and follow "S" Bend along asphalt road through narrow street rather crowded to
- 1.6 Wulingmen Bus Station. Turn left over bridge and at
- 1.7 "S" Bend over another bridge. Keep straight on.
- 1.9 (road to left leads to Yuhang and Hweichow) and shortly after pass road on right leading to village and Hangchow City.
- 2.7 "S" Bend—caution.
- 3.05 Bridge over canal. Country is flat with hills in left distance.
- 3.6 Bridge into Hamlet—road is winding.
- 4.5 Road right leads to Konzen Bridge; keep to the left through toll gate (on charge) and past the Hang Ping Bus Station (Siao Hu).
- 5.2 Picturesque bridge—canal on right. Mulberry trees on both sides.
- 5.4 Factory left. Drive slowly.
- 5.7 Hump back bridge. Road is wavy here.
- 6.4 Bridge and Towing path on right.
- 6.8 School on right. Hidden right bend.
- 9.4 Police Station on right, Telephone.
- 9.7 Bridge over canal, which now runs away from the road.
- 11.7 Bend right over Bridge.
- 11.9 Bus Station. Telephone. Village of Lian Tseh.
- 13.4 Country has low wooded hills on left with high range of hills far right.
- 13.5 Canal left.
- 14.9 Bus Station. Telephone.
- 17.1 Ping Yao Bridge. Bus Station. Telephone. Dangerous "S" Bend at end of Village. Gasoline may be available here at Bus Station.
- 18.3 Curious rock formation in hill on left. Road runs close to high hills on right.
- 19.5 Police Station left. Road improves. Wooded hills and bamboo groves.
- 20.7 Bear right.

## *Miles*

- 21.1 Road left leads to Lui Hsia and Hwang Hu. Keep right for Nanking. Pangkungling Bus Station. Telephone. Road through valley of high hills.
- 22.3 Blind right bend.
- 22.9 Bus Station on left. Telephone. Village of Tung Hwang.
- 24.0 Bamboo Trail begins. Hidden bends.
- 25.5 End of bamboo trail.
- 25.8 "S" Bend. Hills on left only. Country open on right.
- 26.9 Shangpeh Bus Station. Telephone. Take left turn. Road bends round to right again.
- 29.8 Mokanshan can be seen far left.
- 31.3 Bridge.
- 31.7 Bus Station for Wukang, Telephone. Road is fair but bridges require caution.
- 34.0 Sanchiaopu Bus Station. Telephone. Gasoline. Road on left leads to Mokanshan 4.3 miles, where Gasoline is available July to September.
- 42.0 Bus Station, Telephone. Road is good. Village of Tahchi-chen.
- 47.0 Bus Station, Telephone. Village of Tsingshanshih.
- 48.0 Hill, ascend.
- 53.0 Bus Station Shihkachiao, last Telephone before Huchow (Wuhing).
- 58.0 Road on right to Park only.
- 59.0 Huchow (Wuhing). Keep left, road on right is to Bus Station only. Gasoline available. Canal left.
- 60.0 Bridge over Canal, which is left behind shortly afterwards.
- 64.0 Bus Station. Telephone. Village of Yangkapuh.
- 67.0 Hills and uncultivated country. Lime stone on right.
- 69.0 Bus Station. No Telephone. Village of Likahong.
- 70.0 Quarries.
- 71.0 Canal on left.
- 75.0 Changhing Road on left leads to Kwangteh, and Ningkuofu (See Changhing-Suancheng Road Log).
- 76.0 Airport on the right. Bus Station and Telephone. Gasoline available. Chang Hsing, Lavatories at Bus Station.
- 80.0 Bus Station.
- 83.0 Bus Station and Telephone. Town of Ka Pu.
- 85.0 Ta Hu Lake visible right. Road runs along side of lake.
- 86.0 Bus Station, Telephone.
- 89.0 Village of Hutseling, then provincial border.
- 90.0 Leave lake and road bears left.
- 96.0 Bus Station. Village.

*Miles*

- 99.0 Paving road starts. Bad surface.
- 105.0 Bridge. Small lake left.
- 106.0 Walled Town—Ihing—Bridge. Road at right at Bus Station leads to Wusih.
- 112.0 Cement Bridge.
- 116.0 Bridge in bad state of repair. All bridges after this require careful approach and driving over.
- 117.0 Village of Hsinshih—Bus Station—Telephone.
- 128.0 Liyang.
- 132.0 Village on right. Low hills on left.
- 133.0 Village of mud huts on both sides of road.
- 138.0 Bus Station—Village left. Road paving bad.
- 153.0 Paving ends.
- 155.0 Paving starts again.
- 158.0 Fine Temple on hill in right distance.
- 160.0 Paving ends.
- 162.0 Tienwangshih. Road to left to Lishui, on right to Kintan Wutsin and Kiangyin (on Yangtze River).
- 167.0 Road improves.
- 171.0 Bridge.
- 175.0 Pavement ends for good—it has run almost 76 miles and will be found most trying.
- 177.0 Road left leads to Kuyung.
- 178.0 Kuyung City—Pagoda. Road right leads to Chinkiang.
- 184.0 Road right leads to Military School and Artillery range.
- 187.0 Road left.
- 188.0 Tangshan. Hot springs. Splendid broad road from here to Nanking.
- 200.0 Chungshan Gate to Nanking. Carry straight through city until Circus is arrived at. Take the circle bearing round to right for 90° and carry straight down past Law Courts; after passing for 400 yds. bear left and straight on past the Railway Ministry to
- 210.0 Hsiakwan.

- 六·四哩 右有橋及小航路
- 五·七哩 駝背橋路不平
- 五·四哩 左有工廠駕駛須緩
- 五·二哩 (小湖)橋景極佳右有小河兩傍有桑樹
- 四·五五哩 杭平長途汽車站
- 三·六哩 橋入村落路漸闊右路通拱宸橋向左入城(無通行稅)過
- 三·〇五哩 過小橋地平坦左邊有小山
- 二·七哩 S灣(小心)
- 一·九哩 過S灣(左路通餘杭)右路達杭州城
- 一·七哩 灣頭再過橋直前
- 一·六哩 至武林門長途汽車站左轉灣過橋過
- 〇·六哩 石油路

由湖濱亞細亞汽油棧起程向北行至十字路口右轉灣沿S灣頭循

杭州與太湖之間地已開墾多山風景頗佳自太湖至句容地多平坦間或多山共計路程約二百十里

## 甲、杭州至南京

- 二五·五哩 竹林完
- 二四 哩 竹林灣處遮蔽
- 二二·九哩 東篁村
- 二二·三哩 右灣不明右有長途汽車站電話
- 二一·一哩 路跨高山
- 二〇·七哩 向右灣右路達留下及橫湖向右至南京彭公嶺長途汽車站電話
- 一九·五哩 左有公安局路較好叢林及竹林
- 一八·五哩 山左有山石路直達山右
- 一七·一哩 村底有危險S灣長途汽車站可加汽油
- 一四·九哩 長途汽車站電話瓶窰橋長途汽車站電話
- 一三·五哩 左有小河
- 一三·四哩 左有小山右有高山
- 一一·九哩 \*長途汽車站電話離安村
- 一一·七哩 過橋向右灣
- 九·七哩 有橋
- 九·四哩 左有公安局及電話
- 六·八哩 右有學校右灣被蔽



六九 哩 \*長途汽車站無電話李家巷村

六七 哩 小山及荒地右有石灰石一

六四 哩 長途汽車站電話楊家埠

六〇 哩 橋對面有小河

五九 哩 左有河

五八 哩 右路祇達公園湖州向左轉右路達長途汽車站汽油有買

五三 哩 施家橋長途汽車站湖州之最末電話

四八 哩 上小山

四七 哩 長途汽車站電話青山市

四二 哩 長途汽車站電話路好埭溪鎮

三四 哩 汽油祇九七二月可買

之三哩

三一·七哩 武康長途汽車站電話地平惟多橋三橋埠長途汽車站電話左路距莫千山祇四·另四分

三一·三哩 橋

二九·八哩 遠見莫千山

二六·九哩 路漸向右

二五·八哩 S灣左邊有山右爲村上柏長途汽車站電話向左轉灣

- 一一七哩 徐舍村長途汽車站電話  
 一一六哩 橋須修理當心以後過橋  
 一一二哩 水門汀橋  
 一〇六哩 宜興橋長途汽車站右路通無錫  
 一〇五哩 橋重建左有小湖  
 九九哩 舖路開始路面惡劣  
 九六哩 長途汽車站 村  
 九〇哩 離太湖路向左  
 八九哩 \* 夫子嶺樹省界  
 八六哩 長途汽車站電話  
 八五哩 望見太湖在左路沿湖邊  
 八三哩 \* 長途汽車站及電話街埠鎮  
 八〇哩 長途汽車站  
 七六哩 汽油可買長途汽車站有長興及廁所  
   途汽車及電話  
 七五哩 左路達廣德及寧國府飛機埠在右長  
 七一哩 左有小河  
 七〇哩 石坑



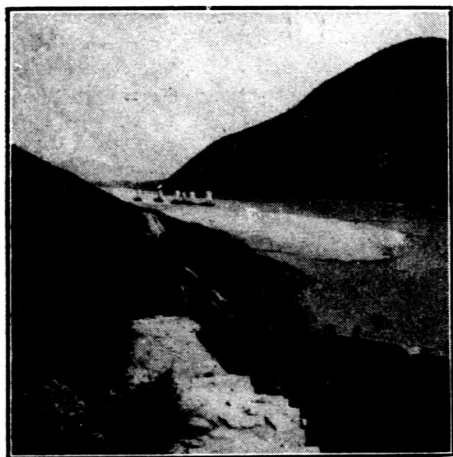
Chihlilung Gorge.

- 一八七哩 路左？
- 一八四哩 右路通陸軍學校及砲靶
- 一七八哩 句容城塔右路通鎮江
- 一七七哩 左路通句容
- 一七五哩 極難行
- 一七一哩 橋舖路已完總計長七十六哩路
- 一六七哩 路較好
- 一六二哩 天王寺新路達溧水
- 一六一哩 路面劣
- 一六〇哩 舖路完
- 一五八哩 右山有廟宇
- 一五五哩 舖路又起
- 一五三哩 舖路完此後駕駛不易
- 一三八哩 長途汽車站左有村路舖得不好
- 一三三哩 村中兩傍有泥屋
- 一三二哩 右有村左有小山
- 一二八哩 溧陽

二一〇哩 下關

二〇〇哩 中山門至南京直達城之教場循環向右九十度過法院過四百碼向左過鐵道部

一八八哩 湯山溫泉由此通南京路極關



*Trackers Path—Chihlung Gorge.*

## HANGCHOW-MOKANSHAN MOTOR ROAD

36 Miles

**Mokanshan**, a popular year round mountain resort, is but 36 miles distant from Hangchow and offers an attractive retreat, in its bamboo and pine clad hillsides.

### *Miles*

- 0.0 **Wulingmen—Hangchow.** Follow the main Hangchow-Nanking Highway to Sanchiaopu.
- 31.0 **Sanchiaopu.** Take spur road to left.
- 35.5 **Yu Ching.** This is the foot of the mountain from whence sedan chairs may be taken to the top—a journey of one hour.

Cars may be parked in the Wang Yeu Fong Storage Garage.

Rates: \$1.00 per day; \$6.30 per week; \$11.20 per two weeks and \$21.00 per month. Charge for a private garage holding one car only is \$1.20 per day; \$7.56 per week, \$13.44 per two weeks and \$25.30 per month.

Sedan Chairs may be obtained from the Bus Station Master. Rates: 70 cents per bearer. Baggage is weighed and paid for by weight. The Mokanshan Association assesses a special tax of \$1.00 each way for upkeep. This tax has nothing to do with the Chekiang Highway Administration and is a contribution levied for the development of the Mokanshan area.

Passports must be shown and a form stating name, nationality, residence, length of stay, etc. be filled in.

Gasoline: Not available at Yuching; secure supplies at Sanchiaopu.

**Hotels.** A small Chinese hotel is available at Yuching. Several foreign style hotels as well as Chinese inns are located on the mountain. Grand Hotel Mokanshan is "approved".

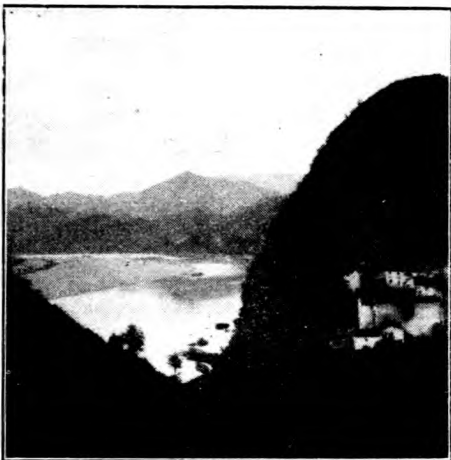
## HWEICHOW-HANGCHOW MOTOR ROAD VIA SHUNAN

The country through which this road passes is from a scenic point of view probably as delightful as one can find anywhere. Not only does it vary from mountainous scenery to the flat rich agricultural plains, but includes magnificent river views where rapids abound and where the cliffs run sheer down to the water. The variety of colour; is truly amazing.

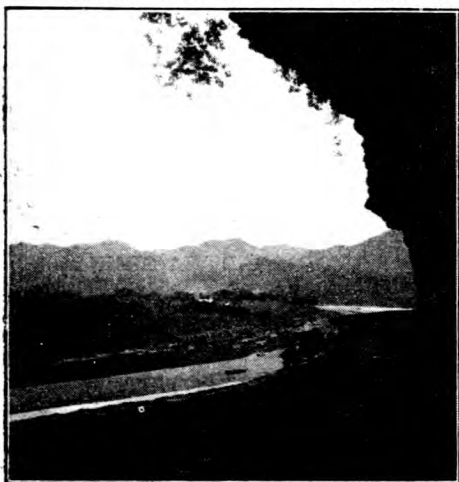
From the owner driver's point of view, this road presents considerable interest requiring constant gear changing on the steeper gradients whilst the numerous hairpin bends and winding valleys make driving the pleasure it should be.

*Miles*

- 0 Hweichow. Cross Roads. Fine bridge over river on the Tunki Road should be seen.
- 0.9 Yuliang. The river port of Hweichow.
- 1.6 Climb from here and then later descend by winding road along a clear water stream. The gradients are moderate.
- 3.7 Village on hill.
- 10.6 Branch right—road is almost hidden—for Shunan and the river route. The road ahead is the main road to Hangchow via Yulingkwan. If time permits the tourist should make the trip from here to Sanyangkong just to see the mountain road. From here to Sanyangkong is 18.8 miles.



*Shunan Gorge.*



*Shunan Gorge.*

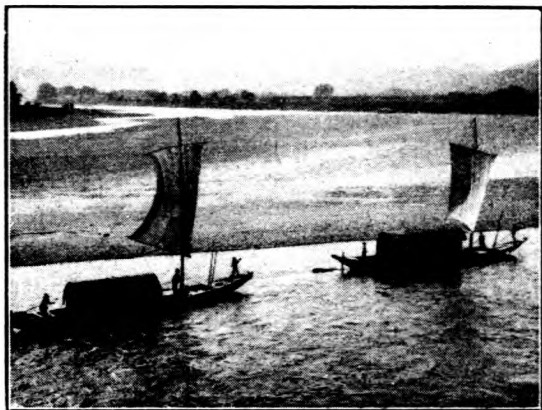
- 10.7 Road runs through valley of hills—following the stream, and is in parts cut out from the face of the hill sides.
- 12.3 Village. Left over Bridge and sharp right.
- 12.7 Through a winding cutting in the hills.
- 13.7 Begin ascent up fair gradient.
- 13.8 Top of hill.
- 14.2 Bottom of Hill and almost immediately climb again.
- 14.5 Hairpin bends on up gradient. View behind good.

*Miles*

14.6 Top of hill pass—same type of descent, with sharp hairpin bends at first then long gradual descent.



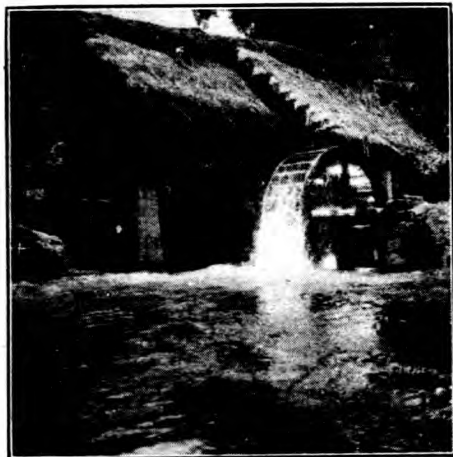
*Shunan Gorge.*



*Shunan Gorge.*

*Miles*

- 16.1 Bridge over river. From here climb winding road for one mile. Hairpin bends are frequent at short intervals and the road almost completes a figure 8 at one section. The descent is sharp at first and then gradual. No bad bends but a few blind corners.
- 19.3 Village on right—end of descent, a short climb and arrive.
- 19.5 On bank of Chientang River and Town of Shentu. The view is magnificent. The road is cut out of the face of the cliff. Bridge over a tributary stream and enter small Hamlet. If water low the extremely rocky nature of the river bed is to be noticed.
- 25.3 Dip in the road—caution as mountain stream if flowing strongly may flow over the road. Water wheel mill in river.
- 27.8 Village. Rapids in river. Worth while watching boats negotiate there.
- 28.7 Village. More rapids.
- 30.3 A sharp turn here over bridge.
- 33.1 Opposite Chiehkow.
- 33.7 Anhwei/Chekiang Provincial border.



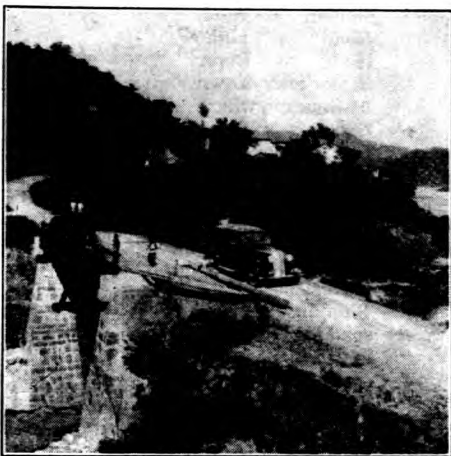
*Water wheel mill in river.*

- 34.6 Village left. Cliffs on side of road have a strata of black stone similar to coal.
- 34.8 Road leaves the river and cuts across country for 2 miles. Curious hill formations on right.
- 36.8 Road rejoins river bank again.
- 37.1 Sharp concealed left turn away from river. Dangerous.
- 37.9 Weiping can be seen ahead on right bank of river.



*Miles*

- 38.7 Weiping Bus Station. Road heads for high hills and joins.
- 40.0 River again.
- 40.3 Embankment requires repairing.
- 42.0 Almost a lake view, as no visible exit or entrance of river.
- 42.4 Village. Road bends through cutting.
- 43.1 Old Stone bridge over stream. Road leaves the river.



*Weiping.*



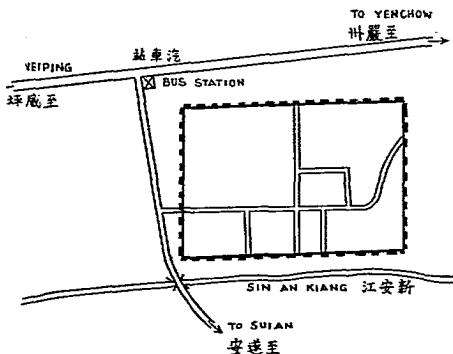
*Shunan Gorge.*

- 43.9 Village. On river bank again. Road is narrow in places but is being widened. Some dangerous and narrow sharp turns.
- 49.2 Bend left.
- 50.9 Horse shoe climb to cliff road.
- 51.2 Magnificent view. Road is some 200 feet above the river and is cut out of the cliff side.
- 53.3 Road leaves river.
- 55.1 Village right.
- 55.6 "S" Bend.

*Miles*

55.8 Shunan X road. Road on right leads to River bank and Town of Shunan, where there is a ferry to take you over to get on to the Shunan - Suian - Chuchow road for Fukien and Kiangsi Provinces. (See Shunan - Suian road log). Hotel is to be found some 100 yards down this side road where gasoline is available. The next gasoline station is at mileage 94.6. For Hangchow, proceed straight on.

**SHUNAN**  
安 淳



- 57.2 Ferry crossing. A bridge is under construction but at present follow road on to shingle beach, where the car will be ferried across. No official charge but usual to pay 40 cents (small) as tip.
- 59.2 River bank for a few hundred yards on left.
- 64.9 Fine views of hills left and right.
- 66.1 Village. Stone bridge.
- 68.0 Pass through small hills—view of Chientang River again.
- 70.1 Town on right. Glimpse of river.
- 72.2 Left "U" bend and cross stone bridge.
- 73.1 On bank of Main River again.
- 80.5 Leave River bank and cut across country.
- 81.8 Road on right leads to Pai Sa—where a ferry is used to convey vehicles over to the Showchang-Lanchi Road.
- 82.3 Glimpse of river.
- 82.9 River Bank.
- 84.1 Sharp left turn and bear right past village.

*Miles*

- 85.3 Winding road through hills.
- 94.6 X roads, Yang Tsen Chiao. Gasoline available at small shop on left. Road on right leads to Yenchow (Chienteh), where boats can be obtained to sail down through the Gorges to Tunglu.
- The road to Hangchow carries straight on.
- 101.3 Bridge over mountain stream.
- 109.2 Road runs along side bank of small stream.
- 113.0 Tzehsia (芝廬) Motor Bus Station. Branch road on the right leads to the "Chi Li Lung" Gorge of the Chien Tang River. This branch road ends on the river bank, about four miles from the main highway. From this point there is a broad tracker's path along the river bank, leading to the famous Fisherman's Pavilion ("Yu Tai Kung") about one mile distant (which must be covered on foot) and traversing the Gorge.
- 114.9 Road on bank of Chientang River again. Tunglu can be seen in distance.
- 118.4 Tunglu Bus Station.
- 118.6 Tunglu Ferry, \$1.00 each way.



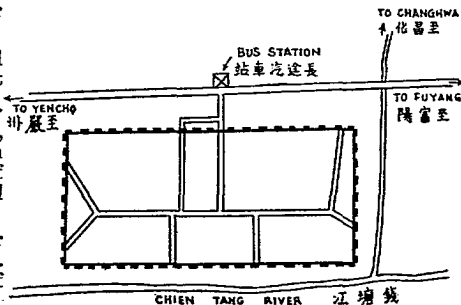
*Tunglu Ferry.*

Miles

- 118.7 On other bank, a steep climb with one hair-pin bend to cutting at the top and a gradual descent on other side to river.
- 123.0 Leave river and return to it at
- 128.0 River bank again.
- 130.0 Road skirts river, with hills on left. Valleys of candleberry and fruit trees.
- 135.0 Bridge over clear water stream. Good view of Pagoda.
- 136.0 Sin Tung. Walled city—old gate worth seeing. Three Pagodas in a damaged condition on surrounding hills.
- 137.0 Bridge over Sung Ch'i River. Old type of three arch bridge on left.
- 146.0 Hills here are most picturesque.
- 148.0 Bamboo groves on hill sides.
- 151.0 Fu yang. Bus Station. Gasoline available. Road into Fuyang leads over a new bridge, which after crossing turn left. Shortly after leaving Fuyang ancient stone p'ailows and passed
- 156.9 A small "Tu-Ti" temple with Gingko Tree.
- 158.0 Village.
- 160.0 Village.
- 164.0 Caution. The road in front leads to Ling Hu—a small town on river bank about 2 miles away. The road to Hangchow is on left at the sign post—through a village with narrow streets for a distance of 1 mile.
- 166.0 Road ahead at X roads leads to Yuhang. Hangchow road bears to the right past Village of Chuanting.
- 167.0 A road on the left leads only to Yun Si Temple—distance of 1.3 miles.
- 168.0 Arrive at Chientang River Bank again.
- 169.3 Bridge and sharp turn.
- 169.9 Entrance to Hangchow Christian College.
- 170.3 Liu Ho T'a—Six Harmony Pagoda.

TUNGLU

廬桐



*Miles*

- 170.7 "Shell" and "Socony" Installations. A.P.C. Residence on top of hill ahead. Road bears left. The cinder road ahead leads to Zakhow Railway Station only and is a cul-de-sac. Site of Chientang River Bridge. Road bends left through hills.
- 171.4 Hu Pao Sze Temple on left.
- 173.0 Soo's Causeway junction on left leads to Hangchow via the lakeside.
- 173.1 "S" Bend through Village.
- 173.3 Temple on right.
- 173.6 Road left is a private one to houses on lake side.
- 173.7 Sharp left turn.
- 174.1 Road on right leads to Nansingchiao.
- 174.3 Keep left on Main Road.
- 175.3 "Shell" Filling Station, Hangchow.

一四·二哩 山脚卽登山

一三·八哩 山頂

一三·四哩 漸斜上

一二·七哩 過山中灣曲之鑿地處

一二·三哩 村莊過橋向左又向右轉

一〇·七哩 路通過平原沿小河有數處爲山面鑿出

·八哩爲單行綫駕駛者見有紅圈停車處須停駛

一〇·六哩 路幾掩蓋又右通淳安前通杭州游者如有暇須由此往三陽坑一遊欣賞山路距此僅一八

三·七哩 山上有村莊

一·六哩 由此登上後又下來沿溪邊之灣曲路微斜

〇·九哩 漁梁徽州之口岸

〇 哩 徽州十字路過江東溪路上之橋

綫極有趣鈎形灣處極多汽車駕游其間極一樂事

所過路程完全以風景着想一路風景極佳有時高山有時平原江河瀑布均有由遊者眼光觀之此路

## 丁、由徽州至杭州過淳安

三六·八哩 路復與江岸連

三四·八哩 路離江過村約二哩右有古怪山化物

三四·六哩 左有村路旁危岩有黑石層如煤

三三·七哩 皖浙省界邊

三三·一哩 面對街口

三〇·三哩 右轉過橋

二八·七哩 村瀑布

二七·八哩 村江中急流注意舟子們討價

二五·三哩 山水急時或滿溢路上江中有水輪磨

一九·五哩 過橋入小村潮低時可見河床之岩石

一九·三哩 右有村低路完小登即錢塘江邊及深渡景緻極壯偉路由山麓中鑿出

灣曲處無惡劣惟有不通之路

一六·一哩 過江有橋由此上曲折路約一英哩常有鈎子灣某處路幾成8字形低下處初甚急後漸緩

一四·六哩 嶺頂先爲鈎子灣後漸低下

一四·五哩 斜地有鈎形灣後面景緻佳

- 五五·六哩 S形灣曲
- 五五·一哩 右有村
- 五三·三哩 路離江
- 五一·二哩 風景華麗路約高江面二百尺由危岩處鑿出
- 五〇·九哩 馬蹄形登危巖路
- 四九·二哩 左轉灣
- 四三·九哩 村又在江邊有時路狹有時路闊危險數處
- 四三·一哩 老石橋過河路離江
- 四二·四哩 村路因掘通而灣
- 四二 哩 幾似湖面因不知江之進處出處
- 四〇·三哩 堤塘待修理
- 四〇 哩 山與江連
- 三八·七哩 威坪長途汽車站路入高山
- 三七·九哩 遠見威坪在江左
- 三七·一哩 右轉灣距江危險



八四·一哩 左轉灣微灣右過村

八二·九哩 江邊

八二·三哩 遠望江

八一·八哩 右路通白沙有渡船車至壽昌蘭谿

八〇·五哩 離江邊橫過村

七三·一哩 又在大江邊

七二·二哩 左爲馬蹄形灣過石橋

七〇·一哩 右有鎮遠見江

六八 哩 過小山又見錢塘江

六六·一哩 村石橋

六四·九哩 左右山景秀緻

五九·二哩 左百碼卽江邊

五七·二哩 過渡有橋在建築中至江邊將汽車渡江渡價無規定約小洋四角作賞錢

油約距路百碼次的汽油須行九四·六哩前路通杭州

五五·八哩 淳安十字路右路通江邊及淳安城該處淳安遂安衢州路通福建及江西省之渡旅館及汽

一三七哩 桐溪江上橋左有古式之三洞橋

一三六哩 新登古城值得一遊山上有三塔

一三五哩 橋過清溪塔

一三〇哩 路沿江左有山有獵樹果

一二八哩 又至江岸

一二三哩 離江又回江

一一八·七哩 登江彼岸之鈎形灣至頂上鑿地處漸低下至江之對岸

一一八·六哩 桐廬渡渡資每次大洋壹元(加桐廬圖)

一一八·四哩 桐廬長途汽車站

一一四·九哩 路又沿錢塘江遠見桐廬

一〇九·二哩 路沿山溪

一〇一·三哩 過溪有橋

不多

九四·六哩 \* 十字路楊村橋左邊小店有汽油出售右路通嚴州該處有小船通桐廬至杭州之路興趣

八五·三哩 灣曲路過山

橋路左轉灣

- 一七〇・七哩 亞細亞美孚汽油站亞細亞住宅在山頂路左轉灣前路只通閘口車站且爲死路錢塘江
- 一七〇・三哩 六和塔
- 一六九・九哩 之江大學大門
- 一六九・三哩 驕轉灣
- 一六八哩 又至錢塘江邊
- 一六七哩 \*右路通雲西寺遠約一・三哩
- 一六六哩 前十字路通餘杭通杭州路微向右過 \*泉汀村
- 一六四哩 小心前路通菱湖約計二哩左路有牌示通杭州過狹街村約一哩
- 一六〇哩 村
- 一五八哩 村
- 一五六・九哩 土地堂及荊果樹
- 一五一哩 富陽長途汽車站有汽油可買左轉灣通新橋入富陽過古石牌樓
- 一四八哩 山邊有竹林
- 一四六哩 此處山景極佳

有 \*符號者係固定名詞因無從查得原名僅憑音譯或與原名不符

一七五·三哩 杭州亞細亞汽油站

一七四·三哩 向左大道

一七四·一哩 右路通南星橋

一七三·七哩 左轉灣

一七三·六哩 左路爲死路通湖濱住宅

一七三·三哩 右有廟

一七三·一哩 S灣過村

一七三哩 蘇堤左通杭州過湖濱

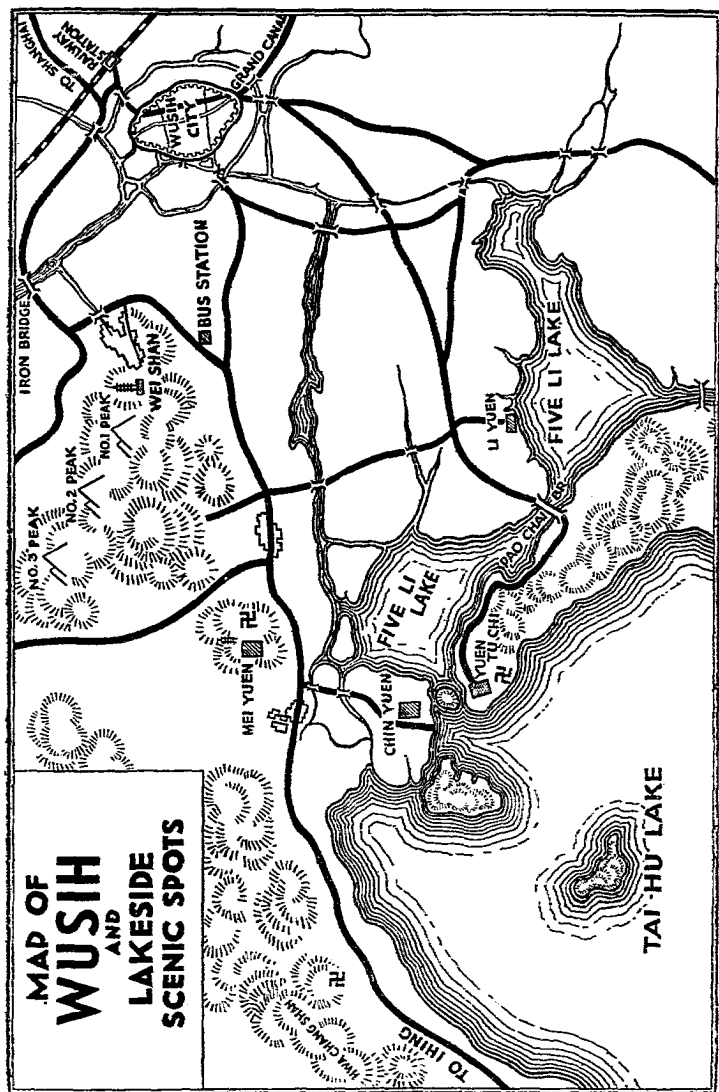
一七一·四哩 虎跑寺

**Huangshan "Yellow Mountain" (黄山).** In order to reach this famous resort, it is necessary to proceed from Hweichow along the road to Tungki (湯溪) for approximately seven miles to Yen Shih (岩寺), at which place turn right. Proceed along this road to Tangkow (湯口) a distance of approximately 30 miles (90 Chinese li). After crossing a somewhat desolate plain the road is exceedingly picturesque, being cut out of the sides of the hills and following a small river up a rocky gorge for two-thirds of the way. Cars are left at Tangkow and arrangements can be made at the Bus Station for them to be cared for at a small charge. From Tangkow proceed to Maopong (茅蓬) either on foot or by chair (50 cts.). The distance is 1½ miles. At Maopong the China Travel Service have established a branch and information concerning the best scenic views and temples may be obtained there. The China Travel Service Hostel at Maopong, facing the stream and immediately below the mountain, provides accommodation at a charge of \$2-5 per day, according to the situation and size of the bedroom. Chinese style food can also be obtained. Accommodation can also be arranged at most of the temples in the Hills, but in this case it is necessary to take blankets. The temples have no fixed charges for an overnight stay but one or two dollars should be left as a gratuity.

The Mountain should be climbed to Wen Shu Yuan where there is a small stone built Monastery perched between rocky boulders some 4,000 feet up, and from there Tien Tu Feng, the highest peak, may be climbed, from where one gets an unforgettable view of the Range. The ascent is very steep and at the top most precipitous; the general appearance of the scenery and the numerous peaks is indescribably beautiful—one might almost say, fantastic if it were not for the fact that the general impression is one of amazing grandeur.

The climb to the Monastery can be made in anything from 3 to 5 hours, and one can, if time permits, stay at the Monastery and make expeditions in the mountains for several days.

Chairs may be had through the China Travel Service at Maopong, the charge for each is 6 cts. per li, or 18 cts. per mile for one journey. Tourists may avail themselves of the natural hot springs at Maopong, one of which is reserved for men and the other for women.



## THE ISHING (HING)-WUSIH MOTOR ROAD

42 Miles

The importance of this branch line is that it represents the first section of the district artery connecting Shanghai with the main Inter-Provincial Highway to Nanking, thus giving motorists direct connection between the national capital and the commercial metropolis of China. The 42 mile stretch between Ishing and Wusih is controlled by the Kiang-Nan Bus Company, though private cars may proceed without toll. The route intersects a net work of waterways; there are 50 bridges of which 11 are extremely narrow and should be approached with great caution.

### Miles

- 0.0 Turn right off main Hangchow-Nanking highway at the Kiangnan Bus Station just north of the Main Ishing City Gate; thence left, prior to reaching the east gate of the city.
- Ishing is noted for its pottery industry, samples of which may be seen in the shops of the city. Chinese inns furnish the only accommodation available.
- 8.7 Hochiao.
- 15.6 Tsaochiao.
- 23.1 Pan Tse Chiao.
- 30.4 Sunken well in middle of road—Caution. Road runs beside Tai Hu for considerable distance.
- 34.5 Bus Station at Mei Yuan Garden.
- Accommodations and refreshments at hotel on hill in garden. During spring time this peach garden is one of the famous places to visit in this region.
- 36.4 Turn to the right, bear to left (on cinder track) at sign pointing to railway Station, the paved road going straight ahead ends in a cul de sac.
- 38.1 Bridge over Grand Canal.
- 42.0 Wusih. Gasoline available.

告竣之後方可  
天可行除非待路工改良  
動工建築（此路祇能晴  
熟接連京滬公路（現正  
約長四十英里將再在常  
南京第一百另四英里處  
此路起點從京杭公路上  
宜興無錫汽車路

## THE KAOSHIAO MOTOR ROAD

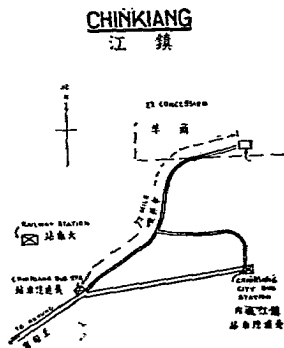
This road starts from the entrance of the Kaochiao Creek, on the Pootung side of the Whangpoo River a little more than half the way to Woosung, and runs to the town of Kaochiao about two miles away and thence to Kaochiao Beach, a sea-side resort between Woosung and Yangtsze Cape. It is served by a service of steam launches from the Peking Road Jetty.

輪前往  
北京路碼頭乘小火  
一海濱休息所可由  
吳淞與揚子角中間  
再至高橋海濱係爲  
至高橋鎮約二英里  
吳淞約爲一半路程  
高橋浜口起點較至  
此路從黃浦江浦東  
高橋汽車路

## THE KUYUNG-CHINKIANG MOTOR ROAD

This road, which is twenty six miles long, commences at the 33rd mile from Nanking on the Nanking-Hangchow motor road. The surface is of clay bound macadam.

泥和沙石鋪成  
里處起點此路路面係用  
杭公路上南京第廿三英  
此路乃長廿六英里在京  
句容鎮江汽車路



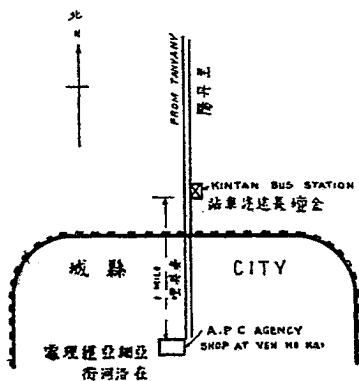


# THE LIYANG-KINTAN-TANYANG-CHINKIANG MOTOR ROAD

This road commences in the Nanking/Hangchow Motor Road, about one half mile East of Liyang and is approximately 48 miles long. The Liyang/Kintan and Tanyang/Chinkiang sections have only recently been completed and no reports are to hand as to their condition, but the road provides a circular route from Liyang to Chinkiang and return by the Nanking/Hangchow Road.

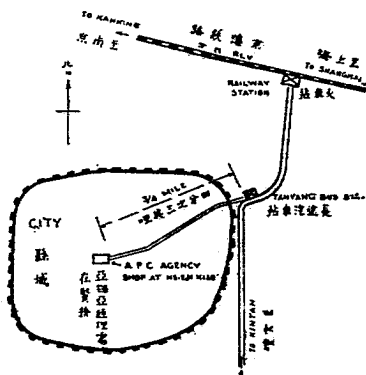
## KINTAN

壇 金



## TANYANG

陽 丹



鎮江再從京杭路回來  
有報告接到此路為環圓形從溧陽至  
與鎮江段近已完工關於該路情形未  
點約長四十八英里溧陽與金壇丹陽  
此路在京杭公路溧陽東首半英里起  
溧陽金壇丹陽鎮江汽車路



*Miles*

- 82     **Liyang.**  
Gasoline obtainable at bus station. Excellent service given. About one-half mile after leaving Liyang, a large wooden bridge may be observed to the left. This is a branch road which leads off to Kintan and Tanyang on the railway line and thence connects with Chinkiang. (See Liyang-Kintan-Tanyang-Chinkiang Road log).  
An experimental forestry station is just beyond Liyang on the right of the road.  
Highway from Liyang to Ishing and for a few miles beyond has been rebuilt and surfaced with "Tangka"—a sort of stone pitching pavement. Excellent condition.
- 92     Long Wooden Bridge.
- 93     Hsushe Village.
- 97     Inner Lake.
- 104    Ishing-Wusih Highway on left.
- 106    **Ishing.**
- 112    Chinglingshan Village.
- 113    End of good "Tangka" pavement. From here to the provincial border the road is surfaced with old style stone pavement.
- 120    Taihu Lake and Hills.
- 121    **Kiangsu-Chekiang Provincial Border.**  
Road soft in spots.
- 134    **Changhing.**  
Entrance gates to Chekiang Highway Administration bus station. Airport on the left.  
A short stretch further on the Changhing-Hsuancheng-Wuhu road (See road log) leads off to the right.
- 140    Bus station—Lichia-an. Limestone quarries to left.
- 146    Bus station—Yangchow.
- 149    **Changhing Bridge.**
- 150    **Huchow.**  
Bus station, gasoline pumps.  
A short way after passing the bus station a new road will be observed leading off to the left. This road is in course of construction to Pingwang. When this branch road is finished, it will furnish a short cut to Shanghai via Chapoo (see Soochow-Kashing-Pinghu-Chapoo Road).
- 157    Bus Station.
- 162    Gasoline Pump.

*Miles*

- 167 Bus Station.
- 175 **Sanchiaopu**—Bus station, gasoline station. A spur road leads off to the right from Sanchiaopu, which goes to Yuching, the foot of Mokanshan. There cars may be left and sedan chairs taken for the mountain resort. (see Mokanshan—Garage facilities, etc.).
- 182 Bus Station.
- 183 Bamboo trail begins.
- 187 **Wukiang**. Main highway bears off to the left. An abrupt turn to the right will place the motorist at the junction of two private roads; one leading to Yuhang, the other to Hwangwu. (For Yuhang Road see Yuhang-Wukang Motor Road). The Hwangwu Road is very short and holds no attractions for a detour.
- 191 **Pingyao**—large wooden bridge.
- 193 **Changchang**—bus station.
- 196 **Liangchu**—bus station—bridge.
- 201 Bus Station.
- 206 **Chekiang Highway Administration Bus Terminal, Hangchow.**

八十二里 溧陽汽油可向長途汽車站購取修理亦佳約離溧陽半英里之遙在左首可見大木橋壹座此  
七十八里 村庄句容至溧陽伸出支路雖將路面舖好路底不佳兼之絕無風景

七十二里 長途汽車站

四十八里 天王寺村庄廟宇

面爲泥與石子築成（詳觀句容浙江路程記）

卅三里 句容江南長途汽車站路向左行係新築公路至鎮江省城長廿六英里路已放寬底脚排就路  
廿三里 在右邊新軍工路築至山上公路係硬泥石子卽在湯山句容中間

廿二里 湯山熱泉飯店在右長途汽車站在左

廿里 森林學校

需要

依省政府計劃其他依統一標準計劃以便各省採擇別種式樣公路處亦作試驗以合中國之  
十二里 試驗路開始此路爲二公里長係全國經濟委員會公路處所築雖爲二公里路式樣各異一段

十一里 向右乃新軍工路

十里 中山門

英里 南京下關

## 南京杭州公路

一百四十九里 長興橋

一百四十六里 羊州長途汽車站

一百四里 蓮社菴長途汽車站左首有石灰窰

一百廿里 長興浙江公路長途汽車站大門左有曠地在右首有一叉路至長蘆蕪公路(參觀路程記)

一百廿二里 江浙二省邊界路面甚軟

一百廿里 太湖與山

行駛

一百十三里 路面砌得極佳從此處至省邊境路面仍用老式石砌但已鬆動高低不平但雖潮濕天氣仍可

一百十三里 金嶺山村

一百〇六里 宜興

一百〇四里 路向左行接連無錫路已完工尙未鋪面在乾燥天氣尙可行車

九十七里 裡湖

九十三里 *It'sushu* 村

九十二里 長木橋

築工程甚佳

森林試驗場即在溧陽公路之右面溧陽至宜興公路約有數英里之路面重新用石子栢油鋪

係支路至金壇丹陽沿鐵路線接至鎮江(參觀溧金丹鎮路程記)

二百〇六里 杭州浙江公路管理局汽車站終點

二百〇二里 長途汽車站

一百九六里 長途汽車站橋

一百九三里 長途汽車站

一百九十一里 瓶窰大木橋

康汽車路) 橫湖路甚短而且彎曲並無景緻

一百八七里 武康公路在左邊突向右轉接連私路二條一可至餘杭其他可至橫湖(餘杭路請閱餘杭武

一百八三里 竹林

一百八十二里 長途汽車站

上山(莫千山汽車寄放利便處)

一百七五里 三橋埠長途汽車站汽油供給處由三橋埠向路之右至莫千山之脚汽車不能再進祇可乘轎

一百六七里 長途汽車站

一百六十二里 汽油供給處

一百五十七里 長途汽車站

平湖待此支路完竣之後可由乍浦逕至上海路程縮近不少(參觀蘇嘉平乍路程記)

一百零五里 湖州長途汽車站並有汽油供給處經過不多路在左首即可望見正在建築新路直達嘉興至

## THE NANKING-WUHU MOTOR ROAD

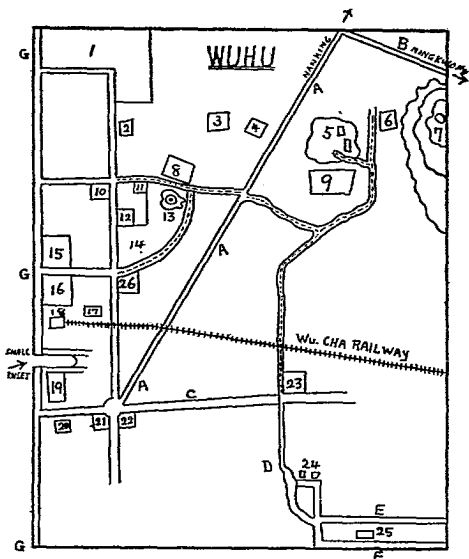
### *Miles*

- 0 From Bridge House Hotel pass through I Feng Gate and bear right. At junction with Main Chungshan Road turn left and follow main road to Circus—about 4 miles—pass round Circus to road leading straight on the other side. At end of this straight road turn left and almost immediately afterwards.
- 6.8 Turn right down main street to South gate. Do not take the narrow tubular passage through the gate, but turn left and then immediately right to pass through the new gate on the left of the old one. After passing through gate bear right and then left over bridge.
- Carry on down this road for 500 yds. to concealed road on right—cobble which is the Nanking/Wuhu road. Road continues paved to border.
- 8.8 Village. Bus Station. Surface poor and better going if keep to extreme left or right of road.
- 12.1 A glimpse of canal on right.
- 12.8 Leave Paving for mud road for a mile. Country is somewhat dull from a scenic point of view being for the most part flat. Hills can be seen in distance left.
- 14.0 Paving again.
- 28.1 Village.
- 30.6 Provincial border. Road good but narrow.
- 33.1 Bus Station—Tingchuan.
- 35.0 Light railway crossing.
- 39.4 Bus Station. Tsaishih.
- 44.6 Pagoda on Hill left—rather dilapidated. Tang Tu Pagoda can be seen in distance right.
- 46.8 Tang Tu (Taipingfu) Ferry crossing. Fee \$1.00 per car.
- 49.9 Village. Hsinzechiao Bus Station. Road good to Wuhu.
- 52.8 Village.
- 59.8 Aerodrome left.
- 62.8 Road to Suancheng Ningkuofu and Hweichow on left.
- 63.9 Wuhu Bus Station.



# WUHU

1. General Hospital.
  2. Police Station.
  3. Catholic Hospital.
  4. C. I. M. Residence.
  5. A. P. C. Residence.
  6. Cemetry.
  7. Public Park.
  8. A. G. M. Convent.
  9. Wuhu Academy.
  10. Club.
  11. Railway Office.
  12. B. A. T.
  13. Lion Hill.
  14. St. James School.
  15. B. & S.
  16. Jardines.
  17. Railway Workshop.
  18. Railway Station.
  19. Customs.
  20. China Merchants.
  21. Nanking-Wuhu Bus Station.
  22. Wu-Tun Bus Station.
  23. Electric Light Company.
  24. Gasoline Retailers.
  25. A. P. C. Agency
  26. A. P. C. Office.
- A. Main Nanking Road.  
 B. Main Ningkuofu Road.  
 C. Peiping Road.  
 D. Chungshan Road.  
 E. Er Chai Road.  
 F. Long Street.  
 G. River Bund.



----- Roads for one way Traffic only.

四九·九哩 村莊西善橋長途汽車站通蕪湖之路尙好

四六·八哩 當塗(太平府)(渡)汽車渡費每輛壹元

四四·六哩 山左有塔遠見當塗塔

三九·四哩 長途汽車站 采石

三五 哩 輕便鐵路橫跨

三三·一哩 長途汽車站 銅井

三〇·六哩 省界 路好惟狹

二八·一哩 村莊路較好

一四 哩 又見舖道

一二·八哩 離舖道入泥路約一英哩鄉景不好因地多平坦遠處能見小山

一二·一哩 望見小河在右

八·八哩 村長途汽車站路面不平如依路之左或右駛行尙好

六·八哩 京蕪公路路舖之邊

之右

南門不入城門左轉又右轉灣過老城門左之新城門出城門向右轉又向左過橋循此路約五百碼至隱路由蕪龍飯店過儀鳳門向右轉入中山大道向左依大路抵校場計四英哩對面路由直道左轉右轉入

## 乙、南京至蕪湖

六三·九哩

## 蕪湖地圖說明

- 六三·九里 蕪湖長途汽車站左有小路入亞細亞房子  
六二·八里 左路至寧國府  
五九·八里 飛機場在左  
五二·八里 村莊

- 十二 英美烟公司  
十一 鐵路辦事處  
十 俱樂部  
九 萃文中學  
八 美國聖公會婦女學校  
七 公園  
六 坟地  
五 亞細亞住宅  
四 內地會住宅  
三 天主教醫院  
二 公安局  
一 蕪湖總醫院

- 廿四 汽油零賣所  
廿三 電燈公司  
廿二 蕪湖長途汽車站  
廿一 京蕪長途汽車站  
二十 招商局  
十九 海關  
十八 火車站  
十七 鐵路工廠  
十六 怡和洋行  
十五 太古洋行  
十四 聖雅谷中學  
十三 獅子山

- …… 單行交通路  
庚、 外灘  
己、 長街  
戊、 民賢路(舊名)  
丁、 中山路  
丙、 北平路  
乙、 寧國大道  
甲、 南京大道  
廿六 亞細亞辦事處  
廿五 亞細亞經理處

## THE SHANGHAI-HANGCHOW MOTOR ROAD

131 Miles

### Miles

- 0.0 Siccawei Bridge, end of Route Winling, cross bridge at sign post "210 kilometers to Hangchow" follow asphalt road towards Lunghwa to first main cross road.
- 0.4 Turn to right at sign "209 kilometers to Hangchow."
- 1.6 Cross Shanghai-Hangchow Railway Line.
- 2.0 Commemorative Archway upon opening of road October 10, 1932.
- Cinder Road begins here and continues to Ming Hong.
- 2.5 Old Toll Gate. From this point to Ming Hong the road is a private one, but has been incorporated into the Inter-Provincial highway system. Tolls have been abolished for private cars, but hire cars and commercial vehicles are still subject thereto.
- Village of Tsaohoching on right; second Kiangsu Provincial Prison.
- 3.5 Cross railway near Lunghua station of the S.H.L.
- 3.6 Williams College on right.
- 4.8 New road leading off to the left. Kiangsu Provincial Middle School.
- 6.0 Kiangsu Provincial Agricultural Stations.
- 10.5 Tsiangchao Bus Station; Agricultural reading room and exhibit hall.
- 12.3 Shanghai Hsien Buildings and Bell Tower at Peichiao. Road leading to right goes to Sungkiang. (See Sungkiang log).
- 12.6 Shanghai Hsien Gardens on right.
- 13.8 Chang An Cemetery on left.
- 14.9 Pu-An Cemetery on left.
- 15.5 Ming Hong: Road to right past bus station leads to the Ming Hong Beach Gardens. Gas station on left of monument.
- Keep to left of monument and continue straight to Ferry.
- 15.6 Vehicular Ferry:  
One two-car ferry and a large ten-car ferry available according to traffic. Tariff: Daybreak to 7.30 p.m. from 1st June to 30th September and from 1st October to 31st May Daybreak to 7 p.m. \$1.00 per car each way. Other hours \$5.00 per car each way.

**Night Service:** Ferry boat anchors on north bank; emergency sampan with red tail light kept at south bank. Motorists arriving at south bank should sound horn and flash light for sampan attendants who will signal ferry: ferry will acknowledge signal by blast of whistle.

## Miles

15.7 South Bank of Whangpoo River across from Ming Hong (Clay bound Macadam and cinder road). Gasoline. Traffic Sign: 35 miles per hour.

20.1 Temple on left.

21.4 Nanchiao. Bus Station; gasoline.

26.0 Hsing Shih Village.

28.3 Choling: Bus Station, gasoline former old walled city razed during Taiping rebellion.

28.6 Road leads up onto the sea wall, whence a view of the Seishan Islands and Hangchow Bay is obtained. Road runs on dyke for eleven miles; narrow; pass oncoming vehicles with great caution.

Salt pans on left. Salt Revenue station on right.

33.3 Tsaoching Bus Station.

37.7 Chinshantsui Bus Station.

40.9 Shinshan City Wall. The wall, being made of earth, is cultivated.

Down off dyke.

41.3 Chinshan City Bus Station.

Gasoline available inside city.

44 Chapu hills in distance.

44.9 Kiangsu-Chekiang Provincial Border: Hsinghsingkuan Bus Station; gasoline.

48.4 Chuankung—an old strong post.

52 "Catacomb" Hill.

56.3 Turn off Chapu Beach. Short road to left terminates at foot of hills, where cars may be parked. Chapu Beach and A. C. C. Club House are reached by walking over hills or taking sedan chairs (at present the hills are closed to the public).



*Seishan Islands (Hangchow Bay).*

*Miles*

- 57.8 **Chapu City:** Bus Station; gasoline available, as well as simple repairs. Just before reaching station, a small repair shop appears on the right where tyre tubes can be mended. New Red Brick building on left just beyond bus station is Rest House of China Travel Service. Refreshments and toilet facilities.
- 58.3 Turn off to right leads to Pinghu, Kashing and Soochow, and ultimately to connect up with Huchow on the Nanking-Hangchow Highway. (See Chapoo-Kashing-Soochow log).
- 63.4 Changchen Bus Station.
- 65.5 Off sea wall.  
Proceed at 25 miles per hour.
- 66.6 Back onto the dyke; Kanpu hills in distance.
- 68.7 Haiyen: High stone sea wall; old temple serves as bus station.
- 71.0 Leave sea wall.
- 71.7 Back on sea wall.
- 73.7 Tsinsan Beach.
- 73.8 Road turns sharply to right, crosses wooden bridge and runs through mulberry groves.
- 75.1 Tsangtsapo Village, back on dyke.
- 78 Off dyke.
- 78.5 **Kanpu Bus Station;** the road skirts Kanpu, a historic port. Here Arabian merchants, Mohammedans, Jews, Christians and Parsees conducted an extensive trade. Arabian records show the city to have been sacked in A.D. 877 but in 1290 Marco Polo refers to it as the port to which all ships go that bring merchandise from India. It was in those days the port of Hangchow, vessels being unable to navigate the Chien Tang River. The first sight of this river is obtained when some 88 miles from Shanghai.
- 87.8 **Chiako Bus Station:** spur road to right leads to Yuenhwa, 2.8 miles distant; where a temple of some size is situated. Of no interest to motorists.
- 88.1 On seawall beside Chien Tang River. From here to Haining the road traverses an old dyke with many bends, some of which have been eliminated by straight fills, thus adding safety to road. Drive cautiously.
- 101.5 **Haining:** Vantage point to see famous "Hangchow Bore" in spring and autumn. Seawall at this point 26 feet high upon top of which a lengthy promenade has been constructed. The Bore, an interesting physical phenomenon to the modern, was quaintly described by an ancient philosopher as "a high mountain, its crest as high as a house, its sound like thunder, its onward rush sufficient to move the heavens and to wash the face of the sun."
- Bus Station; Gasoline.  
Road skirts old city wall and for next 30 miles runs through mulberry and bamboo groves to Hangchow.

*Miles*

- 106.6 **Hukatou:** Road to right to Chang-an, a town on the Shanghai-Hangchow Railway line, four miles distant. Of no interest to motorists.
- 112.0 Aerodrome on left.
- 118.0 Turn off at right to Tangsi, an important silk centre on the Grand Canal. Picturesque 15 mile road, crossing railway line at Linping, 5 miles from turn off from Hangchow Road.
- 119.9 Road to right leads to Chienchao, and the Central Aviation School and Flying Field.
- 127.8 **Chien' Cha:** STOP for inspection by guards. Usually sufficient to state that you come from Shanghai, and to present visiting card. Passports may be requested.
- 128.0 Gate through City Wall.
- 131 West Lake. **HANGCHOW.**

汽油在長途汽車站皆可供給

洋伍元

渡船價目每日上午六時至下午七時止單程每車渡費洋壹元自晚上七時以後渡過黃浦計汽油站在該碑左首支路向右經過長途汽車站即至閔行海濱花園頗便休息門票洋六角

閔行(念五公里暨牌)由中央碑記左駛朝前逕達渡口

十五里 路向左可至 Puan 坡山

十四里 在左邊爲長安坡山

十三里 北橋長途汽車站高大新房子乃係上海縣新署向右行乃松江公路(另有路程記)

十二里 蔣橋長途汽車站農業研究展覽室

十一里 農業試驗場開端

十里 鐵路至上海南車站經過惠靈中學

九里 水泥建成二柱弧形頂廊上嵌中文記註通車事蹟煤屑路開始經過舊收稅所自備汽車免費

八里 經過滬杭鐵路綫

七里 離開石砌之路向右轉灣即見「貳百〇九公里至杭州」之牌

六里 經過徐家匯橋即見「貳百十公里至杭州」標記(汶林路與徐家匯路)

## 上海杭州公路



五十六里 短路向左乃至中國汽車僭行社圈就之地計劃建造海濱俱樂部等

五十二里 山左皆爲墳塚

四十七里 始見乍浦山嶺

四十五里 號牌注明八十○半公里至邊界每小時行六十公里長途汽車站汽油供給處

四十二里 金山境界

四十一里 下海塘

四十里 金山外城

卅七里 金山村

卅二里 漕涇長途汽車站

卅一里 始見海洋鹽灶在左鹽務收稅處在右

廿九里 始見 Seshane 島

廿八里 柘林在柘林路之外卽上隄岸

廿五里 Tsiangshih 村

廿四里 新煤屑路速率牌每小時四十公里

廿一里 南橋

速率牌每小時行六十公里

段開車者務宜格外留意

從一百四十二公里至一百五十七公里此路橫衝至彎曲老海塘除數處已填平築直行駛此

八十八里 海塘泥路（一百四十三公里記號）始見錢塘江

八十七里 閘口長途汽車站向右從一短路可達袁化鎮

七十九里 曲繞山嶺而過

七十八里 長途汽車站

七十三里 始見桑樹路乃徑向西行

七十一里 再上海塘

六十九里 離海塘

六十八里 海鹽石隄海塘古廟作爲長途汽車站警察通知不准攝照

六十七里 再上隄岸

六十六里 速度牌每小時四十公里

六十五里 已過海塘

六十二里 長途汽車站

五十八里 叉路向右卽至平湖嘉興蘇州長途汽車（另觀平嘉蘇路程記）

五十七里 乍浦城汽油供給處長途汽車站

**TIENMOSHAN.** (天目山). (Hangchow-Changhwa-Hweichow Motor Road, page 81 A. C. C. Handbook). A new hotel called the Tien Mu Hotel (天目旅館) (Hsitiemushan) (西天目山) has been built near the monastery and contains 24 rooms furnished in fair foreign style. The charges made during Easter for the best rooms were \$12.00 single and \$19.00 double, including food; \$10.00 for a double room without food. Cheaper rooms are also available. Foreign style food quite well prepared is available. Members of the Club are allowed a special discount of 10% from tariff charge for room and refreshments on producing their membership card.

## FOUR DAY ROUND TRIP BETWEEN SHANGHAI-HWEICHOW AND WUSIH IN THREE MAIN SECTIONS

Total Mileage 636

### SECTION 1

#### SHANGHAI-TIENMOSHAN via HANGCHOW

*Miles*

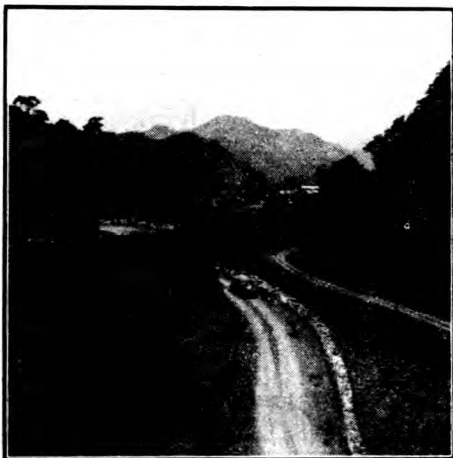
- |       |  |
|-------|--|
| 0.00  | Cross Siccawei Bridge at sign "210 Kilometres to Hangchow".  |
| 1.50  | Cross Shanghai-Hangchow railway line.  |
| 3.00  | Archway.   |
| 10.00 | Tsiang Chao Bus Station.   |
| 12.00 | Peichiao Bus Station.<br>Shanghai District Yamen with Bell Tower<br>Sungkiang road leads to the right. |
| 15.00 | Ming-Hong Ferry.   |
| 21.00 | Nanchiao Bus Station.  |
| 28.00 | Choling.   |
| 40.00 | Chin Shan outer wall.  |
| 47.00 | First sight of Chapoo hills.   |
| 57.00 | Chapoo city. Gas pumps.  |
| 58.00 | Branch road to Kashing.  |
| 65.00 | Off the Sea wall.  |
| 68.00 | Haiyen Stone Sea wall.<br>Old temple serves as Bus station.  |
| 73.00 | Tsingshan Beach.   |



Minghong Ferry Landing.

*Miles*

- 78.00 Kanpu bus station.  
79.00 Twining through the hills.  
87.00 Chiaku—spur road to the right to Yuenhwa.  
100.00 Haining. Gas pumps.  
106.00 Spur road to right to Changan.  
115.00 Aerodrome on the left.  
119.00 Road to left for Chienchao Aviation School.  
127.00 Chien Cha (查檢) STOP for inspection by guards, show passport and present visiting card.  
Gate through Hangchow city wall.  
130.00 West Lake, Hangchow.  
Follow the paved highway northward, pass the Chekiang Highway Administration's Terminal Station, bearing to the left and onward until a broad road leads off to the left. Continuing westward on the broad road and then turn to right when a bus station is seen. Then a sharp turn to the left brings one onto the Heichow Highway.  
134.00 Kutang—formerly toll gate.  
138.00 Liusia (留下)—View of terraced hills.  
139.00 Spur road on left. Keep straight ahead, military cadet barracks on hill to the right.  
143.00 Yanling (閑林).  
146.00 Sharp turn to the left. Road on right goes to Yuhang city.  
158.00 Chingshang village with a pagoda.  
162.00 Linan (臨安) bus station and gas pump.  
172.00 Hwalung bus station.  
177.00 Tsaoki (藻溪) bus station.  
189.00 Spur road to Tienmoshan, 12 miles.  
Hotel (on the Club's approved list).  
The trip to the hills is through lovely wooded-hills and valleys, abundant with clear water streams. A large monastery is at the foot of the mountain, where big fir trees are found.



*Hairpin bend on way to Tienmoshan.*

## SECTION 2

## TIENMOSHAN-HUANGSHAN

*Miles*

- 0.00 Tsaochi Bus Station.  
 2.00 Bridge.  
 5.00 Yutsien (於潛) bus station and gas pump.  
 7.00 Bridge over wide river—old and new bridge construction combined.  
 13.00 Taiyan village.  
 18.00 Grade with fine view through ravine.  
 19.00 Changhwa (昌化) bus station.  
 23.00 Painu village  
 27.00 Winding road around hills bordering the river.  
 28.00 Confluence of two rivers.  
 30.00 Ningse village.  
 35.00 Grade. Road has been cut through an old temple.  
     Old bell and gods may be seen from roadway.  
 43.00 Yulingkwan (昱嶺關)—border of Chekiang and Anhwei provinces. There is the highest point on the whole road after the border is crossed. Road through beautiful scenery. A drive of 30 miles direct to Hweichow.  
 73.00 Hweichow—a famous old stone bridge, Taipingchiao.  
 On the bridge the first glimpse of Hwangshan can be had.

- 80.00 Yentse of Yenshia (岩寺).  
 A branch road on right to the foot of Huangshan at a distance of approximately 33 miles.

The whole trip is full of wonders, with many curves and loops along the slope of the mountain.



*Tienmoshan.*

*Miles*

- 113.00 Tangkou (湯口). Park car at the bus station for the night at a small charge. From Tangkou proceed to Maopong (1¼ miles) either on foot or by chair (50 cents). Spend night at China Travel Service Hotel, \$2-5 per day (food extra). Excellent blankets and bedding provided at hostel and good Chinese style food. Those wishing foreign food must take along all supplies. Accommodation can also be arranged at most of the temples in the hills, but, in this case, it is necessary to take blankets and tinned food. The hostel gets information regarding the best scenic views and temples. For a brief stay, suggest to have a bath at the hot spring and visit Wen Chu Yuen Temple. *En route*, the two famous peaks can be viewed from different angles.

SECTION 3

HWEICHOW-WUSIH via NINGKUOFU

Start the third day journey in the early morning. From Huangshan retrace journey to Hweichow and travel north through Ningkwofu Shuantangtien, all in Anhwei province.

*Miles*

- 0.00 Hweichow (徽州).  
1.31 Tseki (績溪). Road continues up to the north.  
69.5 Ningkuo (帝國).  
81.3 Tawangtsun (大王村).  
100.2 Shuwantangtien (雙塘店). Turn right. Road on left leads to Wuhu, 44 miles. Turn right and leads to Changhing on Nanking-Hangchow Highway.  
117.0 Shihtsupu (十字坡).  
124.2 Shihtsiehtu (十字渡).  
138.0 Kwangteh (廣德) (about one mile to the west of the city stands the Tse-Shan Temple midst a splendid grove of well aged pines, a pleasant stop).  
151.1 Shangszean (上澗安).  
Here is the border between Anhwei and Chekiang province.  
152.2 Chungszean (中澗安).  
157.4 Hsiaszean (下澗安).  
171.2 Changhing (長安) (Chinese hotel accommodation is available here).

#### SECTION 4

Turn right to Hangchow. Turn left for Wusih *via* Ihing.

#### Miles

197.6

Ihing (宜興), turn right. Road to left goes to Nanking.

212.6

Tsaochiao (漕橋).

246.0

Wusih (無錫).

The trip from Changhing to Wusih goes on the border of the great lake, Taihu, and so the scenery all the way is very attractive. Stop the third night at Wusih, Taihu Hotel right on the roadside next to the Wusih-Ihing Bus Station. Early next morning, a three-hour drive brings one back to Shanghai—88 miles.

273.00

Changshu hill (常熟). Cross Road, turn right to Soochow.

303.00

Taitsang (太倉). Bus Station and Gas pump.

316.00

Kating (嘉定), city wall.

322.00

Nansiang. Fork road, one way to Soochow.

334.00

Shanghai.

ROUND TRIP BETWEEN SHANGHAI-NANKING AND  
HANGCHOW IN THREE MAIN SECTIONS

Total Mileage 580

SECTION 1

SHANGHAI-NANKING via WUSIH AND CHINKIANG

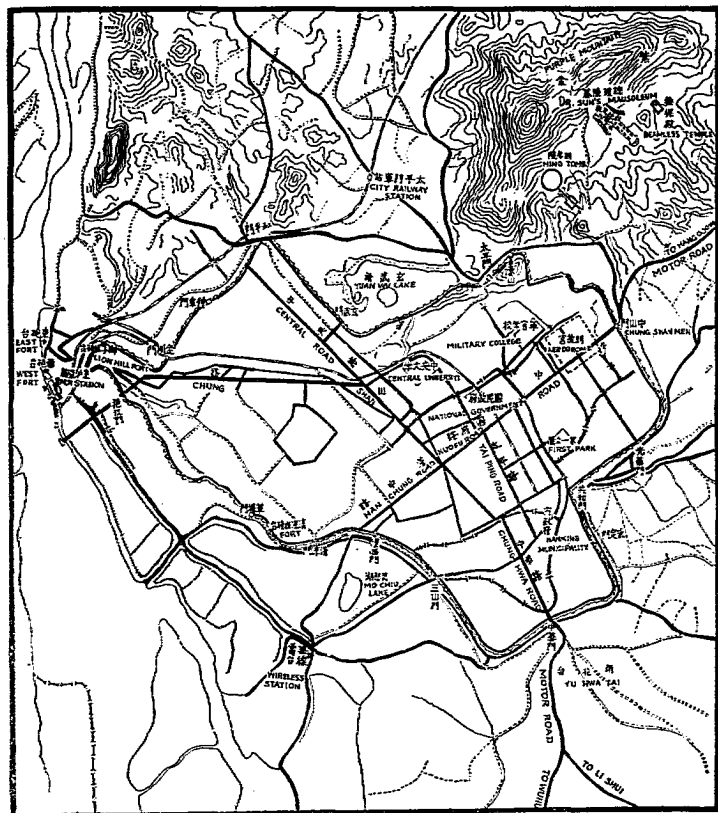
239 Miles

*Miles*

- 0.00 Shanghai (上海).
- 4.40 Chenju (震茹).  
(Huge wireless masts in view).
- 8.20 Lo Yang Chiao (綠陽橋).  
(First Bus Station of Shanghai-Wusih highway opened  
on August 15th, 1935).
- 11.80 Nanziang (南翔).  
(Fork road straight to Soochow, 73 Km.).
- 18.80 Kaiting (嘉定).  
(City wall) with Confucius temple.
- 31.40 Taitsang (太倉). Station and Garage (city wall).
- 48.40 First glimpse of Yu Shan (虞山).
- 60.40 Changshu (常熟). Cross road straight to Wusih, 44 Km.  
Turn right 1 Km. to Changshu City and Yu Shan with  
a good Pagoda. Turn left 73 Km. to Soochow.
- 88.10 Bridge No. 1, in Wusih City (無錫). (Gas available).  
Leave highway and come on city road.
- 89.30 Bridge, and go straight to Ihing (宜興). Turn right for  
Kiangying.
- 112.00 Kiangying (江陰) on the bank of Yangtze River, a walled  
town with forts for river defence.
- 134.00 Changchow (Wutsin) (常州即武進). Walled city on the  
Shanghai-Nanking Railway.
- 184.00 Chinkiang (鎮江). Capital of Kiangsu province. Famous  
spots—Gold Hill and its large temple.
- 239.00 Nanking (Capital of China) (南京皆都). A straight drive  
from Chinkiang parallel with the railway. There are  
plenty of places to see, such as Chung Shan Mausoleum,  
National Stadium, Confucius Temple, Ming Tombs and  
several hills and lakes.



# NANKING



## SECTION 2

### NANKING-HANGCHOW via IHING AND WUHING

210 Miles

*Miles*

- 0.00 Hsiakwan (下關). Suburb of Nanking.
- 10.00 Chungshan Gate to enter the capital.
- 22.00 Tangshan (湯山). Hot Spring and splendid road.

*Miles*

- 42.00 Kuyung (句容) Pagoda. Turn right to Kuyung city.  
Turn left to Chinkiang 43 Km.
- 48.00 Tienwongshih (天王寺). Road right to Lishui (溧水).
- 82.00 Liyang (溧陽). (Walled City). Turn left to Chinkiang  
via Tanyang (丹陽) 104 Km.
- 121.00 Provincial Border between Kiangsu and Chekiang.
- 125.00 Ta Hu Lake (太湖) visible right. Road runs alongside two  
lakes.
- 134.00 Chang Hsing (長興) (gas available). Bus Station with  
Public Telephone. Airport on the left. Road left to  
Kwangteh (廣德) in Anhwei province.
- 151.00 Wuhing (吳興) or Huchow (湖州). (Walled city famous  
for silk). Road on left to Bus Station to get gas supply.

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**THE SHANGHAI-SUNGKIANG-MINGHONG MOTOR ROAD**

27 Miles

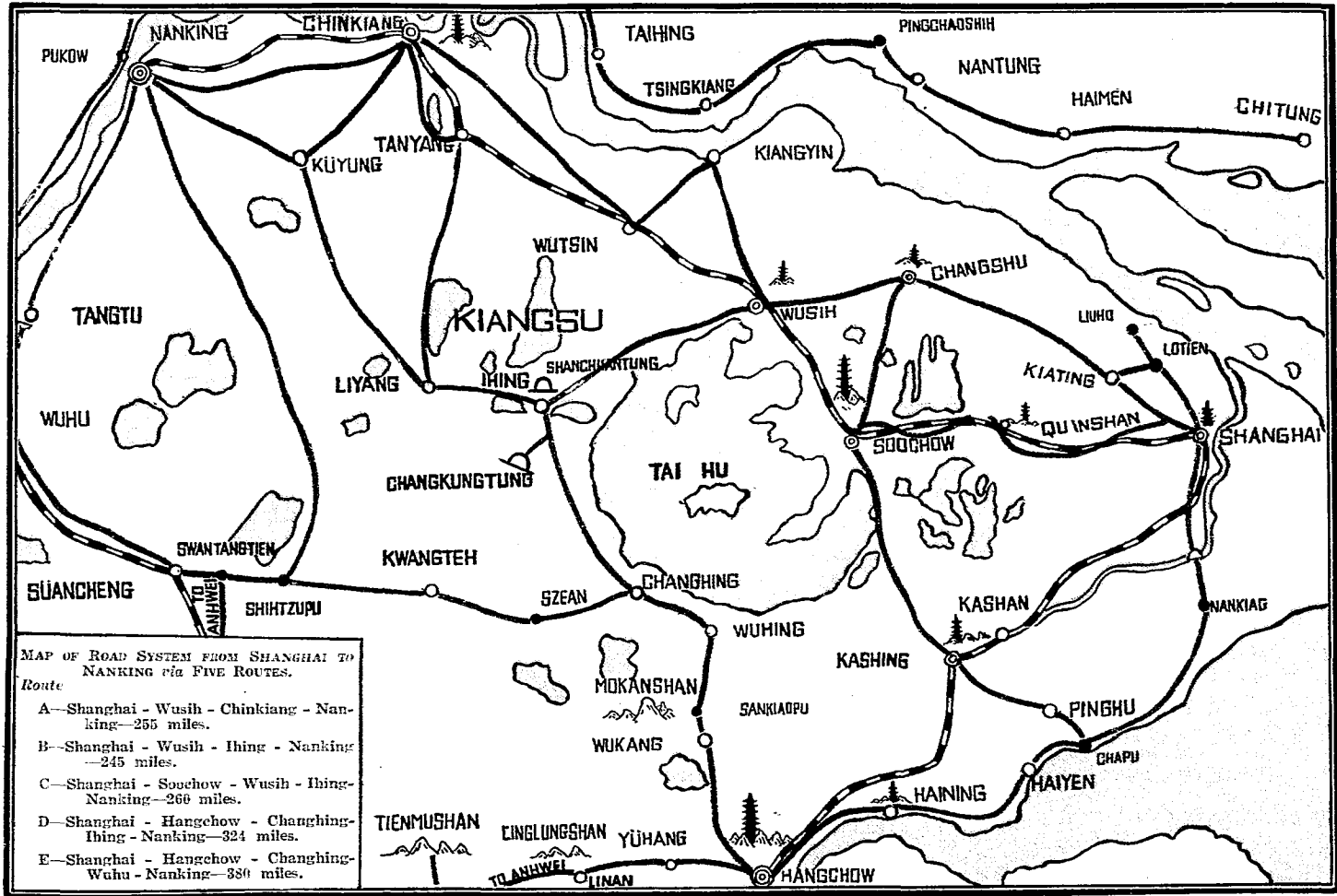
*Miles*

- 0.0 Siccawei Bridge.  
(For complete details Shanghai-Peichiao, see Shanghai-  
Hangchow log).
- 12.4 Peichiao.
- 14.4 Machiao: Agricultural experimental station directed by  
Gen. and Mrs. Yung Chien Nieu; successful farmers' co-  
operative movement and mass education centre.
- 14.8 Roman Catholic Church and Bus Station.
- 17.0 Large Concrete Bridge (Toll Station for hire cars, \$1.00).
- 21.8 Roman Catholic Church.
- 22.8 Large village.
- 23.5 Nice clump of trees.
- 24.6 Railway crossing.
- 24.8 City Gate.
- 25.2 Pagoda on right.
- 25.5 Confucian Temple on right.
- 25.6 Ward's Point.
- 25.7 Exit through city gates.
- 25.8 Power Station.
- 25.9 Parking Space and Tea House.
- 26.2 Junction with road from Sungkiang Railway Station.
- 26.6 Bus Station: Entrance to city by rickshaw.

No Gasoline; except at Sungkiang bus station; no repairs.

Shortly before reaching Sungkiang (25.9 miles) a new parking  
space has been opened behind brick wall compound where cars may  
be left for 40 cents per day. Picnic and refreshment facilities are  
available.

## KIANGSU CIRCULAR TOUR—No. 2



## THE SHANGHAI-WOOSUNG-PAOSHAN-LIUHANG MOTOR ROAD

26 Miles

*Miles*

- 0.0 Nanking Road and the Bund, cross Garden Bridge follow East Broadway and Yangtszepoo Road (or branch off therefrom at Pingliang Road, if desired), to the Point—six miles from Shanghai.
- 6.0 The Point. Continue onto the Chun Kung Road (partially stone paved, but mostly cinder) or as it is more familiarly known, the Woosung Military Road.
- 6.5 Shanghai University Buildings on right.
- 7.5 Mo Nyok San road on left leads off to Chinese Jockey Club and back into Shanghai via Ward Road or Ningkuo Road.
- 7.6 Hsiang Ying Road to the left leads to the Chinese Civic Centre, Seekingjao Golf Course and to Kiangwan.
- 7.9 Leads to main Hsiang Ying Road past new Hospital Buildings.
- 8.2 Five Power Bridge Road to Mayor's Yamen.
- 8.7 Road on right leads to Whangpoo River at the edge of which a City Government Wharf is to be constructed.
- 10.7 Chapei Light & Power Station on the right. Cha Ying Road to left leads to the Civic Centre and return journey may be made back to Shanghai from here, if desired.
- 11.2 Yingnong Road.
- 12.1 Military Hospital.
- 12.4 Buildings of the Great Northern Telegraph Company and the Whangpoo Conservancy Board.
- 12.5 Railway crossing, spur line to the workshops of the Nanking-Shanghai Railway.
- 12.7 Crossing of the Shanghai-Woosung Railway.
- 13.7 New bridge across the Woosung Creek.  
Bear to the right across the railway line.  
(Road to left leads to Wing On Cotton Mills).
- 14.2 New Woosung Ferry Building of the Bureau of Public Utilities, City Government of Shanghai. Ferries run from here to The Bund, Shanghai, every hour.  
Continuing through Woosung village.
- 14.4 Pei Shih Hu Lu (North Shanghai City Road) leads to the left just before House No. 596. This road passes Tung Chi College to Paoshan.  
Continuing straight on, pass House No. 596, and the new white building which is the Woosung Station of the Health Department of the City Government (House No. 620), turn sharply left off the dyke and over a new wooden bridge. Somewhat further on bear sharply to the right across a narrow wooden bridge back onto the dyke.

## *Miles*

- 15.4 Signal Masts.
- 15.5 **Forts Hotel:** Refreshments; Picnic Garden space.  
**Woosung Forts is a military area and visitors are precluded. Signals of sentries should be carefully observed.**  
Turning sharply left at the Forts Hotel, to the end of the short road, bear to the right.
- 15.7 Fisheries College and Naval College.
- 15.8 Turn left on a poor dirt road and follow to the next narrow cross road and thence turn sharply to right again. This narrow winding road eventually leads to the Paoshan City Gate, 17.5 miles from Shanghai. Paoshan is the smallest walled city in China and a trek through the city onto the Yangtze Dyke is full of interest.  
Continuing on the main road generally bearing to the left, without going into Paoshan City, the road eventually meets up with the road to Tung Chi College.
- 19.0 Junction of the main Paoshan Road with the road that leads back to Tung Chi college and Woosung via the Pei Shih Hu Lu. Omitting this turn and continuing on the main road generally in a northwest direction, the next point of observance is
- 21.7 Yanghang Bus Station.
- 22.2 New Church.
- 24.9 Chinese Government Radio Administration Receiving Station.
26. Liuhang.  
At this point one may turn right to Liuho and Kaiting, or left back to Shanghai via Tazang. For detailed information refer to Shanghai-Kaiting-Liuho log.  
No gasoline or repair stations after leaving the point at Yangtsepoo Road.

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## THE SHANGHAI-KAITING-LIUHO MOTOR ROAD

34 Miles

From Thibet Road follow Sinza Road to Stone Bridge Road, leading to the right.

### *Miles*

- 0.0 Sinza Road; bridge cross the Soochow Creek, follow Tatung Road (paved) to junction Kung Woo Road, turn right, on Kung Woo Road.
- 0.7 Railway crossing; continue on Kung Woo Road, which winds somewhat.
- 1.0 Left hand turn onto a cinder road.

### *Miles*

- 1.1 Shanghai-Taichong Bus Station on right.
- 1.8 Liuho Road crosses the Chungshan Road.
- 3.9 Coffin Guild on the right.
- 5.1 Kiangsi Guild.
- 5.5 Bus Station.
- 5.8 Tazang Village; Memorial War Arch.
- 9.4 Kuchiatsen village and cotton mill.
- 11.2 **Liuhang:** Road to the right leads past Receiving Station of the Chinese Government Radio Administration, and to Woosung. See Shanghai-Woosung-Paoshan-Liuhang log.
- 15.4 Lotien, a village of considerable proportions.
- 15.8 Road to the left leads to Kaiting: Cross narrow cement bridge.

This branch road of six miles in length ends at the walled city of Kaiting (Kading). The car may be parked at the bus station under police supervision, and the party continue on through the city. An old Confucian temple with old cypress trees may be visited. A small islet in front of the Temple is often used by visitors as an ideal picnic spot. The trees in the Kaiting district are among some of the most beautiful in the entire Shanghai area.

#### **Continuing to Liuho:**

- 19.0 Yuehpoo Village.
- 22.0 Liuho Bus Station.

A short walk through the village will bring one to a public recreation ground where a tea house and reading room is maintained.

**Gasoline:** While gasoline pumps will be observed at a number of the bus stations, it is usually very difficult to purchase gasoline on this route. Hence it is advisable for motorists to fill up before leaving Shanghai.

**Repairs:** A work shop is maintained at the bus station at Liuho, where it is sometimes possible to persuade the bus officials to render assistance.

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## **THE SHUNAN-SUI AN MOTOR ROAD**

(See Hweichow-Shunan-Hangchow Road Log)

### *Miles*

- 0.0 Shunan Bus Station.
- 0.2 Ferry. Probability of 30 minutes wait.
- 2.2 Caution: "S" Bend to right then left.
- 4.7 Village. Caution: Right angle bend to left over small bridge, then right angle bend to right.

### Miles

- 12.0 Bridge over small stream.  
17.1 Bridge over small stream.  
17.7 Sui An city wall.  
18.1 Bus Station.

The road is uninteresting and the surface is not good. Any speed over 25 m.p.h. causes much discomfort to passengers in the back seat.

The road continues beyond Sui An for four miles or so only but will eventually be extended to Kaihwa.

### SOUTHERN CHEKIANG CIRCULAR TOUR No. 1.

Hangchow-Zakow-Shaoshan-Shaoshing-Chenghsien-Tientai  
(for Hwangyen and Wenchow)-Changlo-Yungkang-  
Lishui-Kinhwa-Lanchi-Showchang-Fuyang-  
Hangchow. 650 miles.

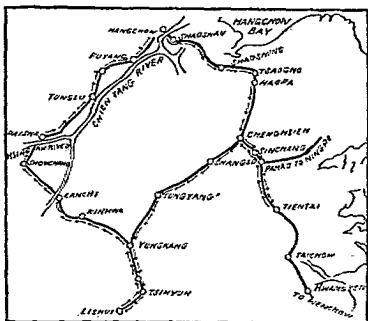
Hangchow to Zakow. Ferry from Nanshingchiao on the north bank of the Chientang River to "Kiang Pien" on south bank and from there to Shaoshing and Tsaogno—49 miles—road surface good.

Note:—At Tsaogno if a river is crossed to Pokwan, a road leads to Ningpo. Neither is a vehicular ferry available. Another way to reach Ningpo by

road if this is desired, is to turn south at Tsaogno for 45 miles, and again turn north-east at Pamao to Ningpo. The Ningpo trip is not, however, included in this tour.

Continuing south from Tsaogno through Chenghsien, Pamao (for Ningpo), and crossing a mountain range by a beautiful winding road with steep but easy gradients and hairpin bends (ascent known as Wei Tse Ling), descending by another two miles pass on Kua Ling to lower levels; ten miles further on Tientai is reached (78 miles from Tsaogno). Night spent in temple at Tientaishan on spur road from Tientai.

The road continues to Hwangyen and Wenchow (Yungkia).



Retracing the 47 miles back to Chenghsien an abrupt turn south-west is made through Changlo to Tungyang (47 miles from Chenghsien), the road traversing valleys with mountains in view on either side. From Tungyang the road enters narrower defiles and makes its way to Yungkang (36 miles). Continuing south through Tsinyun (21 miles) and afterwards winding along 20 miles of road cut from the face of rock cliffs in a narrow river gorge, reaches Lishui. Primitive inn accommodation.

Next day retrace the 45 miles to Yungkang and 28 miles further on passed Kinhwa; 19 miles from there (after crossing a small river by ferry shortly beyond Kinhwa) the road turns south to Chuchow and north into Lanchi city. To reach the ferry across the Chientang River the south road is taken till the ferry fork appears on the right. A new road connects Lanchi with Showchang and Paisha (42 miles). At the latter place the Hsing An River ferry is crossed.

From Paisha back to Hangchow see road log Hweichow-Hangchow via Shunan.

Details of the whole route are given in the relevant road logs.

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### THE WUHU-HWEICHOW MOTOR ROAD

As far as Ningkuofu—country undulating and not very interesting. From Ningkuofu to Hweichow—the road is through delightful valleys of beautiful scenery.

#### *Miles*

- |      |  |
|------|--|
| 0    | Wuhu Bus Station.  |
| 0.2  | Railway crossing.  |
| 0.9  | Road or railway embankment.  |
| 1.3  | Turn sharp right along road passing small hill on right.<br>Country is flat except for a few small hillocks. Road is broad and surface good. |
| 4.9  | Village right.   |
| 5.6  | Bridge over canal.   |
| 6.6  | Mud huts. Caution children apt to run out.   |
| 9.2  | Long bridge over river.  |
| 13.9 | Long bridge over river.  |
| 16.6 | Mud road.  |
| 20.0 | Village. Undulating country.   |
| 23.6 | Turn sharp left. Hairpin bend. A Bus Station on right.   |
| 23.7 | Town of Wangchih on right.   |
| 24.3 | Small coloured Pagoda.   |
| 25.1 | Rail over road.  |
| 31.0 | Country is wild and in many parts uncultivated.  |



## *Miles*

- 33.4 Range of hills.  
40.0 Hills left—road excellent from here on.  
41.9 Village. Road climbing.  
43.7 Down Hill to Suancheng (Ningkuofu), where gasoline is available.  
44.5 Suancheng (Ningkuofu). Road leads in to Bus Station yard, take exit on right uphill, skirting city north wall on left. Bear left at top of gradient.  
45.7 Skirting South West corner of City wall.  
46.8 South East end of wall bear right.  
47.4 Caution. Hump back bridge.  
48.2 Stone slab bridge.  
48.9 Village entrance.  
49.4 Village exit.  
49.7 Light railway crossing.  
51.7 Shuantangtien. Cross roads. Turn right. Road in front leads to Kwangteh and Changhing. Road you are now on is straight for about 10 miles.  
56.8 Bus Station. No telephone.  
58.1 Light railway on right.  
59.5 Hills left. Road surface not too good.  
61.4 Village.  
61.9 Road bends left. River (clear water) right.  
62.2 Wooded hills. Very pretty scenery. Road runs on river bank.  
63.3 Hairpin bend. Leave river. Hilly country left.  
65.4 Road bumpy.  
66.0 Wu Tung Bus Station. Curious rock formations right. Road better.  
67.0 Village right.  
67.2 Bed of dry river. Scenery left is picturesque.  
68.2 Road poor—wavy.  
69.0 Lime stone hills left. Road better. Low hills on both sides road climbs to pass.  
70.6 End of light railway.  
70.8 Road passes under railway bridge. Road descends through valleys.  
72.7 Village left.  
75.7 Village left. Clear water stream. A series of valleys.  
76.9 River 200 yds. right.

*Miles*

- 77.5 River close to road.  
79.7 Country more open. Picturesque eight-arched bridge right.  
80.4 Holiki Town. Road passes through town—bear right over.  
80.6 Stone bridge of stone flags. Good view.  
80.8 Leave Town.  
81.7 Cutting.  
82.4 Pass Ningkuo not to be confused with Ningkuofu (Suan-cheng). Walled town. Hills. Pretty country.  
85.9 Wooded valley. Soil is red and adds colour to otherwise green country.  
87.4 Village Chin Shan Pu.  
90.0 Village.  
93.2 Bus Station and village.  
96.1 Village right.  
98.1 Village. Bus Station.  
98.5 Road climbs—with sharp bends.  
98.9 Road descends.  
100.5 Large farm houses in quaint setting.  
101.5 Village of Seng Min.  
104.6 Village left. Mountain stream right.  
105.9 Village right. Mountain stream left.  
106.0 Double “S” Bend.  
107.2 Hamlet of farm houses left. Sharp bend to right followed by a series of bends through the hills.  
109.5 Road straightens out.  
109.8 Road winds again through the hills.  
111.2 Village left with a steep climb into.  
111.5 Cutting with descent at end of same.  
112.8 Valley opens out.  
115.1 Village right. Hills high left.  
117.3 Village left.  
121.5 Village right. Straight road.  
124.1 Village right at foot of hills.  
128.5 Stream—pretty.  
133.2 Tseki.  
139.4 Pass in the Hills.

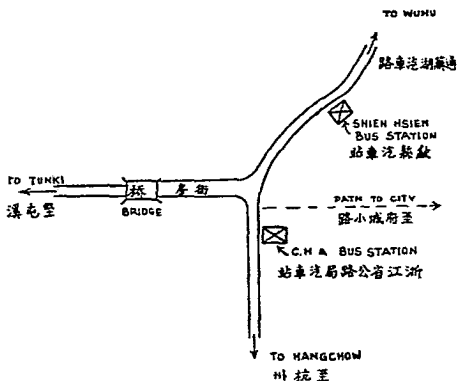
*Miles*

151.9 Hweichow. Cross Roads. Gasoline available at corner shops—road right over bridge leads to Tunki. Road in front to Hangchow. Hotel accommodation is poor and is in walled city approached by narrow path on left. Garage facilities available, but not lock up.

Hweichow (Sih Hsien) is a quaint old Town and is well worth a visit through its narrow streets. The absence of all vehicles is noticed—as none are allowed—and with it the entire lack of noise.

## HWEICHOW

州 徽



二三·七哩 灣沚鎮在右路好祇五哩

二三·六哩 左轉灣極細灣頭長途汽車站在右

二〇·六哩 村莊風景苦澀

一六·六哩 泥路

一三·九哩 長橋過江

九·二哩 長橋跨江

六·六哩 泥屋謹防小孩出來

五·六哩 過河有橋

四·九哩 右有村莊

一·三哩 右轉灣過右邊之小山地除邱陵外均平坦路闊路面好

〇·九哩 路或鐵路堤壩已在建築中

〇·二哩 鐵路橫過

〇 哩 蕪湖長途汽車站

至寧國府風景不好 由寧國府至徽州風景極佳

### 丙、蕪湖至徽州

- 四八·九哩 進村
- 四八·二哩 石板橋橋面不好
- 四七·四哩 小心駝背橋
- 四六·八哩 東南城牆傾右
- 四五·七哩 西南城牆蜿蜒
- 四四·五哩 寧國府路通長途汽車場由右登山環城城牆在左斜面微向左
- 四三·七哩 下山至寧國府該處有汽油可買
- 四一·九哩 村莊路漸高
- 四〇 哩 小山在左路極好
- 三九·六哩 建築工作完此後地已完工
- 三三·四哩 山脈
- 三一 哩 地多荒蕪
- 二八·一哩 路漸惡劣但在修理中
- 二五·一哩 路對面有軌道
- 二四·三哩 小塔

- 六八·二哩 路不好高低不平
- 六七·二哩 河床乾左景極佳
- 六七 哩 右有村
- 六六·哩 蕪桐長途汽車站右有古怪之岩石路較好
- 六五·四哩 路不平
- 六三·三哩 鈎形灣離江左有山村
- 六二·二哩 叢林風景極佳路沿河岸
- 六一·九哩 路斜左右有(清水)江
- 六一·四哩 村
- 五九·五哩 左有小山路面不甚好
- 五八·一哩 右有輕便鐵道
- 五六·八哩 長途汽車站無電話
- 五一·七哩 十字路向右轉前路入廣德路直約十哩路面好劣不等
- 四九七·哩 輕便鐵道橫過
- 四九·四哩 出村

- 八七·四哩\* 金山埠村
- 八五·九哩 森林黃土與綠林對照
- 八二·四哩 過寧國縣縣有城牆山村景頗好
- 八一·七哩 鑿地作路
- 八〇·八哩 離河瀝溪鎮
- 八〇·六哩 石橋風景佳
- 八〇·四哩 河瀝溪鎮路過城向右灣
- 七九·七哩 村更大右有美麗八洞橋
- 七七·五哩 江接近路
- 七六·九哩 離右二百碼有江
- 七五·七哩 左有村莊清水河平原
- 七二·七哩 左有村莊
- 七〇·八哩 路由鐵路下穿過向平原低下
- 七〇·六哩 輕便鐵路完
- 六九 哩 左有灰石山路較好兩旁小山入嶺

- 一一一·二哩 山下路又彎曲左村凹入
- 一〇九·八哩 路盤旋過山
- 一〇九·五哩 路直出
- 一〇七·二哩 左有農村右轉灣見山上叉路
- 一〇六哩 雙S灣
- 一〇五·九哩 右有村左有溪
- 一〇四·六哩 左有村右有溪
- 一〇一·五哩 \*生命村
- 一〇〇·五哩 古色大農村
- 九八·九哩 路漸低
- 九八·五哩 路漸高且灣
- 九八·一哩 長途汽車站及村
- 九六·一哩 右有村
- 九三·二哩 長途汽車站及村
- 九〇哩 村



一五一·九哩 徽州爲一古城值得一遊街道狹故不准用車城極清靜

徽州十字路汽油可買過橋通東溪前路通杭州旅館設備惡劣在城左有汽車間但未加鎖

一三九·四哩 山上有嶺

一三三·二哩 績溪

一二八·五哩 溪美麗

一二四·一哩 山下有村

一二一·五哩 右有村路直

一一七·三哩 左有村

一一五·一哩 右有村左有高山

一二二·八哩 前見平原

一一一·五哩 村末漸低下

## THE WUSIH-KIANGYIN MOTOR ROAD

A short road of 22.8 miles connects Wusih with Kiangyin on the Yangtze River, at which place an important arsenal is situated. The road lies through uninteresting flat farm lands, and is of no special interest to motorists.

## THE YUHANG-WUKANG MOTOR ROAD

This road is still controlled by the Motor Bus Company operating between Yuhang (on the Hangchow-Hweichow road, and Wukang on the Hangchow-Nanking Road, 20 miles from Hangchow) and is approximately 20 miles in length. The only approach to this road from the Hweichow Road is through the town of Yuhang which entails a journey of three-quarters of a mile through the main street, which is scarcely wider than the average touring car and has one bad bend (not recommended). The Wukang end is entered from the Hangchow-Nanking Road without difficulty through the Bus Company's Toll Gate. The road is in fairly good condition and passes through hill scenery the whole length. A few miles from Wukang a side road to the West leads to a small town, and by making a hazardous passage through the narrow streets it is possible to continue on the other side and complete four sides of a square (about twelve miles in all) back to Wukang. A few miles beyond Wukang on the Nanking Road, Sanchiapoo is reached and on the left the short road to Mokanshan.

從一短路而行

即爲南京公路三橋埠至莫干山向  
左之遙) 回至烏江在烏江數英里之  
外完成四方式路程(共約十二英里  
小鎮經過狹小危險之街繼續至彼處  
山景距烏江數里從一旁路向西至一  
公司收稅門此路情形甚佳全程經過  
京杭路而進頗爲便利通過長途汽車  
關度况有不良曲徑不便行駛烏江由  
大街不到一英里該街祇有中等汽車  
達此路須從徽州路經過餘杭鎮相距  
州二十英里) 中間約長二十英里欲  
餘杭(杭徽路)與烏江(京杭路)距杭  
此路仍歸長途汽車公司管理行駛在

餘杭烏江汽車路

## HANGCHOW TO TSAONGO VIA SHAOSHING

Road very good. Straight and well kept up. Country is well cultivated and flat. A range of hills some miles on the right.

Proceed to Nanshingchiao on Hangchow side of Chientang River and cross ferry to South bank. Fee \$3.00—Permit to cross should first be obtained from the Chekiang Highways Administration, Hangchow.

### *Miles*

- 0. Jetty Pontoon on the Shaoshing side.
- 0.5 End of Jetty—Turn left and bear right through railways into
- 0.6 Shao-Hsing Bus Co.'s station. Gasoline pumps but difficult to obtain supplies.
- 3.3 Hsi Hing Bus Station. Gasoline pump.
- 4.4 S Turn over bridge.
- 4.7 Temple on the right.
- 5.6 Hsiao Shan Railway Station on right.
- 6.1 Left bend into Hsiao Shan Village.
- 6.2 Hsiao Shan Bus Station.
- 8.0 Chuan Pa Bus Station. Large Cotton Factory (Tung Hwei Kwang).
- 11.1 Ho Kiang Bus Station.
- 13.0 Chin Lung Bus Station.
- 14.2 Ya Chien Bus Station. Fine Hills. Canal runs left.
- 18.2 Chien Chin Bus Station.
- 19.0 Temple.
- 20.8 Ching Wang B. S.
- 22.6 Very old bridge over Canal. Very picturesque.
- 22.7 Luan So. Most of the famous Shaoshing Wine produced here.
- 24.2 K's Chiao Bus Station. The gaily coloured sampans are peculiar.
- 26.2 Mi T'o Bus Station.
- 27.4 Tsai Li Bus Station.
- 30.5 Hsi K'o Bus Station.
- 31.0 Walls of Shaoshing City.
- 31.4 Shaoshing Bus Station. Turn sharp left. Road in front is an incompleted road to Pien Men.
- 31.6 Pei Hai Bus Station. If one is staying the night this is the station to stop at, as it is handy for the Hotel. The best Hotel is the Ching Hu, which can be recommended.
- 32.4 Caution! Hidden right double bend round foot of hill.
- 32.8 Changan (Shaoshing) Bus Station.

*Miles*

- 33.7 Wuyung (Shaoshing) Bus Station.  
36.3 Tung Fu Bus Station. Road on right to Tung Fu only.  
38.2 Kao Pu Bus Station. Small lakes with innumerable waterways.  
39.4 Fan Kiang Bus Station.  
42.3 Pao Yen Bus Station.  
43.9 16 kilometre stone. S Bend.  
45.1 Chin K'o Bus Station.  
47.8 Tung Kwan Bus Station. Telegraph office in Village.  
48.6 Right bend.  
49.5 Left bend.  
50.1 Aerodrome on left. Road on left leads to field.  
50.7 Tsaongo Bus Station. Gasoline Pumps. Road right leads to Haopa and Chenghsien road in front to Tsaongo River only (1.1 miles) and ferry across river to Ningpo road. A railway runs from Pokwan to Ningpo.

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**TSAONGO TO CHENGHSIEN***Miles*

- 0.0 Tsaongo Bus Station. Road runs towards the hills and good scenery.  
2.7 Slight climb and descent.  
3.4 Haopa Bus Station. Bear right. Pump but gasoline not available.  
4.2 Blind right bend.  
4.7 River (The Tsaongo) scenery.  
5.4 Cutting. Valley scenery.  
11.1 Magnificent river views.  
11.4 Wang Kao Wei Bus Station.  
12.2 Leave river.  
14.8 Tsang Ka Pu. Road on left leads to Town. (2 miles).  
18.3 Sharp S Bend through Village of San Kai.  
19.1 Blind corner.  
19.7 S Bend.  
19.8 Slight gradient. Fine valley view.  
20.3 Top of gradient.  
20.8 Old stone bridge left. Village of Yun Po with good river scenery.

*Miles*

- 21.1 Road cut from Cliff face.  
25.6 Hsien Kai.  
26.7 Valley opens out.  
27.0 San Shu Tan. This is a transshipment village for cargo from Junks to raft. The river takes a left bend and leaves the road.  
28.1 Yui Chi.  
28.7 Pagoda in distance heralds approach to Chenghsien.  
32.1 Chenghsien Bus Station. Gasoline. Road in front leads to Ningpo, Tientaishan and the coast. Road on right leads to Lanchi, Yungkang and Fukien.

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CHENGHSIEN TO TIENTAI SHAN

*Miles*

- 0.0 Chenghsien Bus Station of the Hao-Hsin Bus Co.  
0.1 Cross long cement bridge over river and cross flat, cultivated plain.  
4.7 Hwang Li Chiao village. Hill scenery.  
7.3 Bend in road.  
9.6 River on right.  
10.3 Hsin Chong Bus Station.  
14.8 Village of Pa Mao. Straight on for Kikow, Fenghwa and Ningpo. Turn right for Tientai and Taichow. The road is of a switch back nature and country very sparsely cultivated.  
17.0 Bridge. Sharp right.  
18.6 Road approaches Hills. Several old bridges along old chair route.  
20.8 Sharp right bend.  
23.2 Bridge with sharp right turn at far end with sudden steep ascent. Road climbs up gradual gradient from here.  
24.5 First hair pin bend.  
24.9 Second hair pin. Pavilion here for viewing the climb.  
25.5 Top of climb—with table land to.  
27.4 Slight climb.  
28.1 Blind S bend.  
28.9 Ascent with right bend. Caution.  
30.1 Slow descent—easy gradient. S bends.  
31.4 Left over bridge.

*Miles*

- 31.9 Village and old Stone Bridge and descend.  
33.2 Road wavy—Top of slight up gradient. Winding road.  
33.9 End of table land. Descend from here with sharper gradient.  
34.0 1st hairpin.  
34.2 2nd „  
34.4 Double S bend.  
34.5 S bend.  
34.6 Hair pin and S turn.  
34.9 Hair pin and sharper descent.  
35.2 Hairpin.  
35.4 Blind corner.  
35.8 S bend blind. Gradient easier.  
37.4 Cutting and end of descent—Valley is narrow. The trees here bear a berry which is used extensively for the making of Joss Candle Red Dye.  
39.5 Long Bridge.  
40.1 Slight hill through cutting.  
41.1 Right through village—along foot hills.  
47.1 Long bridge.  
48.3 Tientai Bus Station. Gasoline and lubricants. Facilities for small repairs. (Fitter speaks some English). Passport control.  
49.1 Road to left leads to Temple and Tien Tai Shan. Bedrooms and bedding available. Chinese chow (vegetarian). Car can be driven to Temple past Pagoda—distance from junction 1.2 miles.

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**CHENGHSIEN TO YUNGKONG***Miles*

- 0.0 Bus Station. Go down road opposite Bus Station. Turn left by wall and city gate. (Gasoline can be obtained in City about 5 minutes walk).  
Turn right at river bank.  
0.3 Left over bridge and bear right.  
0.9 Cheng Chang Bus Station. Gasoline Pump.  
2.8 Yen T'ou Village. Land is flat and cultivated. Many hamlets.  
4.2 Hsih Sih Village.  
6.1 Chiao Tsen Village.

*Miles*

- 6.3 Road left leads to a General's tomb only.  
8.9 Kan Ning.  
11.8 Po Chi. Several hump back bridges prevent speeding.  
17.0 Turn left just before a Gasoline Pump. Road straight on only leads to Changloh Bus Station.  
Road is narrow from here for some miles.  
17.3 Right turn. Blind. Caution.  
19.4 Valley scenery.  
20.5 Cutting by river bank along cliff face.  
21.6 End of cliff face.  
22.3 Left hairpin and slight gradient.  
22.5 Top of gradient.  
22.8 Bottom of gradient—winding road from here.  
23.3 Tsang Pu.  
23.5 Right—over bridge. Country wooded and hilly.  
26.6 Valley narrow.  
27.0 Sharp right and double S bend. Climb hill with hidden corners.  
27.8 Straightens out.  
29.2 Sharp right and steeper up gradient with S and hairpin bends.  
29.7 Top of pass. Descend from here.  
30.4 H. Pin left turn.  
30.5 Sharp S bend.  
32.2 Bottom of gradient.  
32.6 Shang Kiang.  
34.4 Cha Chang—a road on right leads to Wei Shan.  
36.9 Long Bridge. Ho San Village.  
39.7 Lo Hsi Chieh.  
41.8 Hsi Chieh.  
47.0 Feng Ka Lou.  
49.3 Lin Cha—road on left to Yungkong.  
Road in front leads to Tungyang Bus Station (1.3 miles) and continues on to Iwu Railway Station (Hang Kiang Railway). Tungyang Bus Station to Iwu is 11.5 miles.  
53.6 Chien Chang Bus Station.  
56.6 Hou Lin Shan Bus Station.  
58.4 Village.  
63.2 Nan Mao Bus Station. Left and then right over bridge.  
64.3 Small bridge. Dry river bed.

*Miles*

- 65.9 Shou Tsen Yuen.  
67.9 Sze Lu K'o Bus Station.  
70.9 Chiao Hsia Chu Bus Station.  
73.8 Koo Shan Bus Station.  
75.6 Sze Ya Bus Station straight on to Yungkong. Road on left leads to Fang Yuen and Temple.  
79.4 Tu Shan T'o Bus Station.  
84.5 Left to Lishui and Wenchow—straight on for Yungkong.  
85.3 Bridge.  
85.8 Yungkong Bus station outside North Gate of the walled Town.

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**YUNGKONG TO LANCHI***Miles*

- 0.0 Yungkong Bus Station.  
2.2 Li Chiao B. S.  
4.0 Government School on left.  
4.4 Hwa Kai B. S.  
8.0 Yang Kong B. S.  
10.2 Nan Pei Kai B. S.—Cross over Bridge.  
14.2 Road left to Wu-I. Shan Lin Tao B. S.  
15.4 Hsiao Lin Tao Station. Road runs through village.  
17.2 Bus Station.  
18.2 Tze Tang Bus Station with a left S turn after village.  
20.3 Mo Ko B. S.  
22.0 Red Danger board marking a wall on side of road.  
23.4 Lin Hsai Chu Bus Station.  
25.3 Shih Pa Li B. S.  
26.6 Jen Ngo Li B. S.  
27.1 Kinhwa Pagoda can be seen in distance.  
27.8 Kin Ku Ting B. S.  
28.1 Left turn for Lanchi—road in front leads to Kinhwa Bus Station, (1.4 miles) where road bends left to Pei Shan.  
30.0 Ferry.  
34.1 Road straight but should be driven over carefully as there were several holes in the road due to sinking in of foundations.  
35.7 Cross over Hang Kiang Railway—level crossing—no gates.



*Miles*

39.6 18 K. M. stone—presumably from Kinhwa.

42.5 Village.

43.3 River on right.  
Pagodas of Lanchi visible.

45.4 Cross Tung Wu Bridge.

48.2 X roads. Left for Lungyu, Chuchow and the South/West right for Lanchi, Showchang and the North.

48.4 Lanchi. South Bus Station. To get to Lanchi city, leave car here and cross over River by Ferry, as the city lies on the East bank. There is no car ferry to Lanchi city itself.



*Lan River—Lanchi, Kinhwa.*

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**LANCHI (SOUTH) TO LANCHI (NORTH) BUS STATIONS**

*Miles*

0. Lanchi (South) Bus Station. Leave by the Chuchow road bearing right round Emergency Airfield.
- 0.5 Turn sharp right down short road to ferry.
- 0.8 River Bank. Ferry to North bank of Lan River. Very fine view of Lanchi city from here.
- 2.2 Road on right leads to Lanchi (North) Bus Station—0.4 miles.

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**LANCHI (NORTH) BUS STATION TO PAI SA**

From Bus Station to Cross roads is 0.4 miles. Road to left leads to Chuchow and the South or to the East via Yungkong.

*Miles*

- 0.0 X roads.
- 2.6 Village. Road undulating and country well-cultivated.

*Miles*

- 4.3 Village—Wang Ka Lin.  
6.6 Bus Station—Yung Chong Chen.  
9.1 Collection of the larger type of farm houses.  
10.1 Road is winding from here to Pai Sa.  
11.4 Bus Station. Tsu Kao Chen. Country becomes more hilly on both sides.  
12.4 S. Bend.  
13.0 Bus Station. Tangchen.  
13.8 Blind right bend with slight up gradient.  
14.3 Blind left bend.  
14.7 Top of gradient. Road runs through a valley of high hills.  
15.5 Blind right bend. Road winding through the hills.  
16.6 Wu Shih Bus Station. Pretty. Two blind right bends follow.  
17.3 Narrow cutting leads out of the valley into open country.  
18.1 Narrow road between houses and enter into another narrow valley.  
19.3 Tsing Tan Bus Station.  
20.8 Road on left to Showchang and when road completed beyond Showchang, it will lead to Lungyu and the South.  
Keep right for Pei Sa.  
21.7 Hill cutting. Valley widens out.  
24.1 Yu Gi Bus Station.  
26.5 Ken Lou Chen B. S.  
27.6 Valley narrow between hills.  
28.1 Pei Sa Ferry (South). Ferry across.  
28.5 Pei Sa Bus Station on Main road. Right for Hangchow (See Hweichow - Shunan - Hangchow log), left for Shunan, Tunki and Wuhu.



*Showchang—Lanchi.*

## HANGCHOW TO TSAONGO VIA SHAOSHING

**Straight** and well kept road all the way through. Shaded trees on most part of the road. Country is flat and full of creeks. A range of hills always in sight.

### *Miles*

- 0 Jetty Pontoon on the Shaoshing side Chientang Ferry takes 15 minutes.
- 0.5 End of Jetty—Turn left and bear right through Hang Kiang Railway tracks into
- 0.6 Hsiao-Shao-Cheng Bus Co's Station. Gas Pump.
- 2 Very straight road with hills on the right.
- 3.3 Si Hing Bus Station (西興). Gas Pump.
- 4.4 Turn over bridge.
- 4.9 Hills on left and right.
- 5.3 Bridge.
- 5.6 Hsiao Shan Railway Station on the right.
- 5.9 Small bridge. Hsiao Shan Pagoda in view.
- 6.1 Left bend into a village.
- 6.2 Hsiao Shan Bus Station (蕭山).
- 6.4 Hills on the left.
- 6.9 Bridge.
- 7.3 Chimneys of large cotton mill.
- 7.7 Bridge.
- 7.9 Chuan Pa Bus Station (轉壩).
- 8.3 Bridge and S. turn.
- 8.4 Bridge and hill on the right.
- 9.2 Temple.
- 9.8 A new house on the hill.
- 10.4 Bridge.
- 10.8 Bridge.
- 10.9 Mo Kong Bus Station (莫港).
- 11.5 Bridge with hill on the right.
- 12.3 Bridge.
- 12.7 Ling Lun Bus Station (玲瓏) bridge, Gas pump.
- 13.6 Bridge.
- 14.1 Bridge, hill on the left.
- 14.3 Bridge.
- 14.8 Bridge.
- 15.0 Ya Chien Bus Station (衙前). Shen Deng Yi Memorial Column.
- 16.1 Bridge.
- 17.2 Old pagoda.

*Miles*

- 17.8 Bridge.
- 18.0 Chien Ching Bus Station (錢清).
- 18.6 Bridge with a large temple on the right.
- 19.0 Big trees and pailou. Canal on the right.
- 20.5 Ching Wan Station and bridge (倉望).
- 21.3 Bridge and pailou.
- 22.3 Bridge and temple on the left.
- 22.5 Yuan Shu Bus Station (阮社), piles of wine jars.
- 23.3 Bridge.
- 23.9 Ko Chiao Bus Station (柯橋) one of biggest towns near  
Shaoshing, with large temple.
- 24.6 Bridge.
- 25.1 Bridge with hill on the right.
- 25.8 Mi Do Bus Station (彌陀) and large temple.
- 27.0 Tsin Ye Bus Station (筓葉).
- 27.8 Bridge.
- 29.1 Bridge, more piles of wine jars in pyramidal shape.
- 29.4 Two small pavilions on a hill.
- 30.0 Si Kou Bus Station (西郭) west suburb of Shaoshing.
- 30.6 Shaoshing City wall.
- 30.9 Shaoshing Bus Station (紹興). Hill in front with two pavi-  
lions at both ends. Turn left to Tsaongo.
- 31.3 Pei Hai Bus Station (北海).
- 32.1 Bend—a small pagoda on hill.
- 32.3 Chong An Bus Station (昌安).
- 32.5 Church with twin steeples.
- 33.2 Wu Yun Bus Station (五雲). Kilometre Stone 1.
- 33.8 Bridge.
- 34.4 Bridge and big trees.
- 34.9 Bridge.
- 35.1 Bridge and hill on the right.
- 35.8 Bridge and Tung Hu Lake—Kilometre Stone 4. A Branch  
road to the lake.
- 36.0 Bridge.
- 36.8 Temple on the right.
- 37.3 Bridge.
- 37.6 Bridge—Kao Pu Bus Station (皋埠) willow trees line up  
the road on both sides.
- 38.4 Bridge.
- 38.8 Van Kiang Bus Station (樊江).

*Miles*

- 39.0 Bridge.  
39.7 Bridge.  
40.0 Kilometre stone 11—hills on the right and left.  
40.2 Bridge.  
40.7 Bridge.  
41.4 Bridge.  
41.9 Tao Yen Bus Station (陶堰).  
42.4 Bridge—close to the hill.  
43.0 Bend—Old trees and bamboo groves.  
43.3 Bend and through a valley.  
43.7 Bridge, Kilometre stone 17.  
44.3 Ching Kiang Bus Station (溇江) hill on the right.  
45.2 Bridge, four big tombs.  
45.8 Bridge.  
46.6 Road sign to slow down speed to 20 kilometres.  
46.9 Tung Kwan Bus Station (東關), second big town near  
Shaoshing. Large temple inside the town.  
47.7 S bend and hill in front.  
48.9 Shaoshing Aerodrome, 1200 mow of land.  
49.5 Tsaongo Bus Station (曹娥) kilometre stone 26. 4 old trees  
and a fish pond.  
Road straight to the Tsaongo River by ferry to connect  
with Ningpo.  
Road turns right to Chenghsien, 76 kilometres.

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**TSAONGO TO CHENGHSIEN**

Fairly good road with many sharp turns. Sections through valleys  
on road cut from hill side. Several easy climbs. Many  
long bridges. Country is well cultivated.

*Miles*

- 49.7 Hills on the right and left.  
50.4 Kilometre stone 28—road straight as an arrow with hills  
around. Fine scenery.  
52.0 In hills, sharp bend, speed allowed 20 kilometres.  
52.7 Kao Pa Bus Station (嵒壩) Gas pump. Bear right.  
53.3 New kilometre stone, starting with 1.  
53.5 S Bend.  
54.0 Lake on the left.  
54.5 S Bend, ascent, fine valley view.

*Miles*

- 55.0 Sharp turn.  
55.6 Bridge, hill in front.  
56.2 Hill slope.  
57. Bend—kilometre stone 7.  
57.3 Siao Kiang Bus Station (小江).  
58.2 Long concrete bridge.  
59.0 Hill slope, magnificent view.  
60.0 Bend, kilometre stone 12.  
60.6 Wang Kai Yen Bus Station (王家堰), river on the left.  
61.2 Concrete bridge.  
62.3 S Bend.  
63.7 Chang Chai Pu Bus Station (章家埠), Road on left leads to Town.  
65.0 Bridge.  
65.3 Bamboo groves.  
66.7 Bend.  
67.2 Sharp bend and ascent.  
67.3 Descent—San Chai Bus Station (三界).  
68.5 Sharp turn and ascent.  
69.1 Descent and turn.  
69.3 Narrow road.  
69.6 Bridge—Yu Pu Bus Station (桴浦).  
69.8 Bend and ascent.  
70.0 Descent to tableland, straight road with river on left.  
70.5 Bend—kilometre stone 29.  
70.7 Road cut from hill side, follows the river course.  
71.2 Bend.  
71.8 Sand beach in the river and bend Terrace field on hill sides.  
72.0 S. Bend and village.  
72.3 Another bend—kilometre stone 32.  
72.6 Through two high hills and ascent.  
72.8 Descent.  
73.7 Bridge and turn, fine scenery.  
74.0 Long arrays sail boats on river.  
74.3 Hsian Ai Bus Station (仙巖).  
74.5 Flat land and turn.  
74.7 Bridge.  
74.8 Bend—kilometre stone 36.  
75.1 Bridge and river.  
75.5 Bend, overlooking village in the valley.  
76.0 Road shaded with willow trees, very flat road.  
76.6 Bridge, and bend.

*Miles*

- 77.0 Bend.  
77.4 A seven-storey pagoda on a hill.  
77.7 Very flat road with willow trees.  
78.2 Bend.  
79.2 Bamboo groves, bend, long range of hills in front.  
79.4 Chenhsien Pagoda on hill at left, kilometer stone 44. Yu Chi Bus Station (禹溪).  
80.4 Chenhsien Bus Station Gas pump (縣縣).  
49 kilometres from Tsaongo. Go straight 15 kilometres to Sinchong and 78 kilometres to Tientai Shan.  
Turn right to Tung Yang.

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CHENGHSIEN TO TIENTAI SHAN VIA SINCHONG

Road fairly good for easy driving. Be careful of sharp turns. Several hills to climb with hair pin bends. Slow speed for ascent and descent. Hill sides are cultivated in terraces. Fine scenery.

*Miles*

- 80.7 Longest bridge, bamboo groves—kilometre stone 48.  
81.2 Straight and flat road with hills in front.  
83.2 Yuan Miao (阮廟) Bus Station, KM stone 50.  
84.0 Village on left and pailous.  
85.0 Small pagoda on hill at left.  
86.0 A cliff looks like an elephant.  
87.0 Bend and road on hill side.  
87.5 Bend, from here on no traffic signs.  
87.8 Bend, village, temple.  
88.0 Village, road not smooth—KM stone 58.  
89.1 Village, road again flat.  
89.8 Ascent.  
90.0 Bend with the river.  
90.3 S Bend.  
90.6 Sin Chong Bus Stn. (新昌)  
91.0 Bridge, new kilometre stone 1—hill in view. No traffic signs.  
91.4 Bend, follow the river.  
92.0 Ascent.  
92.3 Kilometre stone 3.  
92.6 Bend descent to open straight road.  
93.0 Village and large trees.  
94.0 Ascent and descent, terraced fields.  
95.0 Pa Mao village (白茅). Road straight on for Kikow, Feng-hwa and Ningpo.

**TURN RIGHT** for Tientai Shan and Linghai (Taichow). From here on, the road runs through hills with many sharp turns and steep climbs. The country is sparsely cultivated.

*Miles*

- 95.4 Turn to a straight road, lots' of trees.  
96.0 Village and road turns to right.  
96.5 Bend and road gets narrow—kilometre stone 10.  
97.0 Turn for a big wooden bridge into hills. Also a four arched concrete bridge ahead over a mountain stream with many rafts afloat. More terraced fields.  
98.0 Bridge and turn to approach hills.  
98.8 Bend.  
99.0 Sharp turn, road cut from hill side.  
99.6 Large stone bridge—kilometre stone 15.  
100.0 Chi Tu Ling (赤土嶺) (Red Clay Hill).  
100.4 Sharp turn round the corner of a hill.  
101.3 Descent to flat land.  
102.0 Turn.  
102.4 Turn for Tso Pan (竹斑) Bus Station.  
103.2 Starts to climb over the Wei Sze Ling (會墅嶺) Hill over a temporary bridge.  
A new large bridge is under construction.  
103.8 Sharp bend.  
104.0 Bend—small rapids on left.  
104.5 First Hair Pin Bend, road ascending cut through the hill right in the middle.  
104.8 First signal sign "CAUTION" for second Hair Pin Bend. A pavilion here to view the whole climb. On the rock are engraved three large characters for the name of the hill by Mr. Tsen Yang-fu, Commissioner of Reconstruction Bureau of Chekiang.  
105.2 Descent—Two miles climb stops here.  
105.4 Sharp Turn. KM stone 24.  
Small village.  
105.7 Gradual gradient.  
106.0 Kwang Pan Chiao (橫板橋) Bus Station.  
Turn to table land. A joss house on the corner cut in half by the road.  
107.5 Fine road surface.  
107.8 Turn—KM stone 28.  
108.5 S. Bend. Hill of yellow clay and sand formation.  
109.1 Small village.  
110.0 S Bend, two hills loom up.  
110.6 Village and turn.  
111.0 Large wooden bridge.



### *Miles*

- 111.3 Bend and a small pond on the road side.  
111.5 Large stone bridge (橫渡橋).  
112.0 Bend, road still in hills KM stone 35.  
112.5 Lou Hsai (樓下) Bus Station. Road under repair.  
113.0 KM stone 36. Starts to climb another hill Kwan Ling (關嶺).  
113.2 Sharp bend.  
113.4 Another sharp bend.  
114.0 Road through hills, many turns and bends.  
114.7 Sharp bend, beginning of descent.  
115.0 End of climb, also two mile long.  
115.5 Over a bridge to a village.  
116.7 Bend.  
117.0 Tien Tai Shan hill in view.  
118.0 Pei Hou Tien (白鶴殿) Bus Station—a big town.  
118.9 Long bridge KM stone 46.  
119.8 Slight climb.  
120.0 Bend. KM stone 48.  
120.6 Hsin Lou (新樓) Bus Station.  
123.0 Hou Fan Tien (何方店) Bus Station.  
124.8 Tung Ting Chun (東亭村) Bus Station.  
126.2 Long bridge to approach Tien Tai.  
127.0 Large temple, three spiral topped pagoda.  
127.3 Bridge.  
127.5 Tien Tai (天台) Bus Station. Gas Pump.  
127.6 Branch road to Tien Tai Shan Monastery for a distance of 2 miles. Car stops at the entrance of Kou Ching Sze (國清寺), after passing seven.  
129.6 Pagodas.

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### TIEN TAI SHAN TO YEN TANG SHAN Via LINGHAI AND HWANGYEN

Road condition is generally fair. Climbing is tedious but safe at slow speed. Three ferries to cross, taking plenty of time, especially the Linghai Ferry which has to wait for the tide, at uncertain hours, once a day only. Scenery changes from section to section. For real motoring by a dependable car, this road has no rival. Mostly hilly district, the country is sparsely cultivated, except the Hwangyen district where there are orange groves in abundance.

### *Miles*

- 132.0 Return to the main road from the Tientai Hill.  
133.0 Ascent over hill slope.  
136.0 Pai Tseh Chun (拜頭村) Bus Station.  
Straight road in the valley. Also no traffic signs.

### *Miles*

- 134.4 KM stone 4—this section of road was opened to traffic in October 1934.
- 134.8 Two bridges, and waterfalls from the hill sides.
- 135.3 Sharp bend.
- 135.6 Another bend.
- 136.2 Bridge.
- 136.7 Straight ahead with hills in view.
- 137.8 Stone bridge and village.
- 137.9 Tung Chen (東陳) Bus Station. KM stone 10.
- 139.0 Village Tan Tueh (檀頭) Bus Station.
- 139.3 Bend and bridge.
- 140.0 Bend and a elementary school.
- 140.4 Yen Chia (岩下) Bus Station, long stone bridge.
- 140.7 Bend. KM stone 14.
- 141.5 Village with well built houses.
- 141.9 Bend.
- 144.0 Hsia Fan (下坊) Bus Station, a large village.
- 144.6 Hsia Ling Tsun (下林村) Bus Station and a pagoda in front.
- 145.0 Village.
- 145.8 Turn into a town, two stone bridges on the left.
- 146.0 Turn for a bridge Hwang Tueh Ta (橫頭戴) Bus Station.
- 147.0 Village.
- 147.6 Bend and over hill side. KM stone 25.
- 148.3 Wu Tsia (吳岙) Bus Station. Four large trees.
- 148.7 Bend and a three storey temple on hill.
- 149.0 Bend.
- 149.9 Kao Chien (高規) Bus Station over a bridge.
- 150.1 Bend.
- 150.9 Two hills, one large and one small.
- 151.0 Bend with hill streams on left.
- 151.4 Bend, narrow road here.
- 151.6 Bend, village. KM stone 22.
- 151.9 Third bend.
- 152.5 Bend again, three old trees in view.
- 153.0 Temple on right, road bends. Hill sides well wooded.
- 153.2 Sharp turn to Hou Hsu (後徐) Bus Station.
- 153.8 Chi Pei Fan Climb, not very steep (赤壁坊).
- 154.0 Bends and turns in succession. Road in hills, fine scenery of sparkling stream and singing birds.
- 154.6 Wooden bridge. KM stone 37.
- 155.0 Look out for rocks on the road.
- 155.5 Bend, road cut through hill of red rock.

*Miles*

- 155.5 Hair pin bends, and a long bridge.  
155.8 Shien Jen Chiao (仙人橋) Bus Station.  
156.0 Two bends.  
156.5 One more bend.  
156.7 Temple on the left. KM stone 40.  
157.1 Climb stops here after 35 minutes drive through Mao Li  
Ling Hill (貓狸嶺).  
157.4 On descent, several more bends.  
158.0 Village.  
158.4 More bends on hill side.  
159.0 Bridge to flat land.  
160.0 Da Tao De (大道地) Bus Station.  
161.0 Bend to a village.  
161.7 Large wooden bridge.  
Liang Tueh Men (兩頭門) Bus Station.  
162.4 KM stone 49.  
162.6 Village on a slope.  
163.5 Wooden bridge.  
163.9 Wang Chi (橫溪) Bus Station.  
164.0 Wooden Bridge.  
164.4 Tso Chi Tueh (作溪頭) Bus Station.  
165.3 Da Tien (大田) Bus Station, big town with a church.  
166.0 KM stone 55.  
167.0 Lo Hu Chiao (洛河橋) Bus Station.  
169.3 Pagoda on hills.  
170.0 KM stone 62.  
171.3 Temple and Linghai Bus Station (臨海). Gas in tins available. Road leads to the river for ferry boat. Have to wait for tide. Ferry service takes only 10 minutes. It is shallow and muddy river, called Ling Kfang. Only at high tide is the draught deep enough to float the ferry.  
172.4 Land on the opposite shore, new KM stone 1.  
172.6 KM stone 2.  
173.2 Bridge and bend.  
174.0 Long wooden bridge with an old three arched stone bridge on the right.  
San Dong Chiao (三洞橋) Bus Station.  
174.9 Bend for ascent.  
175.3 Sharp Bend.  
175.4 Four successive bends, in the shape of an 8. Big cut through the hill.  
175.7 Climb to the top of the hill, Chang Ling (長嶺) with two big characters engraved on the rock and also a pavilion for viewing the road.

*Miles*

- 175.9 Turn for another cut. One lonely pine on the hill.  
176.5 Descent and turn. Climb takes 10 minutes for 2 kilometre distance.  
177.5 Bridge and village. Fan Chiao (汎橋) Bus Station.  
178.5 Bridge again.  
178.7 KM stone 12.  
179.0 Ascent for another climb over the Yang Mei Ling. Hill side and valley well cultivated.  
179.1 First Bend.  
179.4 Hair Pin bend.  
179.5 Three continuous bends, at an almost 90 degree angle.  
179.9 Descent for table land.  
180.6 Village Yang Mei Tsun (楊梅村) Bus Station.  
181.5 Bend with the river.  
181.6 Cut through Bean Hill (大豆嶺).  
182.0 Again on plain.  
182.8 Chien Tsa Yang (前香洋) Bus Station.  
183.2 Ascent through a cut of Chien Tsa Ling hill.  
183.5 S Bend.  
183.7 On flat land and good road surface with hills on four sides. KM stone 20.  
184.0 Kung Hwa Tsa (孔化香) Bus Station. Road runs at the bend of the river below.  
185.0 Two bridges, and a citadel on top of the hill.  
185.4 Horse Head Hill. Road turns with the river.  
185.9 Village Hsiu Chai Yang (水家洋) Bus Station.  
187.0 Village.  
188.5 Mei Tsa (梅香) Bus Station.  
188.8 Ascent for Yellow Clay Hill.  
189.4 Two bends.  
190.0 Wong Tu Ling (黄土嶺) Bus Station. KM stone 31.  
190.5 S Bend.  
190.7 Sharp Turn.  
191.0 Bend. KM stone 33.  
192.0 Bend and follow the river. Orange groves and twin pagodas on hills at left.  
193.5 More orange groves and Hwangyen pagoda looms high on the other side of the river.  
194.0 Hwang Yen (黃巖) Bus Station. Gas in tins available. 10 minutes to ferry across the river.  
195.0 Land at the South station of Hwangyen and go through the city gate. The city has rickshas.

*Miles*

- 195.2 Twin pagodas on left.  
195.8 City Bus Station.  
197.9 Shih Li Pu (十里鋪) Bus Station. Road over flat land, under repair.  
198.5 Bridge and village.  
200.0 Straight road with two hills in front face to face. This sector of road has no KM stones, but every bus station has a good house.  
200.3 Bridge.  
200.7 Village.  
201.3 Bridge.  
201.8 Temple in poor condition.  
201.9 Dong Yu (桐嶼) Bus Station.  
202.0 Cut through two small hills.  
203.0 Bend over a bridge.  
204.5 Bamboo groves and temple.  
204.9 TURN RIGHT for Shih Kuo leading to Yen Tang (雁蕩). Turn left for Haimen.  
206.6 Shih Chueh (石曲) Bus Station. Hills ahead.  
207.6 Temple and White Maple Bridge (白楓橋) Bus Station.  
208.9 Bridge and right turn.  
210.0 Shih Kuo (澤國) Bus Station. From here no KM stone. Mud road not so good.  
210.4 Purple Cliff Beauty Spot (丹崖名勝區).  
210.8 Bend.  
212.0 Feng Shan Yu (鳳山嶼) Bus Station.  
212.5 Road leads into a valley.  
212.6 Temple renovated as a Children's Playground.  
213.0 Tien Wong Tsun (天王村) Bus Station. Road turns to right.  
213.5 Bend.  
215.0 Shan Shih Tong (山市堂) Bus Station.  
217.0 Temple. Two kilometres to Da Chih, station for Yen Tang. Look out for stones on road.  
219.0 Large river direct from the hills. Bridge and better road.  
220.0 Climb for Siao Chi Ling Hill (小溪嶺). Almost three kilometres in distance. Several hair pin bends and zigzag turns.  
222.6 A huge precipice in front with Yen Tang Hill in distance.  
222.9 Slight descent.  
223.4 San Chai (三界) Bus Station. Turn to the right.  
223.8 Small stone bridge and a bend.  
224.0 Road goes along the valley. Ascent again for higher slopes.

*Miles*

- 224.5 A sharp bend.  
224.7 Another Hair Pin bend and descent.  
225.6 Climb Hu Fu Ling Hill with a sharp bend.  
227.0 Descent to table land. Hu Fu (湖霧) Bus Station. Lake on the left with a small island in the centre.  
227.7 Bend.  
228.0 Another sharp turn.  
228.5 Bridge and turn.  
229.9 Village Shui Chang Tu (水漲渡) Bus Station.  
230.1 Ferry over a shallow stream, 10 minutes. Very clear water.  
230.7 Land on opposite shore—road very wide. Climb a hill here.  
232.2 Many hills around.  
232.8 Descent.  
233.3 Flat land again.  
234.0 Peh Chi (白溪) Bus Station. TURN RIGHT for LOCHING to Wenchow. A branch road to Yentang Shan about 1 mile long.

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**YENTANG SHAN TO WENCHOW**

Road runs along the coast, generally fair, but a sector of about ten miles before reaching Wenchow is worse, owing to makeshift foundation when the road bed was laid for military emergency. Gangs of workers are seen filling up holes. Two ferries to cross. No K.M stones and Signals are very few.

(Mileage is reckoned from Hangchow)

*Miles*

- 236.0 Return to main road from hill.  
238.0 Peh Chi Bus Station and turn right.  
238.5 Bend for straight road.  
238.7 Bend and village.  
240.0 Wooden bridge with hills in front.  
241.0 Village and turn.  
241.3 Bridge and village.  
241.6 Ascent of a slope and turn.  
241.9 Sharp turn.  
242.2 Bend.  
242.4 Two turns—Po Tu Tsun (朴頭村) Bus Station. Road close to sea shore.  
242.6 Bend.  
242.8 Sharp turn.

*Miles*

- 243.0 Descent and turn.  
243.4 Ascent.  
244.0 Shih Chin Tsun (石礫村) Bus Station.  
245.0 Turn to a village.  
245.3 Ascent of a gentle slope.  
245.7 Bend with the river.  
245.9 North end of Ching Kiang (清江) Ferry. Ferry takes one hour.  
246.5 North end of the ferry.  
248.0 Big town.  
248.6 Tang Yang (蕩洋) Bus Station.  
249.0 Ascent and turn to a village.  
249.7 Bend.  
250.0 Descent to a straight road.  
250.7 Lung Chih (龍潭) Bus Station.  
252.0 First Signal Post.  
252.3 Chien Chai Yang (錢家洋) Bus Station. Sharp Turn.  
252.8 Bridge.  
253.2 Hung Chiao (虹橋) Bus Station—a big town with hospital. Look out for road holes here.  
254.3 Bridge and hills on left and right. Lots of sharp gravel on road.  
255.2 Po Hu (朴湖) Bus Station.  
255.3 Bridge.  
255.7 Bridge and village. Road surface is better.  
256.1 Bridge and straight road.  
256.7 Bridge.  
256.9 Road again uneven.  
257.0 Tso Yu (竹嶼) Bus Station. Turn to a bridge.  
258.2 Several bends and three bridges in succession. Road is not very good here.  
260.0 Road is straight with beautiful hills. Lao Pa Tu(老壩頭) Bus Station.  
260.7 Bridge.  
261.0 Large town.  
261.5 Hou Su (後所) Bus Station and bridge.  
262.0 Bridge and turn.  
262.3 Lo Ching (樂清) Bus Station. No gas available.  
262.5 Very long bridge and hills in distance.  
262.6 Two sharp turns.  
263.3 Village and bridge. Straight road.  
264.0 Turn to fine road.

*Miles*

- 264.6 Wan Tsa (萬香) Bus Station. Wu Kiang in view.  
266.7 Chia Men (峽門) Bus Station.  
266.8 Bridge.  
267.0 Bridge with hills on four sides.  
267.5 Bridge.  
268.3 Lu Tsa (呂香) Bus Station. Well cultivated fields.  
268.8 Long bridge and a village.  
269.0 Big town.  
269.4 Long bridge.  
269.6 Liu Shih (柳市) Bus Station.  
270.0 Bridge and town.  
270.8 Hsien Yang Chen (仙洋鎮) Bus Station.  
271.2 Long bridge and pailous. A pagoda on hills.  
272.9 Peh Hsiang (白象) Bus Station with a very long bridge.  
A two storey school house. Hills here are mostly mounds  
with sharp tops.  
270.0 Road goes through hills.  
275.0 Bridge and village. More cultivated fields.  
276.0 Straight road with high hills in sight.  
276.3 Sharp turn to the right. Kwan Tu (館頭) Bus Station.  
277.0 Bridge and town.  
277.7 Niu Wu (牛烏) Bus Station. Starting here, road gets worse  
with many holes. Drive very slow. Lake on left and  
hills on right.  
278.5 Look out for big rocks on road. Sharp turn. Road cut  
from hill side.  
279.0 More deep holes.  
280.0 Qua Tsai (掛彩) Bus Station.  
281.0 Road winds with the river on hill side. Fine hill scenery.  
281.2 Right turn. Oil installations below a little hill.  
282.0 Mei Yuen (梅園) Bus Station. Ascent and many turns.  
282.8 Wu Kiang is getting nearer.  
283.0 Turn.  
283.3 Four pagodas of Wenchow in view.  
283.7 Turn to a bridge.  
284.0 More hills around.  
285.0 Wenchow Ferry Station (嘉渡). Takes 1½ hours to cross  
the river. Landings slippery and steep.  
285.2 Land on the opposite shore. Oil Depot. Ching Hsui Pu  
(清水埠) Bus Station.  
285.4 Turn to open road. Pagodas and fire tower inside the city  
in view.



*Miles*

285.5 Bridge and temple. Road very straight.

287.0 Bridge and village.

In this section of road, every bus station has a big sign enamelled with white letters on blue background.

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WENCHOW TO LISHUI VIA TSINGTIEN

This is a cross province road from the seacoast to the heart of Chekiang with connections to Hang Kiang Railway and highway extension to Fukien province. The whole road follows closely the direction of the Wu Kiang River, and so there are many turns and bends. Country is mostly hilly. Scenery fine. Some points look like Fu Chun Kiang.

*Miles*

287.4 Bridge and straight road.

289.0 Large town with a church.

289.8 Bend.

290.0 Chiao Tu (礁頭) Bus Station, bridge and turn. 430 miles from Shanghai.

290.7 River on the left and road turns.

291.0 Bend and fine view of both hills and river.

291.4 Road on hill side.

291.8 Sharp turn at the bend of the river.

291.9 Bridge with a pavilion on the left.

292.1 Bridge.

292.6 Bend. Hills here are well wooded.

293.1 Bend of the river.

293.5 Turn.

293.7 Mei Ao (梅奧) Bus Station.

294.7 Turn to a village.

295.0 River bend and more hills in sight.

295.3 Bridge and river flows on the left.

295.5 Sharp turn.

296.0 Bridge and road cut through hills. Here river takes a sharp turn.

297.2 Long wooden bridge.

297.6 Yang Wang (洋灣) Bus Station.

297.7 River is wider.

298.0 Bend.

298.3 More bends and turns.

299.0 Road turns with the riverflow.



*Miles*

- 299.5 Village and hills close to the road. Valley is covered with yellow rape blossoms.
- 300.0 Bridge.
- 300.5 Three River Temple and bamboo groves.
- 301.0 Bend and follow the river again.
- 301.4 Large tracts of sand beach in the river.
- 301.6 Bend.
- 302.0 Big town.
- 302.2 Bridge and Chu Du (朱塗) Bus Station.
- 303.0 Turn and road runs close to the river.
- 304.0 Big town on the river. Tombs on the hillsides look like large armchairs.
- 305.0 Ascent of a slope on hill side with four turns. River flows at bottom. A small waterfall rushes down the hill.
- 306.3 Bridge.
- 307.0 Several continuous bends to follow the river.
- 308.0 Some more bends. Road away from the river.
- 309.8 Big town. Wen Chi (溫溪) Bus Station.
- 310.0 Bend.
- 310.5 Fine road surface.
- 311.0 Bridge to a big town, more hills in sight.
- 311.5 Bridge again.
- 312.0 Bend.
- 312.6 River and road run in parallel.
- 312.8 Flat bottom boats with sails on the river. Terraced fields on hills.
- 314.0 Big town, ascent of a slope.
- 314.3 Several sharp turns. A small pagoda perches on the hill at river bend.
- 314.8 Two turns and a bridge.
- 315.0 Two bends and a bridge.
- 315.5 Follow the river again. Scenery of the river is beautiful, as the water takes a zigzag course, dotted here and there with white sailed boats. River is pretty wide, same as Fu Chun-Kiang. Sandbeaches are of the best.
- 316.0 Giant trees on the sand beach. A town is approaching.
- 316.5 Three bends and more large sand beaches.
- 317.0 Two bends.
- 317.3 Bamboo groves.
- 318.0 Tsingtien (青田) Bus Station. It is a walled city, 31 miles from Wenchow.
- 318.5 Bridge and a three storey house overlooking the river. Many high buildings outside of the city.

*Miles*

- 318.9 A big temple. Road takes several turns on the hill side.  
Bamboo rafts float on the river.
- 319.0 Road follows the river with hills on both sides.
- 319.8 Two turns and one hair pin bend.
- 320.0 Waterfall from the hill.
- 320.2 Two sharp turns.
- 320.5 A small house on the corner.
- 320.9 Town with two storey houses.
- 321.4 Bend with road close to the river.
- 321.7 Sharp bend guarded with low stone wall.
- 322.0 Look out for big rocks which fall into the road from the hill side.
- 322.6 Shih Chi (石溪) Bus Station.
- 322.8 Three bends.
- 323.0 A double sharp turn and over a bridge with a town on the right. The bridge spans a valley of two high hills.  
The turn is almost one mile in length.
- 323.7 Bend.
- 324.0 Again follows the river.
- 325.0 Bend.
- 325.3 Sharp turn.
- 326.0 More turns as the river flows.
- 327.0 Village and large trees.
- 327.4 Four bends.
- 328.0 On table land with road very straight.
- 329.0 One very long bridge.
- 329.2 Village.
- 329.6 Bridge.
- 330.2 Bridge and town. Chuen Liao (船寮) Bus Station.
- 330.7 Turn to the left.
- 330.9 Another long bridge.
- 331.1 Bridge and road begins straight and flat.
- 331.7 Village among hills.
- 332.0 River again goes with the road and many turns.
- 332.6 A brick kiln.
- 334.0 Chu Chi (芝溪) Bus Station. Bridge.
- 334.3 Three bends with the river.
- 334.6 Bridge and turn.
- 335.0 More hills in a group with peaks. Beautiful spot to have a rest.
- 336.0 Sandbeaches in the river.
- 336.3 Sharp turn.

*Miles*

- 336.8 Three turns and a Danger Sign!  
337.0 Sharp turn.  
337.3 River is wider here.  
337.7 Shih Men Dong (石門洞) Bus Station. Village on the opposite bank.  
338.0 Bridge, village and turn.  
338.5 Two bends and closer to the hills. Along the road, when a car passes a station, the station master as a rule rushes out to signal with a green flag to show the road is clear.  
339.0 Turn.  
339.4 Big trees.  
339.7 Left turn and a bridge.  
340.0 Three bends.  
340.5 Bridge.  
341.0 Big trees.  
341.4 Rocks fallen from the hill.  
341.5 Town. Hai Kow (海口) Bus Station.  
341.7 Long bridge and road turns first left and then right.  
342.0 Two turns.  
342.7 Village.  
343.4 Kao Sha (高砂) Bus Station.  
343.7 Bridge and turn.  
344.0 Close to the hill side.  
344.4 Goes round a hill. River appears again.  
344.6 Seven turns.  
345.0 Bend.  
345.4 On tableland with river on left.  
346.0 Siao Chung (小羣) Bus Station.  
346.5 Two turns.  
347.0 Bend and bend.  
347.3 Big trees and a temple. First for traffic sign.  
347.6 Turn into more hills.  
348.4 In a valley.  
348.8 A long bridge under the hill and waterfalls. Bridge (天字橋) completed in June, 1934.  
349.0 Bend.  
349.5 Chin Shui (靜水) Bus Station.  
349.6 Bridge.  
349.9 Danger signal post for sharp turns.  
350.0 Waterfall.  
350.3 Ascent and descent with many turns.

*Miles*

- 350.8 Large sand beaches in the river.  
351.0 Trees on all hills.  
351.8 Ascent of a slope.  
352.0 More bends.  
352.7 Off the river and turn left.  
353.2 Lar Kow (礮口) Bus Station.  
353.4 River appears once more.  
353.6 Several sharp turns round the Pagoda Hill Corner (塔山灣).  
353.8 Road cut through solid rock.  
354.0 Comes to open road.  
354.7 Village and river bend.  
355.0 Four bends.  
355.3 Turn left and village.  
355.9 Kao Feng Kang (高鳳岡) Bus Station.  
357.5 Sharp bend and a bridge.  
358.0 Peach trees.  
358.3 Five turns along hill side. Rickshas from the city ply on the road.  
359.6 More peach trees.  
360.0 Bend.  
360.7 A tall pagoda of Lishui appears on the hill in the distance.  
361.5 Open and straight road through the suburb. The pagoda is of nine storeys and the hill is called Pagoda Hill (塔山).  
362.3 In the suburb, the road is shaded with trees.  
362.5 A long concrete bridge, called Good Creek Bridge (好溪橋) without any railings.  
362.9 Detour line to Lishui Aerodrome.  
365.0 First sight of city wall, on which are rows of trees.  
365.6 Lishui (麗水) Bus Station. Lishui new name for Chu Chow (處州) is one of the important cities in Southern Chekiang. Being a walled city, the main road from the Bus Station has been so widened that a small passenger car may be driven into the city at low speed.  
The Bus Station occupies a spacious area. A clock tower tells that the road from here leads to Yungkung and further north as well as to Fukien *via* Lungchuen. So Lishui is a bus centre which serves this part of the province.  
The station has a repair shop and gasoline is available only in tins. Bus service goes in four directions, and business looks prosperous.  
Inside the city, one can find one or two good Chinese hotels of three storeys high. Food is clean. Electric light and telephone are in order.

## LISHUI TO YUNGKONG VIA CHINYUN

As the road traverses many hills, a few sections are only for one way traffic, as warned by signal posts at various bends. Road surface is generally fair. In some parts on hill sides compressed air drills are seen in use to widen the road and reduce danger. Most hills are covered with terraced fields. Several block houses are found on the road.

### *Miles*

- 367.0 Drive from city to Bus Station. Road straight on to Yunwu and Lungchuen on the border of Fukien. Turn back and and go left for Chinyun.
- 368.2 Bridge and turn with a large tree on the corner. Road has slopes up and down and hills in view.
- 369.0 Bridge and village.
- 369.5 Temple and near to hills.
- 369.8 Traffic Sign for over 10 turns.
- 371.0 Sharp bend with river at right and a bridge.
- 371.5 Turn.
- 371.8 In the valley.
- 372.0 Sign for one way traffic over narrow and zigzag road.
- 372.6 Sharp turns along hill side with river below.
- 373.2 Another one way traffic sign and road follows the river.
- 373.6 Danger sign for sharp turn and narrow road.
- 374.0 One way traffic sign.
- 375.0 Sharp bend.
- 375.8 Pan Tu (彭頭) Bus Station.
- 376.0 One way traffic sign for more turns.
- 376.2 First block house.
- 376.6 Terraced field in a village.
- 377.0 Road is widened by cutting off sharp corners.
- 378.0 One very long bridge to span the Niu Au Rapid with a block house at one end.
- 379.0 Bend and bridge.
- 379.7 Narrow road.
- 380.0 Bridge and two turns.
- 381.2 Wooden bridge and large temple (大庭廟). Bus Station.
- 381.5 A wide canyon spanned by a bridge called Waterfall Bridge (瀑布橋).
- 382.0 Danger Sign for two sharp turns.
- 383.0 Chu Su (株樹) Bus Station.
- 384.0 Bend.
- 384.5 Big trees. Slow speed here.
- 385.0 Open road.

*Miles*

- 385.7 Bridge.  
386.7 Bend.  
387.4 Turn around a cliff called Lion Head (獅子頭).  
387.7 Leave hills to open plain with the Lion Hill ahead.  
388.0 Bridge.  
388.4 Tung Chi (東溪) Bus Station.  
388.5 Ascent of a slope.  
389.0 One long stone bridge with a block house at one end.  
389.4 Two pailous at right.  
390.0 Bend for the city wall of Chinyun (縉雲). The city gate is just wide enough for one car to pass. Inside the city are seen many large trees.  
390.8 Chinyun (縉雲) Bus Station, no gas available. City temple on a hill. One concrete bridge for motor cars and another wooden bridge for pedestrians. From here to Yungkong, bus stations are housed in country houses and even in thatched huts.  
391.0 Five pailous on road side.  
391.5 Village inn of mud walls.  
392.0 Open plain and straight road with hills in distance.  
392.6 Town.  
393.5 Bend.  
393.8 Left turn and bridge for a town.  
394.0 Wong Lung (黃龍) Bus Station.  
394.6 Bend.  
395.0 Bridge and ascent of a slope.  
396.4 Hwai Yen (外堰) Bus Station.  
396.9 Temple on left.  
397.0 Bend.  
397.3 Bend. Terraced fields.  
398.6 Bridge and right turn to a town.  
399.0 Wong Pih (黃碧) Bus Station.  
399.5 Bridge and open fields.  
399.7 Temple and hills further apart, road is straight.  
400.0 Village.  
400.7 Bend.  
401.0 Bridge and bend.  
401.6 In the valley and two turns.  
402.0 River at right.  
402.5 Chien Chang (前倉) Bus Station.  
403.0 Over a gentle slope.  
404.0 Village.



*Miles*

- 404.5 Temple and turn.  
405.0 Left turn.  
405.7 Bend.  
406.0 Long bridge to a town Shih Su Bus Station.  
406.5 Groups of houses.  
407.0 Turn for a slope over wide road.  
408.0 Bend.  
409.0 Town.  
409.4 Kao Tang (高棠) Bus Station.  
409.7 Bend.  
410.0 Bridge.  
411.5 Long bridge.  
412.0 Yung Kong (永康) Bus Station. Gas in tins available. Go straight to Kinghwa, 47 kilometers away. Turn Right to Tungyang.  
Look out for a fork of the road, before reaching Yung Kong Bus Station.

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**YUNGKONG TO CHIENHSIEN VIA CHANGLO**

The country is generally flat with several hills to skirt. Road is fairly good. Many long bridges. One famous scenic spot is the Square Cliff, not far from Yung Kong by a branch line of nearly 4 miles.

*Miles*

- 412.2 Turn right for Tungyang.  
413.0 Long concrete bridge and a Rice Hulling mill.  
413.5 Town.  
414.0 Pine trees on table land.  
414.3 Bridge.  
414.7 Village.  
415.2 More pine trees.  
416.0 Town.  
416.2 Bend.  
417.5 Tu Shan Tueh (土山頭) Bus Station. Straight road and plenty of peach trees.  
418.0 Bridge and village.  
418.7 Village with hills in distance.  
419.7 Mr. Hu's Family Ancestral Hall.  
420.0 Bridge.  
420.3 Town.

*Miles*

- 421.0 Hillocks.
- 421.3 Shih Ya (世雅) Bus Station. Turn right by a branch road to Square Cliff (方岩).
- 423.4 Bend.
- 423.9 Hillocks.
- 424.0 Skirt a small hill.
- 424.7 Village inns.
- 424.9 Ku Shan (古山) Bus Station. Towns with two storey houses.
- 425.0 Open plain. No KM stones and signal signs. Stations in small whitewashed huts.
- 426.4 Town.
- 426.5 Bridge and temple. A line of hills on the left.
- 426.7 Bridge.
- 427.8 Chiao Ya Chu (橋下朱) Bus Station, a big town.
- 428.1 One wooden bridge alongside an old stone bridge.
- 428.3 Bend.
- 429.0 Hills in distance.
- 430.0 Bridge and village on left.
- 430.7 First signal sign. Sze Lu Kou (四路口) Bus Station.
- 431.0 Left turn and a primary school.
- 431.4 Bridge and town with two storey buildings.
- 431.7 Bridge with hills on left and right.
- 432.0 Bridge. Look out for rocks on road.
- 432.6 Three storey modern house. In this town, even mud walled houses are of two storey. Many ancestral halls line the road.
- 433.2 Bridge.
- 434.0 Sharp left turn.
- 434.2 Bridge.
- 435.1 Long wooden bridge, Nan Ma Chiao (南馬橋).  
Bridge over 1/10 of a mile long. Right turn for a large town on a high slope.
- 435.3 Nan Ma (南馬) Bus Station.
- 436.2 Village.
- 438.0 Right turn for plain. Wheelbarrows with seats for two.
- 438.8 Village.
- 439.0 Small temple on a hill at left.
- 439.7 Right turn.
- 440.0 Village, nearer to hills.
- 440.3 Bridge.
- 441.0 Hills get higher.

## Miles

- 441.8 Hou Ling (后岭) Bus Station. Road in the valley. Red clay on hill side.
- 443.0 Left turn, more red clay hills.
- 443.7 Bridge.
- 444.0 Town.
- 444.5 Right turn for a small bridge.
- 445.0 Road cut on hill side with running stream below.
- 445.7 Old 7 arch stone bridge.
- 446.0 Ascent of a slope.
- 446.4 Decent and several halls.
- 446.6 Right turn for a slope.
- 447.0 Village. Road not very good. Hills with plenty of dwarf pines.
- 448.0 City wall of Tungyang seen in distance at left.
- 448.5 Lu Shih (盧宅) Bus Station. Look out for road fork.  
RIGHT TURN for Yi Wu with connection to Hang Kiang Railway. Express Bus service is held for one day trip between Hangchow and Lishui by Bus and Rail.  
LEFT TURN for Changlo.
- 449.0 City tower of Tung Yang.
- 450.2 Tung Yang (東陽) Bus Station. Gas Pump.
- 452.0 Bridge.
- 452.3 Bend and village.
- 452.4 Long wooden bridge over a valley.
- 453.6 Over bridge to straight road.
- 455.5 Hills in distance.
- 456.2 Bridge.
- 456.3 Village inns.
- 456.8 Left turn.
- 457.0 Two bridges and Li Tsa (李宅) Bus Station.
- 457.7 Ascent of a slope.
- 458.0 River on the left.
- 458.4 Bridge and temple.
- 458.8 Peach blossoms.
- 459.2 Bridge and village.
- 459.7 Town.
- 460.0 Primary school.
- 461.0 Lou Si Tsa (樓西宅) Bus Station and a bridge.
- 461.6 Village and temple.
- 462.0 Nearer to hills.
- 463.2 Turn to Ku Shan (歌山) Bus Station.

*Miles*

- 463.4 One very long bridge. Sandbeaches in the river are planted with peach and willow trees.
- 465.4 Left turn and a large hill in front.
- 465.7 Char Chang (茶場) Bus Station. A branch road to a Tea Plantation.
- 466.4 Hsiang Kong (象岡) Bus Station.
- 467.0 Bridge and two turns to skirt the hills.
- 469.0 Bend for a slope.
- 469.8 S Bend.
- 470.0 Five sharp turns on hill side.
- 470.6 Descent and two turns.
- 471.0 Bridge.
- 471.6 Temple.
- 472.0 Bridge.
- 472.4 Three sharp turns.
- 472.8 Hair pin bends here.
- 473.4 Bridge and temple.  
Hills in distance.
- 474.4 Hu Tsun (胡村) Bus Station. Two turns here.
- 475.0 Descent for a large village.
- 476.0 Bend and barren hills.
- 476.4 Bridge and right turn.
- 476.7 Shang Hu (上湖) Bus Station. Wooden bridge chained at bottom on the left.
- 477.5 Village and left turn.
- 478.0 Two turns.
- 478.7 S Bend.
- 479.0 Bend on hill side.
- 479.7 Away from hills.
- 480.0 Straight road with hills far away. Many ascent and descent of general slopes.
- 480.3 Turn.
- 481.4 Two bridges.
- 481.7 One long bridge.
- 482.0 Suburb of Chang Lo City.
- 482.5 Right turn and a big tree behind an ancestral hall on road corner.
- 482.7 Ascent of slope.
- 483.0 Chang Lo (長樂) Bus Station.
- 483.3 Plain and very straight road.
- 484.8 Fang Kou (方口) Bus Station.
- 485.0 Village.



*Miles*

- 485.8 Bamboo groves.  
486.0 Long range of hills on right.  
486.4 Village.  
487.0 More hills in view.  
487.8 Po Chi (博琦) Bus Station.  
488.0 Flint surface.  
489.0 Right turn to Kan Lin town.  
489.4 A school building.  
489.6 Kan Lin (甘霖) Bus Station.  
491.0 Village.  
492.0 Hills in distance.  
493.0 Chio Lung (蛟龍) Bus Station and bridge.  
494.0 Houses on both sides.  
494.9 Hsin Shih (新市) Bus Station.  
496.0 Village.  
496.4 Big trees and bamboo groves. A white pagoda in distance  
on a hill.  
497.0 Si Chiao (西橋) Bus Station. .  
498.6 Concrete Bridge and Nan Men Station.  
498.8 Traffic Signal. City wall of Chenghsien.  
499.0 Cheng Hsien (鯀縣) Bus Station.  
529.0 On way back from Chenghsien to Tsaongo. 30 miles.  
580.0 Tsaongo to Hangchow riverside. 41 miles.

TSAONGO—KWANHAIWEI—NINGPO

(曹娥—觀海衛—甯波)

From Tsaongo—Kwanhaiwei (曹娥—觀海衛). Road bad, surface fair but very bumpy, numerous unmarked "Cassis".

From Kwanhaiwei (觀海衛) to Ningpo, (甯波) road good, made some time ago and has a harder surface. Gas obtainable at Tsaongo. The scenery is for the most part of little interest.

**CROSS TSAONGO RIVER.** Ferry has to be mounted and left with greatest caution at low tide.

*Miles*

- 0.0 Tsaongokiang bus stop (曹娥江站) on right.
- 4.3 Road runs through hilly country.
- 5.6 Hsiaoyuch Village (小越鎮站) and bus station.
- 7.9 Wu Chau Yi (五車堰站) Bus Station.
- 8.0 Bridge, pass through Kao Chiao Village (高橋鎮).
- 9.6 Kao Chiao Bus Station (高橋站).
- 12.9 Ling Shan (臨山站) Bus Station.
- 13.0 Bridge, long flat and straight road.
- 15.8 See Mun (澗門站) Bus Station.
- 19.1 Bridge, and Long Sha (龍廈站) village and bus station.
- 19.3 Bridge and village.
- 20.7 Chow Hong (周巷站) Bus Station and Gas Pump.
- 21.5 Fork, bear left for Likshan (歷山).
- 23.3 Large coffin house on right.
- 24.2 Large temple on left road remains flat.
- 24.7 Bridge, Lik Shan (歷山站) bus station.
- 26.0 Bridge, numerous "Cassis" road runs over small hill.
- 27.8 Bridge, Hu Shan (滸山站) bus station bear left.
- 29.8 Bai Sha (白沙站) bus station and village.
- 32.9 Bridge, Chun Hsui (樟樹站) bus station (no gas) and village.
- 35.2 Siao Chiao Village (小橋鎮站) and bus station.
- 36.4 Yan Pao (洋浦站) bus station and village.
- 38.1 Kwanhaiwei (觀海衛站) bus station (gas pump) pagoda on left.
- 39.9 Sung See (沈師站) bus station and village.
- 41.1 Jew See (裘希站) bus station and village.
- 42.1 Yang Shan (洋山站) bus station.
- 43.9 Bridge, Sung Poo (崧浦站) bus station.
- 46.4 Bridge See Kung (施公站) bus station and village hills on right.
- 49.2 Bridge, Lung Shan (龍山站) bus station.
- 50.8 Bus Station take road going straight on, do not bear right.

*Miles*

- 51.7 Sea on left.  
52.3 Chin Mup (金夾站) bus station, road runs close to sea.  
54.4 Hsienpu (解浦站) bus station.  
55.3 Jo Dao (覺波站) bus station.  
56.8 Ching Hsu (清水站) bus station.  
58.1 Lodo (駱駝) bus station take road going straight ahead.  
59.4 Tuan Chiao (團橋站) bus station.  
60.7 Hung Chia (洪家站) bus station.  
61.8 Temple on left.  
63.2 Ya Tsui (壓賽站) bus station.  
63.4 Railway crossing.  
64.3 First Ningpo bus station, Gas in tins and pump.  
65.1 Turn left into city.  
65.4 Railway crossing.  
65.5 Turn right.  
65.7 Second bus stop.  
66.5 Standard Hotel.

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NINGPO VIA KIKOW AND SINCHANG

(甯波—溪口—新昌)

*Miles*

- 0.0 Proceed along bund Ningpo to:—  
0.1 Bridge of boats (on left) Caution required.  
Cross river, proceed straight on as far as possible, then turn right and first turning to left. Straight on pass the market.  
1.4 Cross bridge on left.  
1.5 Third bus station (Gasoline) proceed on cross bridge.  
There is a model village near Kikow well worth visiting.  
(Details of log to Sinchang later).

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YUNGKANG TO KINHWA

(永康—金華)

Road—Good. Scenery—Fair, hilly.

*Miles*

- 0.0 Yung kang (永康).  
13.6 Shangchiaotao (上葵道) Proceed straight on, do not take left fork, which is a short road to Wuyi (武義). Road runs through a valley with hills on either side.



*Miles*

- 19.8 Mao Koo (馬口站) bus station.  
21.7 Ling Sha Chu (靈沙村) Bus Station. Road undulates.  
26.7 Cheng Ku Ting (今古亭) Bus Station.  
28.2 Proceed straight on for Kinhwa, road on left goes to Lanchi (蘭谿).  
28.7 Kinhwa Bus Station (Gasoline \$1.50 per gallon).

Note.—The road into Kinhwa City is as yet uncompleted. Cars must be left at the bus station and proceed on foot across the bridge of boats where rickshas may be hired to take the tourist through the old city (2 miles) to the new China Travel Service Hostel.

At the Bus Station, coolies may be procured to carry baggage.

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**KINHWA—LANCHI—SHOWCHANG—YENCHOW (CHIENTEH)**

(金華—蘭谿—壽昌—建德)

*Miles*

- 0.0 Kinhwa Bus Station, return by same road for  $\frac{1}{2}$  mile.  
0.5 Turn Right.  
3.2 Ferry, proceed straight on.  
6.5 Proceed slowly, road new, soft and skiddy in wet weather. Many straight stretches, numerous unmarked "Cassis".  
8.4 Road better.  
8.9 Railway crossing.  
11.0 Long bridge, Bai Long Jiao Village (白郎橋鎮).  
17.1 Bad bridge, Shih Kwai Village (石衛) note curious construction of house roof on left.  
18.4 Long bridge, Tung Woo Chiao Village (東湖橋). Rather flat country with hills on right.  
20.3 Very bad unmarked "Cassis" or ditch across road.  
21.1 Lanchi Pagodas and City on right.  
21.3 Turn left for Showchang, right for Lanchi Bus Station (Gas) (Kilometer stone 1.)  
36.7 Lanchi air field on right.  
36.8 Turn off main road to right, proceed along small narrow road to ferry. (Note—main road goes to Nanchang).  
37.3 Ferry (if no boatmen to be found return to Bus stop and ask for men).  
37.5 Danger. Small black bridge with very bad drop at far end. Tourists may borrow planks of wood from brick kiln a little further down the road.

*Miles*

- 38.8 Turn left (right for Lanchi City). Road undulates, bad and very skiddy in wet weather.
- 39.2 Pagoda on left.
- 41.5 Shui Kok (瑞閣站) Bus Station and Village.
- 43.2 Wangdao Village (黃渡村).
- 44.9 Hong Diao Tao Village (紅調頭) road better, harder.
- 45.5 Yung Chang (容昌) Bus Station and Village, road soft again.
- 48.2 See Woo Village (西湖).
- 49.0 Shang Hsu (上徐站) Village and Bus Station.
- 49.7 Brick Kiln on right.
- 50.3 Chu Ko (諸葛站) Bus Station.
- 52.8 Dang Chun (唐村站) Bus Station, road runs between hills with large mountain on right. Road better.
- 54.5 Dar Su Gnai Rock Village on top of mountain on right.
- 57.9 Tzu Shing (周聲站) Village and Bus Station.
- 60.5 Turn right for Paisha (Ferry) (left for Showchang).
- 62.0 Chi Kang Kou Village (溪坑口).
- 63.9 Yu Chit (淤埭站) Bus Station.
- 66.2 Tung Lieu Tsen Village (東樓鎮站) and Bus Station.
- 69.5 Paisha (白沙) Bus Station.
- 69.9 Ferry.
- 70.1 Yang Chun (楊村站) Bus Station. Turn right for Yenchow (嚴州) and Tunglu (桐廬). Turn left for Shunan (淳安) and Shentu (深渡).

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SHANGHAI TO WUSIH VIA CHANGSHU

Distance 88 Miles

Road condition is very good, smooth and straight. It goes through a prosperous rice-producing district, full of creeks and rivers. Hence there are so many bridges, almost two bridges to a mile. Three walled cities are passed en route, that is, Kating, Taitsang and Changshu. No interesting scenery until the last city is reached. Changshu has a hill, Yu Shan, on which is the first and only pagoda one can see on the road.

*Miles*

- 0.00 Honan Road and Boundary Road corner, starting from Pao-shan Road to go through Chapei.
- 1.80 Temple on Yung Shing Road (永興路).
- 1.90 Bridge.
- 2.00 Along railway track.
- 2.30 Chung Shang Road Station.

## *Miles*

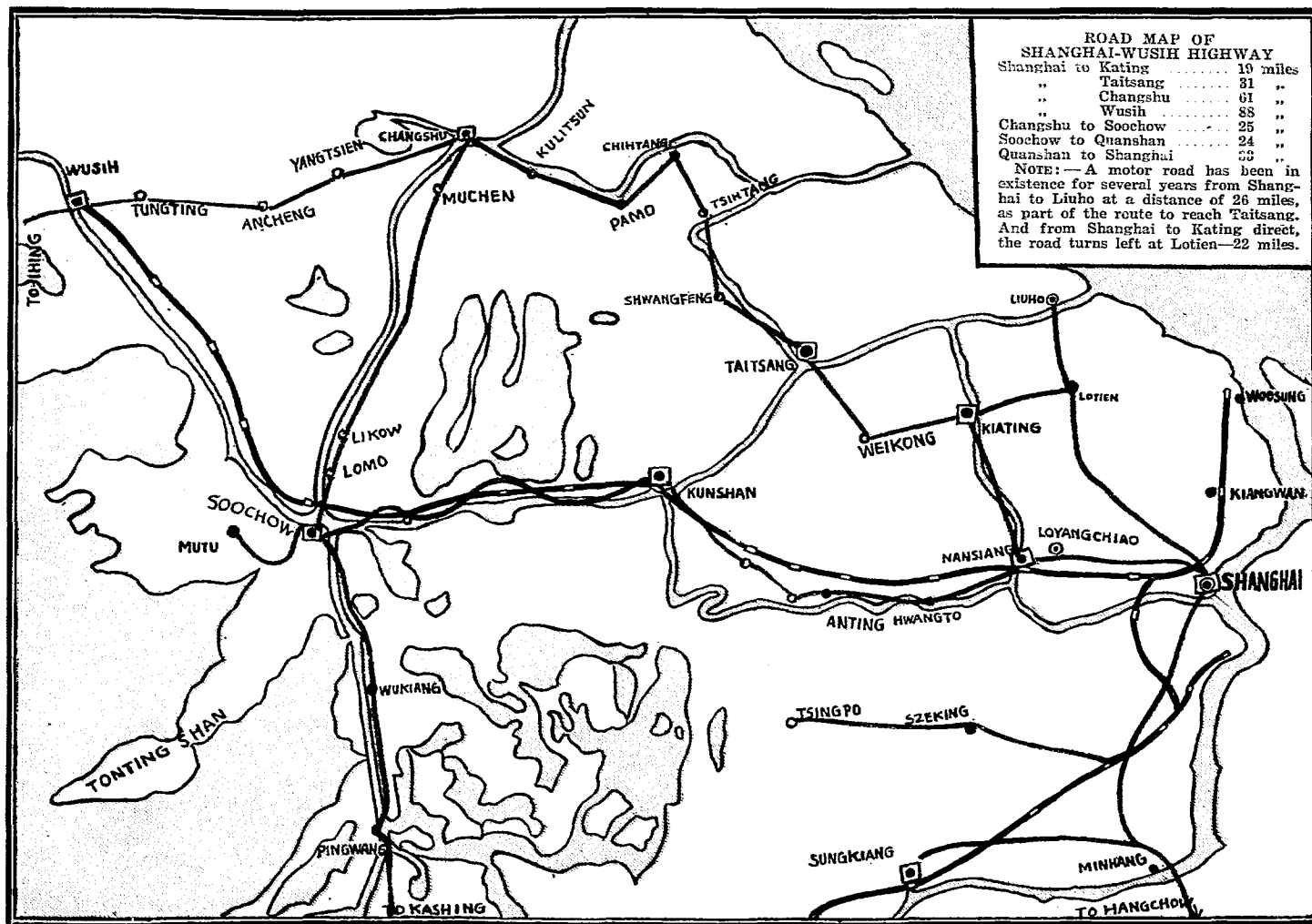
- 2.90 Bridge with a "8 ton" sign.  
3.10 Ice storage huts, road not very smooth here.  
4.40 Chengju (真茹) Wireless Station Branch line.  
4.60 Huge antenna masts in view.  
4.80 Chengju University and Railway Station.  
5.00 Camel back bridge.  
RIGHT TURN, leave railway and follow a creek with antenna masts on the right.

### ALTERNATIVE ROUTE TO CHENGJU

- 0.00 Bund at Nanking Road.  
3.20 St. George's—proceed along Great Western Road.  
5.30 Railway Crossing.  
5.50 Lincoln Avenue—turn right.  
7.00 Rubicon Road—turn right.  
8.20 Brenan Road/Pearce Road (Soochow Creek South side)—turn left.  
8.40 Soochow Creek Bridge—turn right.  
12.10 Chenju Railway Crossing—sharp right and then left.  
12.10 Chenju Railway Crossing.  
.50 Left turn and go west.  
6.00 Bridge good for 10 ton trucks.  
6.30 Bridge good for 10 ton trucks.  
6.70 Bend and 10 ton bridge.  
7.10 Bridge.  
7.40 Bridge.  
7.60 Left turn and bamboo groves on the right.  
8.20 Lo Yang Chiao Station (綠楊橋站), boundary between Greater Shanghai Municipality and Kiangsu Province.  
First Bus Station of the road with a barrier.  
8.70 Bridge.  
9.40 Bridge.  
10.10 Bridge.  
10.60 Left turn to Nanziang town.  
11.10 Bridge No. 165.  
11.40 An old temple on the right.  
11.60 Fork road, take the LEFT.  
11.80 Nanziang (南翔) Station.  
12.00 Fork road, straight to Soochow, 73 kilometer. Turn right to Wusih.  
12.20 Bridge and village.

# KIANGSU CIRCULAR TOUR—No. 1

SHANGHAI - CHANGSHU - SOOCHOW - SHANGHAI - (with detour) WUSIH



*Miles*

- 12.60 Bridge.  
13.00 Small temple and left bend.  
13.30 Village and Bridge, turn right. Lots of trees in the field and sail boats on right.  
14.00 Village and bridge.  
14.30 Bridge.  
15.00 Bridge and a foreign style house on right.  
15.30 Bridge and bamboo groves. Rickshas to Kating city.  
16.10 Pedicabs on the road.  
16.70 Left turn.  
16.90 Bridge No. 155 and village.  
17.30 Bridge.  
17.90 Bridge and village, flat fields every direction.  
18.40 Bridge.  
18.80 Bus Station not ready yet. City wall of Kating (嘉定).  
19.20 Bridge No. 150.  
19.60 Bridge.  
19.80 Sharp right turn. Many new houses going up with a big bus station and garage.  
20.20 Left bend.  
20.40 Bridge.  
20.90 Bridge No. 146.  
21.50 Creek on the left.  
21.70 Bridge.  
22.20 Bridge No. 144, temple on the left.  
22.70 Left bend and Bridge.  
23.10 Bridge.  
23.50 Old stone bridge in a village.  
23.70 Hwei Kong (外岡) Bus Station and a Primary School.  
Bridge No. 141.  
23.90 Right bend.  
24.70 Bridge.  
25.00 Bridge.  
25.30 Village among bamboos.  
26.10 Bridge No. 135 and Keh Lung (葛隆鎮) Bus Station.  
26.60 Bridge No. 134.  
27.00 Village and bridge.  
27.40 Bridge.  
28.00 Village.  
28.50 Bridge and village.  
29.40 Long Bridge No. 123, Hsin Foong (新豐) Bus Station. Left bend.

### *Miles*

- 30.00 Bridge and village among bamboos.  
30.60 Taitsang city wall on the right. Taitsang has a modern cotton mill.  
31.00 Bridge No. 119.  
31.40 Taitsang (太倉) Bus Station and Garage.  
32.00 Bridge and village.  
33.00 Large town.  
33.20 Left bend.  
33.60 Old temple and village.  
34.80 Village and Bridge No. 104.  
35.20 Temple and high trees, Bridge No. 102,  
35.70 Bridge No. 101.  
36.00 Bridge No. 99.  
37.00 Along Canal.  
37.50 Shih Tang (直塘) Bus Station. Long Bridge No. 96.  
37.80 Left bend with Canal on the right.  
38.10 Village.  
38.90 Bridge and a Church on the right.  
39.20 Village and Bridge No. 91.  
39.50 Stone bridge on the right leading into a town.  
39.70 Long wooden bridge No. 87 across the Canal.  
39.90 Chitang (支塘) Bus Station, big town and watch tower.  
40.90 Bridge and left bend.  
41.70 Bridge No. 81.  
42.00 A small temple on the left.  
42.20 Long wooden bridge.  
42.50 Bridge No. 77, also very long.  
42.80 The third long bridge No. 76 in close distance.  
43.10 Bridge No. 75. Here is half way between Shanghai and Wusih.  
43.50 Bridge over clear river.  
44.00 Bridge No. 73 and a temple.  
45.10 Bridge No. 69.  
45.20 Pehmow (白茆) Bus Station and sharp left turn.  
45.50 Twin bridges, Nos. 68 and 67.  
45.60 Left bend.  
46.20 Bridge.  
47.00 Long wooden bridge No. 63 and left bend.  
47.80 Bridge.  
48.40 Yu Shan (虞山) Hill in the distance.  
48.70 Town on the left.  
49.10 Bridge No. 58.

*Miles*

49.50	Long wooden bridge No. 57.
50.00	Close view of Yu Shan.
50.30	Bridge and a steam roller.
50.70	Small lake on the right.
51.20	Another roller.
51.80	Bridge No. 54.
52.00	Bridge No. 52 and a small temple.
53.30	Town and Ku Li Tsun (古里村) Bus Station.
53.60	Bridge No. 50.
54.20	„ 49.
55.00	„ 48.
57.20	„ 47.
57.50	The first pagoda seen on the hill, Yu Shan.
57.80	Bridge No. 46.
58.00	Sharp left turn.
58.40	Bridge.
59.20	Long bridge No. 44 and village.
59.70	Left bend and long bridge No. 43.
60.10	Bridge and lotus on both sides.
60.40	CROSS ROAD, go straight to Wusih 44 kilometres. RIGHT Turn one kilometre to Changshu City (常熟). LEFT Turn to Soochow 73 kilometres.
60.70	First KM stone 44. Longest bridge No. 41 and hill on left.
61.00	Left bend and Bridge No. 40.
61.40	KM stone 43.
62.20	Bridge.
62.80	KM stone 41.
63.30	Traffic sign for Bridge No. 33.
64.00	Long bridge.
65.50	Bridge No. 30.
66.50	Km stone 31.
67.00	Bridge and one camel back stone bridge in parallel.
67.70	Lientang (練塘) Bus Station, Km stone 33.
68.50	Bridge.
68.70	Bridge No. 25.
70.00	Large country school.
71.00	Village.
71.40	Km stone 27.
71.80	Bridge No. 21.
72.40	Steam roller.
72.60	Yangtsien (尖羊) Bus Station.

*Miles*

- 72.80 Wusih hills in view on the left.  
73.40 Temple on the left.  
73.90 Village and bridge.  
74.60 Hills loom up nearer.  
76.00 Bridge No. 17.  
77.00 Km stone 18 and village.  
77.50 Bridge and town on the left.  
78.00 Antsun (安鎮) Bus Station.  
80.20 Village.  
81.80 Long bridge.  
82.00 Bend and Km stone 10.  
83.00 Bend and Km stone 8.  
84.00 Hospital.  
84.40 Silk filature and Tungting (東亭) Bus Station.  
85.10 Village and Bridge No. 5.  
86.30 Left bend.  
86.50 Bridge No. 2. More smoke chimneys in view.  
87.00 Km stone 2.  
88.10 Bridge No. 1. Wusih city (無錫). Leave highway and come on city road, left turn *via* Kwangching Road (廣勤路).  
88.60 Left turn to Tungwei Road (通惠路) and cross railway track.  
88.80 Right turn.  
89.00 Bridge.  
89.30 Bridge and go straight, road continues on to Ihing. Right turn to Kiangyin (江陰).  
89.50 Silk filature.  
90.00 Left turn through city.  
90.10 Lee Hsin Weaving Factory.  
90.20 Wu Chiao (吳橋) Old span bridge over the Canal.  
90.40 Wusih hill on the left, with a pagoda atop.  
90.70 Bridge.  
91.00 Right bend and bridge. Wusih Bus Station.  
91.30 Stone pailou on the right.  
91.40 Right bend.  
92.00 Town with big trees.  
92.20 Right bend, here old road is straightened and widened.  
92.80 Another right turn.  
93.10 Cobbled Road in the Wusih suburb.  
93.90 Road fork.  
94.00 Mei Yuen (梅園) and Tai Hu Lake Hotel (太湖飯店). Six miles from the highway terminus.



## CHANGSHU-SOOCHOW ROAD

This is a branch line run by the Shanghai-Wusih Highway Company. Same kind of road as the main line. Also numerous bridges, one after the other in succession. Road all over paddy fields, nothing novel to see. With no Km. stones, the distances from one bridge to another is painted on one side of every bridge, the other side to show the number of the bridges. Some approaches to the bridges are rather too steep. Advise to drive slowly. Total distance 24.50 miles.

### *Miles*

0.00	Changshu Cross Road.
0.20	Bridge No. 1.
0.50	Bridge No. 4.
0.70	Bridge and left bend.
0.80	2 kilometres from Changshu.
1.50	Village on the left.
2.10	4 kilometres.
2.50	Right bend and long bridge No. 6.
3.00	Mo Chen (莫城) Bus Station and long bridge.
3.10	Right bend.
3.20	Bridge, Km 6.
3.70	Village.
4.20	Village.
4.40	Long bridge No. 9.
5.10	Village and Km 9.
5.20	Bridge No. 10.
5.90	Right bend.
6.40	Bridge No. 12 and Km 11.
6.70	Right bend.
7.10	Village.
7.20	Hsinchwan (辛莊) Bus Station.
7.40	Right bend.
7.80	Bridge with creek on the right.
8.40	Long bridge.
8.60	Left bend.
9.00	Bridge No. 19.
9.20	Left bend.
9.70	Town on the right.
9.90	Bridge No. 18. Wuta (吳塔) Bus Station.
10.50	Bridge and Soochow hills can be glimpsed over the horizon at right.
10.70	Bridge.
11.00	Bridge No. 21 and Chinchia (滙界) Bus Station.

*Miles*

- 11.70 Village and bridge.  
11.90 Km 20.  
12.10 Bridge No. 23.  
12.70 Bridge No. 24.  
13.30 Bridge.  
13.70 Right turn, Bridge No. 27 and Km 23.  
14.50 Bridge.  
14.90 Bridge No. 29 and Km 25.  
15.60 Bridge and village.  
16.30 Bridge No. 27.  
16.50 Bend and long wooden bridge No. 32.  
17.10 Village and bend.  
17.50 Sharp right turn and hills in front.  
17.70 Bridge No. 33.  
18.00 Bend for a village.  
18.20 Km 30 and town at right.  
18.60 Bridge No. 34.  
18.90 Likow (嶺口) Bus Station.  
19.20 Bridge with canal at right.  
19.70 Bridge No. 36.  
20.00 Bridge and road follows the Canal.  
20.20 Km 33 and village.  
20.50 Village.  
20.60 Tiger Hill Pagoda of Soochow in view.  
20.80 Bridge No. 39 and Km 34.  
21.30 Lomoh (陸墓) Bus Station, Bridge No. 40.  
21.90 Soochow Pagoda seen at distance.  
22.10 Village and bend.  
22.40 Bridge No. 42.  
22.70 Traffic Sign for Danger.  
22.80 Hospital. Fork road, left turn to Shanghai.  
23.00 Bridge in Soochow city.  
23.10 Left bend.  
23.30 Left bend, Bridge No. 44, Km 38.  
23.80 Cross railway track.  
24.00 Bridge 39.  
24.10 Right bend with Canal on the left side.  
Big concrete bridge across into the city.  
24.20 Soochow Railway Station.  
24.50 Soochow Bus Station (蘇州).

### *Miles*

0.00	Soochow Railway Station.
1.70	Changmen (閘門) (city gate).
3.00	Seemen (胥門) (city gate).
3.60	Branch road right for Wong Dong (橫塘) and Mutu (木渎).
4.00	Bur Men (盤門) (city gate).
5.80	Custom House.

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## SOOCHOW TO SHANGHAI

It is a cinder road, newly made without ballasting. Very soft and some parts not even. Several approaches to bridges need immediate fixing. The road from the start crosses the railway at several places, but most of the route goes south of the railway. Quinshan is the main city to go through and worthy of a visit. No interesting scene except one lake near Quinshan. Total distance 57 miles.

### *Miles*

0.00	Railway Station.
1.00	Fork road, straight to Changshu.
	TURN RIGHT onto cinder road to Shanghai.
1.10	Bridge No. 1.
1.40	Bridge and left bend.
1.70	Village, straight road along railway track.
2.20	Right bend.
2.30	Cross railway, no barrier or gate.
2.60	Left turn and Bridge No. 3.
2.80	Right bend.
3.30	Left turn and bridge along creek.
3.80	Bridge.
4.30	Bridge No. 6—Km 5.60 (painted on every bridge).
4.70	Bridge.
5.20	Bridge No. 10—Km 7.07.
5.40	Road on the south of railway.
5.80	Railway Station.
6.10	Bridge—Km 8.61.
6.90	Bridge.
7.40	Road still runs south of track.
7.70	Turn left.
8.20	Bridge No. 16.
8.60	Lake at right—Km 12.57.
9.10	Bridge—road away from track. Lake still in view.

*Miles*

- 10.60 Bridge—Km 4.18. One three arch old stone bridge.  
10.80 One obelisk in the field.  
11.10 Bridge No. 23. Km 14.98.  
11.60 Away from Lake.  
11.90 Km 16.22.  
12.20 Ice storage huts and Bridge No. 24.  
13.70 Turn right.  
14.00 Bridge.  
14.30 Turn left.  
14.90 Bridge—Km 19.55.  
15.30 Left bend and Quinshan hill over the horizon. Road runs parallel with the Canal.  
15.70 Bridge-road straight.  
16.20 Village at left.  
16.50 Bridge No. 29.  
17.00 Small temple.  
17.60 Long bridge—Km. 23.60.  
18.20 Bridge.  
19.30 Road goes through a railway bridge with the canal at right.  
20.30 Road surface not even.  
20.60 Bridge No. 36.  
21.90 Bridge—Km 29.07.  
22.60 Hill at left.  
22.90 Two stone statues, one fallen in the field. Long rows of willow trees at right.  
23.30 Long bridge.  
23.90 Bridge and close to Quinshan city (崑山).  
24.10 In Quinshan suburb, cobbled road with traffic sign. Pass a big temple.  
24.40 Fork road.  
24.50 Right turn to a bridge.  
24.70 Left turn onto cinder road again.  
25.90 Straight to railway station—Km 33.75.  
26.10 Bridge No. 43.  
27.10 Bridge.  
27.90 Very long wooden bridge No. 50.  
28.20 Bridge—Km 37.32.  
28.60 Left bend and village.  
29.00 Right turn.  
29.30 Bridge No. 53, Km 39.39, turn right.  
29.60 Cross railway track.  
30.30 Bridge—Road straight.  
30.70 Village.

### Miles

31.20	Bridge. Km 42.36.
31.40	Left turn.
31.80	Bridge.
32.40	Left turn, bridge—Km 44.38.
32.60	Long bridge No. 61—Hsia Chia Chiao Chen (夏駕橋) Bus Station.
32.80	1st Km stone 45. Road from here to Nanziang built by the Greater Shanghai Municipality. Every bridge has a sign to show how many tons of truck weight allowed.
33.10	Bridge No. 62, good for 10 ton trucks.
34.50	Bridge and Lo Ya Pan (萊葭浜) Bus Station.
35.00	Bridge, every one has a name.
35.90	Three bridges in one mile.
36.20	Km stone 49.
36.90	Hwa Chia Chiao Town (花家橋).
37.50	Bridge and turn left.
38.10	Bridge and Km stone 52.
39.00	Bridge.
40.50	Bridge. Km stone 56.
41.00	Anting (安亭) Bus Station and bridge.
41.30	Road surface is better.
41.60	Very straight road.
42.00	Village.
43.00	Km stone 60.
43.60	Bridge No. 78.
44.10	Bridge and Km 61.62.
45.00	Km stone 63.
46.00	Hwangtu (黃渡) Bus Station.
47.00	Village.
47.30	Km stone 65.
48.00	Bridge No. 82.
48.50	Km stone 67, road straight.
49.00	Left turn and bridge.
49.40	Sharp left turn and Km 70.
49.90	Bridge.
50.30	Cross railway track and road runs north of line.
50.50	Right turn.
50.60	Km stone 72. Sign to read 73 kilometre to Soochow.
50.90	Fork road, straight on to Shanghai. Left turn to Wusih.
51.90	On Shanghai-Wusih Road, bridge No. 166.
53.00	Lo Yang Chiao (綠楊橋) Bus Station.
56.00	Chengju (真茹).
61.00	Shanghai Settlement.

**SOOCHOW-MUTU ROAD**  
**(Uncompleted Log)**

Approaching Soochow from Kashing a turn to the left is taken on reaching Soochow City wall to the Custom House and the uncompleted road log is as follows:—

*Miles*

- 0.0    Soochow Customs House.
  - 1.8    Follow canal through Settlement and Japanese Concession to Bur Men (S. W. Gate).
  - 2.2    Turn sharp left then sharp right over humped bridge to Mutu road on left.
- 

From Soochow Railway Station the uncompleted log is as follows:—

*Miles*

- 0.0    Soochow Railway Station.
  - 1.7    Changmen.
  - 3.0    Seemen.
  - 3.6    Mutu road on right.
- 

- 0.0    Commencement of Mutu road.
  - 2.1    Wang Dong village—bridge over Mutu canal.
  - 3.5    Skirt westerly end of Wang Dong hill-bridge.
- 

**LISHUI (KIANGSU)-TIENWANGSZE-KINTAN-WUTSIN**  
**(CHANGCHOW)-KIANGYIN ROAD**

This road running from west to east has been recently completed. The uncompleted log is as follows:—

- Lishui to Tienwangsze, 12 miles.
- Tienwangsze to Kintan, 11 miles.
- Kintan to Wusin, 23 miles.
- Wutsin to Kiangyin, 22 miles.

## LUBRICATION MILEAGE CHART

Average Mileage at which Attention is Necessary.

<i>Part or Assembly</i>	<i>Miles</i>
<b>Engine—</b>	
Crankcase Oil Replenishment ... ..	100
Crankcase Oil Drainage (Engine Hot), per gallon sump capacity ... ..	1,000
Fan Bearing (Reservoir Type—Refill) ... ..	1,000
Fan Bearing (Grease Cup—Two Turns) ... ..	Daily
Overhead Valve Assembly (not lubricated from engine)	300
Magneto Bearing (2 or 3 drops only) ... ..	1,000
Dynamo Bearings (4 or 5 drops only)... ..	1,000
Electric Starter Bearings ... ..	1,000
Distributor Shaft Bearings (Coil Ignition)... ..	300
Water Pump Shaft or Gland Bearing... ..	Daily
<b>Chassis—</b>	
Clutch-Withdrawal Bearing (Ball Bearing Type) ... ..	600
Clutch-Withdrawal (Plain Type Bearing) ... ..	Daily
Clutch (Wet Disc Type—Drain and Refill) ... ..	1,000
Clutch (Leather Cone Type). Apply Castor Oil Dressing	2,000
Gearbox Replenishment ... ..	1,000
Gearbox (Drain and replenish) ... ..	5,000
Universal Joints ... ..	1,000
Back Axle Replenishment ... ..	1,000
Back Axle (Drain and Replenish) ... ..	5,000
Back Axle Pinion Bearings (Not lubricated from differential) ... ..	1,000
Steering Box ... ..	1,000
Wheel Bearings Replenishment (Ball and Roller) ... ..	1,000
Wheel Bearings (Clean out and re-pack) ... ..	5,000
Road Spring Shackle Bolts ... ..	300
Road Spring Saddle Bearing ... ..	1,000
Road Spring Leaves (Grease) ... ..	5,000
Steering Ball Joints ... ..	300
Steering Pins ... ..	300
Miscellaneous Pins and Control Joints ... ..	1,000
Speedometer Cable ... ..	5,000
Front Wheel Brakes (Bearing Pins, Links and Bushes)	Weekly

## Tables

### SPEEDS OVER ONE FURLONG

Most speed traps are timed over a distance of one furlong (220 yards). By taking the reading of the stopwatches in seconds and referring to this table, the speed in miles per hour may be ascertained.

Members should always take the readings of *both* watches, *i.e.* that at the end of the trap as well as that at the beginning. A material difference in the readings may result in no charge being made.

Seconds	Miles per			Seconds	Miles per			
	Hour	Miles	Yards		Hour	Miles	Yards	
20	22.5	22	880	..	14.8	30.405	30	712
19.8	22.726	22	1277	..	14.6	30.821	30	1444
19.6	22.958	22	1686	..	14.4	31.250	31	440
19.4	23.195	23	343	..	14.2	31.690	31	1214
19.2	23.437	23	769	..	14	32.142	32	249
19	23.683	23	1202	..	13.8	32.607	32	1068
18.8	23.935	23	1645	..	13.6	33.087	33	153
18.6	24.192	24	337	..	13.4	33.581	33	1022
18.4	24.456	24	802	..	13.2	34.090	34	158
18.2	24.725	24	1276	..	13	34.615	34	1082
18	25.00	25	0	..	12.8	35.156	35	274
17.8	25.280	25	492	..	12.6	35.713	35	1254
17.6	25.567	25	997	..	12.4	36.290	36	510
17.4	25.861	25	1515	..	12.2	36.885	36	1557
17.2	26.162	26	285	..	12	37.50	37	880
17	26.470	26	827	..	11.8	38.135	38	1297
16.8	26.785	26	1381	..	11.6	38.792	39	1393
16.6	27.107	27	188	..	11.4	39.472	39	828
16.4	27.438	27	770	..	11.2	40.177	40	311
16.2	27.777	27	1367	..	11	40.908	40	1598
16	28.125	28	220	..	10.8	41.666	41	1172
15.8	28.480	28	844	..	10.6	42.452	42	795
15.6	28.845	28	1487	..	10.4	43.268	43	471
15.4	29.220	29	387	..	10.2	44.117	44	205
15.2	29.605	29	1064	..	10	45.00	45	0
15	30.00	30	0	..				



## SPEED TABLE

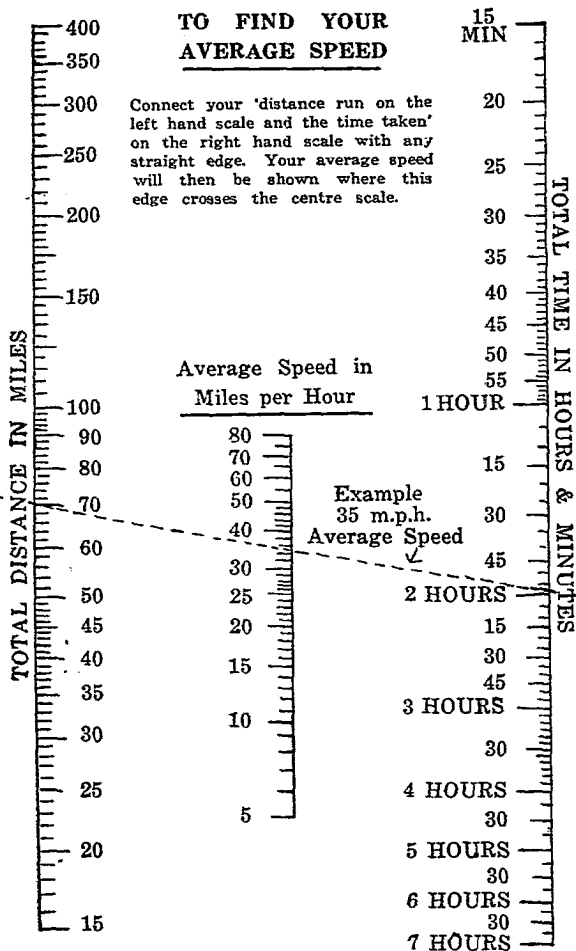
Showing average speed per hour in miles and kilometers against time taken to travel one mile.

1 Kilometre equals .6214 of a mile.

Time per mile		Speed per hour.		Time per mile		Speed per hour.	
M.	S.	Miles.	Kilom.	M.	S.	Miles.	Kilom.
0	30	120.00	193.12	1	48	33.33	53.64
0	35	102.85	165.52	1	50	32.72	52.65
0	40	90.00	144.84	1	55	31.30	50.37
0	45	80.00	128.74	2	00	30.00	48.28
0	50	72.00	115.87	2	08	28.12	45.25
0	55	65.45	105.33	2	15	26.66	42.90
1	00	60.00	96.56	2	24	25.00	40.23
1	05	55.38	89.12	2	30	24.00	38.62
1	10	51.43	82.77	2	35	23.22	37.37
1	12	50.00	80.46	2	45	21.81	35.10
1	15	48.00	77.25	2	50	21.17	34.07
1	18	46.15	74.27	3	00	20.00	32.18
1	20	45.00	72.42	3	18	18.18	29.25
1	22	43.90	70.65	3	30	17.14	27.58
1	25	42.35	68.15	3	48	15.79	25.41
1	27	41.38	66.59	4	00	15.00	24.14
1	30	40.00	64.37	4	12	14.28	22.98
1	33	38.71	62.29	4	30	13.33	21.45
1	35	37.89	60.98	4	48	12.50	20.11
1	38	36.73	59.11	5	00	12.00	19.31
1	40	36.00	57.93	5	24	11.11	17.83
1	42	35.29	56.79	6	00	10.00	16.09
1	45	34.28	55.17				

## TO FIND YOUR AVERAGE SPEED

Connect your 'distance run on the left hand scale and the time taken' on the right hand scale with any straight edge. Your average speed will then be shown where this edge crosses the centre scale.



### TABLE OF GRADIENTS

Grade		Feet	Per Cent.	Rise in feet per mile
1	in	5	20	1056
1	"	6	17	880
1	"	7	14	754
1	"	8	12½	635
1	"	9	11	586
1	"	10	10	528
1	"	11	9	480
1	"	12	8	440
1	"	13	7¾	406
1	"	14	7	387
1	"	15	6½	352
1	"	16	6¼	330
1	"	17	6	310
1	"	18	5½	293
1	"	19	5	277
1	"	20	5	264
1	"	25	4	218
1	"	30	3.3	155
1	"	35	2.8	151
1	"	40	2½	132

### ACCUMULATOR ACID

The following table shows the weight of water which it is necessary to add to one pound of Sulphuric Acid B.P. to produce the required specific gravity:—

Strength of Acid	Distilled Water for 1 lb. H <sup>2</sup> SO <sup>4</sup> B.P.		Strength of Acid	Distilled Water for 1 lb. H <sup>2</sup> SO <sup>4</sup> B.P.			
	lb.	oz.		lb.	oz.		
1.17	..	3	1½	1.23	..	2	1
1.175	..	2	14½	1.24	..	1	15¾
1.19	..	2	10¾	1.25	..	1	13¾
1.2	..	2	8	1.26	..	1	12¼
1.21	..	2	5½	1.27	..	1	10¾
1.215	..	2	4¾	1.28	..	1	9½
1.22	..	2	3¾	1.285	..	1	8¾
1.225	..	2	2¾	1.3	..	1	7

## USEFUL MULTIPLIERS, Etc.

- Diameter of circle  $\times 3.1416$  = circumference.  
Radius of circle  $\times 6.283185$  = circumference.  
Square of radius of circle  $\times 3.1416$  = area.  
Square of diameter of circle  $\times .07854$  = area.  
Square of circumference  $\times .07958$  = area.  
Half the circumference  $\times \frac{1}{2}$  diameter = area.  
Circumference of circle  $\times .159155$  = radius.  
Circumference of circle  $\times .31831$  = diameter.  
Diameter of circle  $\times .86$  = side of inscribed equilateral triangle.  
Diameter of circle  $\times .7071$  = side of inscribed square.  
Diameter of circle  $\times .8861$  = side of equal square.  
Base of triangle  $\times \frac{1}{2}$  altitude = area.  
Both diameters  $\times .7854$  = area of ellipse.  
Surface of sphere  $\times 1/6$  diameter = solidity.  
Circumference of sphere  $\times$  diameter = surface.  
Square of diameter of sphere  $\times 3.1416$  = surface.  
Square of circumference of sphere  $\times .3183$  = surface.  
Cube of diameter of sphere  $\times .5236$  = solidity.  
Cube of radius of sphere  $\times 4.1888$  = solidity.  
Cube of circumference of sphere  $\times .016887$  = solidity.  
Radius of sphere  $\times 1.1547$  = side of inscribed cube.  
Area of one of its sides  $\times 6$  = surface of cube.  
Area of its base  $\times 1/3$  altitude = solidity of cone, or pyramid,  
whether round, square, or triangular.
- 

## STANDARD UNITS OF MEASURE AND WEIGHT

### Unit of Length

A Meter (m) is taken from the international prototype meter at the International Bureau of Weights and Measures at figure  $0^{\circ}\text{C}$  = 39.37 inches = 3.280833 feet = 100 centimetres.

A Foot (ft.) = 0.3048006 metres = 30.48006 centimeters = 12 inches.

### Unity of Capacity

A Litre (l.) is the volume occupied by the mass of 1 kilogram of pure water at  $4^{\circ}\text{C}$  under barometric pressure of 760 mm. = 0.264178 U.S. gallons = 61.025 cubic inches = 1000.027 cubic centimeters = 1000 millimeters.

A Gallon (gal.) U.S.=231 cubic inches=3.785332 litres=8.32823 lbs. pure water in air at 60° F.=3.777623 kilograms pure water in air at 60° F.=0.8327 imperial gallons=4 quarts.

An Imperial Gallon (English)=277.274 cubic inches=4.54346 litres=1.20032 U.S. gallons=9.996 lbs. pure water at 60° F.

### Unit of Weight or Mass

A Kilogram (kg.) is taken from the International prototype kilogram at the International Bureau of Weights and Measures=2.204622341 lbs. avoirdupois=2.6792285 lbs. troy=15432.356 grains=1000 grams.

A Pound (Avoirdupois) (lb.)=0.4535924277 kg.=453.5924277 grams=1.2152778 lbs. troy=16 oz. avoirdupois=7000 grains.

### Heat Units

Temperature ° Fahrenheit= $9/5^{\circ}\text{C}+32^{\circ}=9/4^{\circ}\text{R}+30^{\circ}$ .

Temperature ° Celcius or ° Centigrade= $5/9 (^{\circ}\text{F}-32^{\circ})=5/4^{\circ}\text{R}$ .

Temperature ° Reaumur= $4/5^{\circ}\text{C}=4/9 (^{\circ}\text{F}-32^{\circ})$ .

A British Thermal Unit (B.t.u.) is the amount of heat required to raise the temperature of 1 lb. avoirdupois of water 1° F.

1 B.t.u.=.252 Kilogram Calorie.

A Gram Calorie (small) is the amount of heat required to raise the temperature of 1 g. of water 1° C.

A Kilogram Calorie (large) is the amount of heat required to raise the temperature of 1 kg. of water 1° C.

One Kilogram Calorie—1000 Gram Calorie=3.968 B.t.u.

### Power Units

A foot pound is the power or energy required to raise a weight of 1 lb. (avoirdupois) a distance of 1 ft.

One Horse Power (h.p.)=550. ft.-lbs. per second.

=1.014 Cheval.

=0.7457 Kilowatts.

A Kilogram meter is the power or energy required to raise a weight of 1 kg. a distance of 1 M.

One Cheval (metric horse power)=75 kg.-m. per second.

=0.9863 h.p.

=0.7355 kilowatts.

## Electrical Units

The Volt is the unit of electrical pressure or electromotive force (e.m.f.)

The Ampere is the unit of electrical current or flow.

The Ohm is the unit of electrical resistance.

From Ohm's Law—

$$\text{Amperes} = \frac{\text{Volts}}{\text{Ohm}}$$

$$\text{Volts} = \text{Ohms} \times \text{Amperes}$$

$$\text{Ohms} = \frac{\text{Volts}}{\text{Amperes}}$$

The Watt is the unit of electrical power and is produced by the flow of 1 ampere under an e.m.f. of 1 volt.

$$1 \text{ kilowatt} = 1000 \text{ watts}$$

$$= 1.341 \text{ h.p.}$$

$$1 \text{ watt} = 0.001341 \text{ h.p.}$$

$$= 0.7376 \text{ ft.-lbs. per sec.}$$

$$= 0.000239 \text{ kg.-calori per sec.}$$

$$= 0.0009486 \text{ B.t.u. per sec.}$$

The Joule is the unit of electrical energy, and is 1 watt-second, or is produced by a steady current of 1 ampere passed through a resistance of 1 ohm. for a second. 1 joule = 0.2388 gram calorie.

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## USEFUL CONSTANTS

### Length Area and Volume

1 centimeter	= 0.3937 in.	1 cub. meter	= 35.31 cub. ft.
1 inch	= 2.540 c. cm.	1 litre.	= 1000 (cm.) <sup>3</sup>
1 meter	= 39.370113 in.		= 61.0238 (in.) <sup>3</sup>
1 km.	= 0.62137 ml.		= 1.76 pint
1 hectare	= 2.4716 acres		= 0.22 gallon
1 acre	= 4.840 sq. yds.	1 Imp. gallon	= 4.546 litres
1 sq. cm.	= 0.1550 sq. in.		= 10 lbs. water
1 sq. in.	= 6.452 sq. cm.	1 U.S.A. gall.	= 3.785 litres

### Weight and Pressure

1 kg.	= 2.205 lb.	= 32.2 ft. per sec. per sec.	= 981 c. cm. per sec. per sec.
1 atmosphere	= 14.7 lb. per sq. in.	= 760 mm. of mercury	= 2,116 lb. per sq. ft. of water.
1 lb. per sq. in.	= 0.07031 kg. per sq. cm.		
1 litre of water	= 1 kg.	= 1,000 grams.	
1 metric ton	= 2,205 lb.		

### Energy

1 ft. lb.=0.1383 kg. metre=1,356 x 107 ergs.

1 Kgmt.=7,231 ft. lbs.

1 Joule=107 ergs=0.7373 ft. lb.

1 H.P. hour=1,980,000 ft. lb.

1 B.Th.U.=778 ft. lb.

1 Calorie=3,087 ft. lb.

### Power

1 Watt=1 volt x 1 ampere=107 ergs per sec.=1 Joule per sec.

1 K.W.=1.34 H.P.=0.239 calories per sec.

1 H.P.=0.74 K.W.=76.04 kg. mt. per sec.

1 metric H.P.=0.986 English H.P.=75 kg. mt. per sec.

### Other Constants

1 cub. ft. of water=62.3 lb.

1 gallon=0.1604 cub. ft.=10 lbs. of water at 62° F.

#### To Convert Centigrade to Fahrenheit

$$C^{\circ} = \frac{5}{9} (F^{\circ} - 32^{\circ}) = \frac{F^{\circ} - 32^{\circ}}{1.8}$$

#### To Convert Fahrenheit to Centigrade

$$F^{\circ} = \frac{9}{5} (C^{\circ} + 32^{\circ}) = 1.8 C^{\circ} + 32^{\circ}$$

$$\text{Absolute Zero} = -273^{\circ} C = -459^{\circ} F.$$

## WATER MEASURES

	Fresh	Salt
1 c. ft. at 40 deg ... ..	...equals 62.279 lb.	64 lb.
1 c. metre ... ..	...equals 2199.354 lb.	
1 gallon ... ..	...equals 10 lb.	10.3 lb.
1 ton ... ..	...equals 35.943 c. ft.	35 c. ft.
1 ton ... ..	...equals 224 gall.	217 gall.
Greatest density at ... ..	...40 deg. F.	Freezing Point.
Freezes at ... ..	...32 deg. F.	27 deg. F.

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## GENERAL

1 inch	=	25.39 millimetres.
1 millimetre	=	0.03937 inch
1 lb.	=	0.45 kilogramme.
1 kilogramme	=	2.2 lb.
1 gallon	=	4.5 litres.
1 litre	=	0.22 gallon or 1,000 cubic centimetres.
1 kilometre per litre	=	2.824 miles per gallon.



## DOUBLE CONVERSION TABLES FOR WEIGHTS AND MEASURES.

NOTE.—The central figures in heavy type represent either of the two columns beside them, as the case may be. *Examples*.—1 centimetre=0.394 inch and 1 inch=2.540 centimetres. 1 metre=1.094 yards and 1 yard=0.914 metre. 1 kilometre=0.621 mile and 1 mile=1.609 kilometres.

Centi- metres.	Inches.	Metres.	Yards.	Kilo- metres.	Miles.	Hect- acres.	Acres.	Square Kilometres.	Square Miles.
2540	1 0.394	0.914	1 1.094	1.609	1 0.621	0.404	1 2.471	2.590	1 0.386
5080	2 0.787	1.829	2 2.187	3.219	2 1.243	0.809	2 4.942	5.180	2 0.772
7620	3 1.181	2.743	3 3.281	4.828	3 1.864	1.214	3 7.413	7.770	3 1.153
10160	4 1.575	3.658	4 4.374	6.437	4 2.485	1.619	4 9.884	10.360	4 1.544
12700	5 1.969	4.572	5 5.468	8.047	5 3.107	2.023	5 12.355	12.950	5 1.931
15240	6 2.362	5.486	6 6.562	9.656	6 3.728	2.428	6 14.826	15.540	6 2.317
17780	7 2.756	6.401	7 7.655	11.266	7 4.350	2.833	7 17.298	18.130	7 2.703
20320	8 3.150	7.315	8 8.749	12.875	8 4.971	3.237	8 19.769	20.720	8 3.089
22860	9 3.543	8.230	9 9.843	14.484	9 5.592	3.642	9 22.240	23.310	9 3.475
25400	10 3.937	9.144	10 10.938	16.094	10 6.214	4.047	10 24.711	25.900	10 3.861
50800	20 7.874	18.287	20 21.872	32.187	20 12.427	8.094	20 49.422	51.800	20 7.722
76200	101.811	27.43	80 82.808	48.281	80 18.641	12.140	80 74.182	77.699	80 11.533
101600	40 15.748	36.47	40 43.745	64.375	40 24.855	16.187	40 98.843	103.598	40 15.444
127000	50 19.685	45.40	50 54.681	80.468	50 31.068	20.234	50 123.554	129.498	50 19.306
152400	60 23.622	54.363	60 65.617	96.562	60 37.282	24.281	60 148.265	155.397	60 23.167
177800	70 27.559	64.007	70 76.653	112.655	70 43.495	28.328	70 172.976	181.297	70 27.028
203200	80 31.496	73.151	80 87.489	128.750	80 49.709	32.374	80 197.686	207.196	80 30.889
228600	90 35.433	82.295	90 98.425	144.843	90 55.923	36.421	90 222.397	233.096	90 34.750
254000	100 39.370	91.439	100 109.361	160.936	100 62.136	40.468	100 247.108	258.995	100 38.611

Cubic Metres.	Cubic Yards.	Short Tons.	Long Tons.	Metric Tons.	Long Tons.	Metric Tons.	Short Tons.
0.765	1 1.308	1.12	1 0.892	1.016	1 0.984	0.907	1 1.102
1.529	2 2.616	2.24	2 1.785	2.032	2 1.968	1.814	2 2.205
2.294	3 3.924	3.36	3 2.677	3.048	3 2.953	2.722	3 3.307
3.058	4 5.232	4.48	4 3.570	4.064	4 3.937	3.629	4 4.409
3.823	5 6.540	5.60	5 4.462	5.080	5 4.921	4.536	5 5.512
4.587	6 7.848	6.72	6 5.354	6.096	6 5.905	5.443	6 6.614
5.352	7 9.156	7.84	7 6.247	7.112	7 6.889	6.350	7 7.716
6.116	8 10.464	8.96	8 7.139	8.128	8 7.874	7.257	8 8.818
6.881	9 11.772	10.08	9 8.032	9.144	9 8.858	8.165	9 9.921
7.646	10 13.080	11.20	10 8.924	10.160	10 9.842	9.072	10 11.023
15.291	20 26.159	22.40	20 17.848	20.320	20 19.684	18.144	20 22.046
22.937	30 39.239	33.60	30 26.772	30.480	30 29.526	27.216	30 33.069
30.582	40 52.318	44.80	40 35.696	40.640	40 39.368	36.288	40 44.092
38.228	50 65.398	56.00	50 44.620	50.800	50 49.211	45.360	50 55.116
45.873	60 78.477	67.20	60 53.545	60.960	60 59.053	54.432	60 66.139
53.519	70 91.557	78.40	70 62.469	71.120	70 68.894	63.504	70 77.162
61.164	80 104.636	89.60	80 71.393	81.280	80 78.737	72.576	80 88.185
68.810	90 117.716	100.80	90 80.317	91.440	90 88.579	81.648	90 99.208
76.455	100 130.795	112.00	100 89.241	101.600	100 98.421	90.718	100 110.231

Litres.	Pints.	Litres.	Gallons.	U.S. Gallons (Liquid)	English Gallons (Liquid)	U.S. Bushels.	English Bushels.	Hecto- litres per Hectare.	English litres per Acre
0.568	1 1.760	4.546	1 0.220	1.200	1 0.833	1.032	1 0.969	0.898	1 1.113
1.136	2 3.520	9.092	2 0.440	2.401	2 1.666	2.063	2 1.939	1.796	2 2.226
1.705	3 5.279	13.638	3 0.660	3.601	3 2.499	3.095	3 2.908	2.693	3 3.340
2.273	4 7.039	18.184	4 0.880	4.802	4 3.332	4.126	4 3.878	3.593	4 4.453
2.841	5 8.799	22.730	5 1.100	6.002	5 4.165	5.158	5 4.847	4.491	5 5.566
3.409	6 10.559	27.276	6 1.320	7.203	6 4.998	6.189	6 5.817	5.389	6 6.679
3.978	7 12.319	31.822	7 1.540	8.403	7 5.831	7.221	7 6.786	6.287	7 7.793
4.546	8 14.078	36.368	8 1.760	9.603	8 6.664	8.252	8 7.756	7.186	8 8.906
5.114	9 15.838	40.914	9 1.980	10.804	9 7.497	9.284	9 8.725	8.084	9 10.019
5.682	10 17.598	45.460	10 2.200	12.004	10 8.330	10.315	10 9.694	8.982	10 11.132
11.365	20 35.196	90.919	20 4.399	24.009	20 16.661	20.630	20 19.389	17.964	20 22.265
17.047	30 52.794	136.379	30 6.599	36.013	30 24.991	30.945	30 29.083	26.946	30 33.397
22.730	40 70.392	181.838	40 8.799	48.017	40 33.321	41.260	40 38.778	35.928	40 44.530
28.412	50 87.990	227.298	50 10.999	60.022	50 41.652	51.576	50 48.472	44.910	50 55.662
34.094	60 105.588	272.758	60 13.198	72.026	60 49.982	61.891	60 58.167	53.892	60 66.794
39.777	70 123.186	318.217	70 15.398	84.030	70 58.312	72.206	70 67.861	62.874	70 77.927
45.459	80 140.784	363.677	80 17.598	96.034	80 66.642	82.521	80 77.556	71.856	80 89.059
51.142	90 158.382	409.136	90 19.797	108.039	90 74.973	92.836	90 87.250	80.838	90 100.192
56.824	100 175.980	454.596	100 21.997	120.043	100 83.303	103.151	100 96.944	89.820	100 111.324

## KILOMETRES INTO MILES

Km.	Miles	Km.	Miles	Km.	Miles	Km.	Miles	Km.	Miles
1	$\frac{5}{8}$	16	10	31	$19\frac{1}{4}$	46	$28\frac{5}{8}$	70	$43\frac{1}{2}$
2	$1\frac{1}{4}$	17	$10\frac{5}{8}$	32	$19\frac{3}{8}$	47	$29\frac{1}{4}$	80	$49\frac{3}{4}$
3	$1\frac{3}{8}$	18	$11\frac{1}{4}$	33	$20\frac{1}{2}$	48	$29\frac{3}{8}$	90	$55\frac{7}{8}$
4	$2\frac{1}{2}$	19	$11\frac{3}{4}$	34	$21\frac{1}{8}$	49	$30\frac{1}{2}$	100	$62\frac{3}{8}$
5	$3\frac{1}{8}$	20	$12\frac{3}{8}$	35	$21\frac{3}{4}$	50	$31\frac{1}{8}$	200	$124\frac{1}{4}$
6	$3\frac{3}{4}$	21	13	36	$22\frac{3}{8}$	51	$31\frac{3}{4}$	250	$155\frac{3}{8}$
7	$4\frac{3}{8}$	22	$13\frac{5}{8}$	37	23	52	$32\frac{1}{4}$	300	$186\frac{3}{8}$
8	5	23	$14\frac{1}{4}$	38	$23\frac{5}{8}$	53	$32\frac{3}{8}$	400	$248\frac{1}{2}$
9	$5\frac{5}{8}$	24	$14\frac{3}{8}$	39	$24\frac{1}{4}$	54	$33\frac{1}{2}$	500	$310\frac{3}{4}$
10	$6\frac{1}{4}$	25	$15\frac{1}{2}$	40	$24\frac{3}{8}$	55	$34\frac{1}{8}$	600	$372\frac{3}{8}$
11	$6\frac{3}{8}$	26	$16\frac{1}{8}$	41	$25\frac{1}{2}$	56	$34\frac{3}{4}$	700	435
12	$7\frac{1}{2}$	27	$16\frac{3}{4}$	42	$26\frac{1}{8}$	57	$35\frac{3}{8}$	750	$466\frac{1}{2}$
13	$8\frac{1}{8}$	28	$17\frac{3}{8}$	43	$26\frac{3}{4}$	58	36	800	$497\frac{1}{8}$
14	$8\frac{3}{4}$	29	18	44	$27\frac{5}{8}$	59	$36\frac{5}{8}$	900	$559\frac{1}{4}$
15	$9\frac{3}{8}$	30	$18\frac{5}{8}$	45	28	60	$37\frac{1}{4}$	1000	$621\frac{3}{8}$

## MILES PER HOUR

Table showing, against the time occupied to traverse one mile, the average speed per hour.

Time		Speed		Time		Speed		Time		Speed	
m. s.	miles yards	m. s.	miles yards	m. s.	miles yards	m. s.	miles yards	m. s.	miles yards	m. s.	miles yards
4 50	12 728	2 00	30 0	1 18	46 271	0 52	69 406				
4 40	12 1509	1 50	32 1280	1 16	47 648	0 51	70 1035				
4 30	13 587	1 48	33 587	1 14	48 1142	0 50	72 0				
4 20	13 1489	1 46	33 1694	1 12	50 0	0 49	73 826				
4 10	14 704	1 44	34 1083	1 10	51 754	0 48	75 -0				
4 00	15 0	1 42	35 518	1 8	52 1656	0 47	76 1049				
3 50	15 1148	40	36 0	1 6	54 960	0 46	78 459				
3 40	16 640	38	36 1298	1 4	56 440	0 45	80 0				
3 30	17 251	1 36	37 880	1 2	58 113	0 44	81 1440				
3 20	18 0	1 34	38 524	1 0	60 0	0 43	83 1678				
3 10	18 1667	1 32	39 158	0 59	61 30	0 42	85 1257				
3 00	20 0	1 30	40 0	0 58	62 121	0 41	87 1270				
2 50	21 311	1 28	40 1660	0 57	63 278	0 40	90 0				
2 40	22 880	1 26	41 1514	0 56	64 503	0 39	92 542				
2 30	24 0	1 24	42 1509	0 55	65 800	0 38	94 1297				
2 20	25 1257	1 22	43 1588	0 54	66 1173	0 37	97 523				
2 10	27 1218	1 20	45 0	0 53	67 1627	0 36	100 0				

## POUNDS AND KILOGRAMMES

Pounds into Kilogrammes		Kilogrammes into Pounds	
Lb.	Kg.	Kg.	Lb.
1	0.45	1	2.21
2	0.91	2	4.41
3	1.36	3	6.61
4	1.81	4	8.82
5	2.27	5	11.02
6	2.72	6	13.23
7	3.18	7	15.43
8	3.63	8	17.64
9	4.08	9	19.84
10	4.54	10	22.05
20	9.07	20	44.09
30	13.61	30	66.14
40	18.14	40	88.19
50	22.68	50	110.23
60	27.22	60	132.28
70	31.75	70	154.32
80	36.29	80	551.15
90	40.82	90	176.37
100	45.36	100	198.42
112	50.80	112	220.46

## BRAKING DISTANCES

While it is impossible to give any formula which will indicate *precisely* the distances in which a car, travelling at various speeds, will pull up, the following table gives four sets of figures corresponding to four conditions of road surface. If the brakes are in good order and they act on all four wheels, properly proportioned, it should be possible to stop the vehicle within the distances set out in the table:—

Speed in M.P.H.	Stopping distances in feet			
	On good dry clean road surface	On road surface in average condition	On moderate greasy surface	On very greasy road surface
20	20	26	40	55
30	45	60	90	128
40	80	106	160	228
50	125	166	250	355
60	180	240	360	500

For those interested in the subject it may be stated that the four sets of figures in the table are compiled from the four formulae:—

$$\frac{V^2}{20} \text{ for a dry, clean road surface.}$$

$$\frac{V^2}{15} \text{ for an average road surface.}$$

$$\frac{V^2}{10} \text{ for a moderately slippery road surface.}$$

$$\frac{V^2}{7.25} \text{ for a very slippery road surface.}$$

“V” in every case being velocity (m.p.h.).

The figures must be taken as indicating reasonably good braking power, and if the efficiency of the braking of the car appears to be less than the figures given in the table, in the circumstances described, the brakes should be examined and adjusted. Stopping distances on a good, hard, clean, dry road may often be better than the figures given in the second column, and tests have been made in which vehicles have been stopped, *in the best circumstances*, in the following distances:—

From 20 m.p.h.	...	...	...	...	...	13 ft. 8 in.
"    30    "	...	...	...	...	...	30 " 0 "
"    40    "	...	...	...	...	...	53 " 8 "
"    50    "	...	...	...	...	...	83 " 8 "
"    60    "	...	...	...	...	...	120 " 0 "

Miles au Gallon		Litres aux 100 Km.	Miles au Gallon		Litres aux 100 Km.
Impl.	U. S.		U. S.	Impl.	
11	9.16	25.66	11	13.2	21.39
12	10.	23.52	12	14.4	19.61
13	10.83	21.72	13	15.6	18.1
14	11.66	20.16	14	16.8	16.80
15	12.5	18.82	15	18.	15.68
16	13.32	17.64	16	19.2	14.7
17	14.16	16.60	17	20.4	13.84
18	15	15.68	18	21.6	13.07
19	15	14.86	19	22.8	12.38
20	16.00	14.11	20	24.	11.76
21	17.5	13.44	21	25.2	11.20
22	18.32	12.83	22	26.4	10.70
23	19.16	12.27	23	27.6	10.23
24	20.	11.76	24	28.8	9.80
25	20.82	11.3	25	30.	9.41

Litres aux 100 Km.	Miles au Gallon		1 U. S. Gallon=3 <sup>l</sup> . 7868. 1 Litre=0,2641 U. S. G.
	Impl.	U. S.	
9	31.37	26.1	1 Impl. Gallon=4 <sup>l</sup> . 5434. 1 Litre=0,2201 Imp. G.
10	28.2	23.53	
11	25.66	21.39	
12	23.52	19.61	1 U. S. Gallon=1 Imp. G. x 0,833. 1 Imp. Gallon=1 U. S. G. x 1, 2.
13	21.72	18.1	
14	20.17	16.80	
15	18.82	15.68	
16	17.64	14.7	
17	16.60	13.84	1 Mile=1 Kilom. 6093. 1 Kilom.=0 <sup>m</sup> . 6214. Ou approximativement 5 miles=8 kilom.
18	15.68	13.07	
19	14.86	12.38	
20	14.11	11.76	
21	13.44	11.20	
22	12.83	10.7	
23	12.27	10.23	

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