

SHANGHAI PORT FACILITIES

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Shanghai - Description - Guide to ...

Shanghai - Harbor

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HYDROGRAPHIC DEPARTMENT
OF CHINESE NAVY

DIRECTOR — REAR-ADMIRAL C. C. HSU

SHANGHAI PORT
FACILITIES

1926

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P R E F A C E

For a long time past, there has been an eager desire among the marine and commercial circles of Shanghai for a concise but well-informed reference book on the port, embodying every subject of interest. To meet their wishes, this Department has taken in hand the compilation of the latest available informations, gleaned from authentic sources, and given birth to the present volume. This first edition is for the year 1926. A revised edition will be published every five years.

A tribute of praise must in this connection be paid to Mr. S. V. Mills of this Department (Deputy Coast Inspector, Chinese Maritime Customs, detached), for the amount of energy and painstaking he displayed while compiling the book; and an acknowledgement of thanks is also due to Mr. A. Hotson, the Customs Harbour Master, for his supply of valuable informations relative to such subjects as the harbour, its mooring-buoys, wharves, et cetera.

Being the first publication of its kind, the book might show here and there some lacunae which the reading public are kindly requested to point out. Their collaboration in this respect will be of good service when the time for revision should be due.

C. C. Hsu,
Rear-Admiral, C.N.
Director,
Hydrographic Dept. of the Chinese Navy.



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" " 3	" E etc.

I. NAME OF PORT.

Shanghai.

II. GEOGRAPHICAL POSITIONS.

Zi-Ka-Wei Observatory :—

Latitude, $31^{\circ} 11' 32''.6$ N.

Longitude, $121^{\circ} 25' 45''$ E. of Greenwich.

Meridian Plate on Shanghai Bund (in the grass plot opposite
Yokohama Specie Bank) :—

Latitude, $31^{\circ} 14' 29''.6$ N.

Longitude, $121^{\circ} 27' 46''.5$ E. of Greenwich.

Semaphore Tower (French Concession Bund) :—

Latitude, $31^{\circ} 14' 07''.4$ N.

Longitude, $121^{\circ} 29' 09''.0$ E. of Greenwich.

III. GEOGRAPHICAL LOCATION. The port of Shanghai is situated on the banks of the Whangpoo, a tributary of the Yangtze River.

The distance from the sea (N. Saddles Lighthouse) to the mouth of the Whangpoo, via the South Channel Entrance, is 67.5 miles; from the mouth of the Whangpoo to the lower limit of the port is 9.5 miles.

IV. PROVINCIAL LOCATION.

Province : Kiangsu.

Tao : Hu-Hai-Tao.

Hsien : Shanghai.

V. STANDARD TIME.

Zone time of the 120th Meridian, E. of Greenwich (8 hours zone).

VI. CAPACITY OF PORT.

The capacity of the port, as regards the draft of vessels, is limited by the depth available on the Fairy Flats situated in the mouth of the Yangtze River.

The capacity of the port, as regards the length of vessels, is limited by the width of the channels within the port of Shanghai in the Whangpoo. However, should the length of a vessel be too great for her to enter the Whangpoo, there is an anchorage for vessels of any length in the Yangtze River off Woosung, at the mouth of the Whangpoo, where cargo may be lightered.

There is a seasonal variation (winter and summer) in the height of the Yangtze River which limits the draft of vessels crossing the Fairy Flats. The approximate depths are as follows :—

Winter Seasons (January to March) :—

Low water depth, neap tides..... 19-20 feet.

High water depth, neap tides 23-25 feet.

Low water depth, spring tides ... 16-17 feet.

High water depth, spring tides ... 27-28 feet.

Summer Seasons (July to September) :—

Low water depth, neap tides..... 21-22 feet.

High water depth, neap tides..... 25-26 feet.

Low water depth, spring tides ... 19 feet.

High water depth, spring tides ... 30-31 feet.

In the spring, the height of the river gradually increases to the maximum levels of the summer season (July to September).

In the autumn, the height of the river gradually decreases to the minimum levels of the winter season (January to March).

(For further information see under Tides, page 62).

VII. THE APPROACHES TO THE PORT.

Numerous trade routes converge on the estuary of the Yangtze River: the southern routes, from South China, Australia and the Philippines, make for the estuary generally via the Bonham Strait and Gutzlaff on to the Fairway Bell Light Buoy; the eastern routes, from America and Japan, generally pass the North Saddle Lighthouse and on to the Fairway Bell Buoy. These routes then pass up river to Woosung and via the South Channel Entrance to the Yangtze River. This channel is marked by the following aids to navigation :—

1. Fairway Bell Light Buoy.
2. Tungsha Light Vessel.
3. Kiutoan Light Vessel.
4. Middle Ground Light Buoy.
5. S. E. Knoll Light Buoy.
6. Kiutoan Small Beacon Light.
7. Blockhouse Light Buoy.
8. Quarantine Light Buoy.
9. Woosung Lighthouse.

(See Maritime Customs List of Lights.—Price, \$1.00)

The northern routes from North China Ports, Korea, and Siberia, generally make for the estuary of the Yangtze River by the Shaweishan Lighthouse and enter the Yangtze River via the North Channel Entrance. This channel is marked by the following aids to navigation :—

1. Shaweishan Lighthouse.
2. Shaweishan Light Buoy.
3. Drinkwater Point Light Buoy.
4. Drinkwater Point Light Vessel.
5. Liuchiao Light Buoy.
6. E. Entrance Light Buoy.
7. Crossing Light Buoy.

8. Shoal Light Buoy.
9. W. Spit Light Buoy.
10. Woosung Lighthouse.

(See Maritime Customs List of Lights.—Price, \$1.00)

NOTE.—This route is only suitable for light draft vessels, owing to the limited depth on the Tsungming Crossing.

VIII. SIGNAL STATIONS IN THE APPROACHES TO PORT.

GUTZLAFF:

A signal station, connected by cable with Shanghai, is situated on the summit of Gutzlaff adjacent to the lighthouse. This station is equipped to receive and send signals by the International Code.

This station also signals, by day, the weather warnings issued by the Zi-ka-wei Observatory; the code of signals used being that adopted for the coast of China.

WOOSUNG:

Tide Signals.—Signals indicating the maximum draft in feet of vessels for safe navigation in the Astræa Channel. The signals are exhibited from a white mast with yard and gaff, situated closely northward of the Woosung Lighthouse. By day, the signals are made by black balls; and by night, by white lights (see Code in Appendix A).

Storm Signals.—The weather warnings issued by the Zi-ka-wei Observatory are signalled, by day, from a mast situated closely southward of the Woosung Lighthouse; the code of signals used being that adopted for the coast of China.

IX. DANGERS.

THE AMHERST ROCKS:

This small cluster of rocks lies in:

Latitude, 31° 10' 34" N.

Longitude, 122° 22' 53" E.

They are 26 feet high, and are unmarked. During clear weather, by day, they appear at a distance as a grey junk sail.

Owing to the circular currents peculiar to the Yangtze River Approach, these rocks should be given a wide berth; as by night, or if the weather is thick, they are a great danger to navigation.

THE ARIADNE ROCK:

This rock is awash at low water of spring tides. It is located in:

Latitude, $31^{\circ} 8' 55''$ N.

Longitude, $122^{\circ} 15'.08''$ E.

and is marked by a red and black chequered buoy with automatic whistle. It should be given a wide berth by night, or in thick weather. The buoy marking the rock is liable to drag out of position, and cannot, therefore, be totally relied upon.

TYPHOON DANGERS:

During the summer violent typhoons frequently pass across the Yangtze River estuary, and, consequently, floating aids to navigation are at times swept out of position. Mariners are therefore warned that, when navigating the river during or soon after a typhoon, the correctness of the positions of floating aids should be treated with caution.

GENERAL.—So long as the main fairways are followed, no dangers exist beyond those given above.

X. THE SOUTH CHANNEL ENTRANCE.

This channel runs in a north westerly direction along the southern edge of the Yangtze River estuary, and is generally recognised as pilotage waters. The pilot-boat

station is normally 1 mile S. E. of the Fairway Bell Buoy. In heavy weather, the pilot-boat shelters in the vicinity of the Tungsha Light Vessel. The pilot-boat is equipped with wireless (see under Pilots). Two miles inside the Fairway Bell Buoy the Fairy Flats commence, and continue inwards for a distance of 12 miles. These flats limit the draft of vessels entering the Yangtze River. The least water over the flats, via the marked channel, is about 16 feet at low water of extraordinary spring tides, which may occur during the low river season (January to March). The maximum depths occur during the high river season (July to September), when, at high water springs, 32 feet is available. (For further tidal information, depths, etc., see under Tides.)

Deep vessels of over 16 feet draught usually anchor 5 miles outside the Fairway Bell Buoy, to await rising water. They then proceed towards the pilot-boat, and, after being boarded by a pilot, proceed inwards when the tide has risen sufficiently to permit them crossing the Fairy Flats.

After crossing the flats, the channel to Woosung is free from shoals and dangers.

The Quarantine Ground is off the mouth of the Whang-poo (see under Quarantine Regulations).

XI. THE NORTH CHANNEL ENTRANCE.

This channel is entered about 3 miles southward of the Shaweishan Lighthouse. It is only used by light draft coasting vessels, owing to the shoals of the Tsungming Crossing which commence 33 miles from the Entrance. Deep draft vessels from the northern routes always enter the Yangtze River via the South Channel Entrance. There is no pilotage service for the North Channel Entrance.

The Tsungming Crossing limits the draft of vessels using the North Channel. It is always subject to rapid changes, and frequently shows as little as 11 feet at low water of spring tides.

This channel, although well marked for day and night navigation, is not recommended for use without up-to-date information and local knowledge.

When the West Spit Buoy has been passed, vessels swing round to the south-eastward for Woosung.

XII. ANCHORAGES AT WOOSUNG.

Vessels are permitted to anchor outside the mouth of Whangpoo, clear of the fairway leading to the mouth of the river.

Vessels may also moor inside the mouth of the Whangpoo from abreast the lighthouse to Woosung Creek, but clear of the fairway as directed by the Berthing Officer. Such vessels, on arriving, must first hoist the International Code flag N. (Berthing Officer wanted), and there await the arrival of the Berthing Officer who will direct her to a proper berth.

XIII. THE WHANGPOO.

The Whangpoo provides only a narrow fairway for shipping, which at places is only 800 feet wide. The channel winds considerably and should be navigated with caution; the Garden Bend necessitating extra caution.

Navigation by large vessels should not be attempted without local knowledge and up-to-date information. In fact, it is recommended that strangers to the port should always engage a pilot.

The following aids to navigation mark the fairway :—

Woosung Lighthouse.

Whangpoo Entrance Leading Light.

(The above two lights, in line, lead through the deep water channel at the Entrance.)

Woosung Spit Light Buoy.

Lismore Light Buoy.

(These two buoys mark the Entrance.)

Tide Signal Station (see under Signal Station).

Fort Light Buoy.

Woosung Creek Light Buoy.

Astræa Channel No. 1 Light Buoy.

Astræa Channel No. 2 Light Buoy.

Astræa Channel No. 3 Light Buoy.

Astræa Channel No. 4 Light Buoy.

Astræa Channel No. 5 Light Buoy.

Tungkow Creek Light Buoy.

XIV. SHANGHAI HARBOUR

The harbour extends through 9 miles of the course of the Whangpoo, the area being defined by limits laid down in the Harbour Regulations.

XV. PORT AUTHORITIES.

The harbour is administered by the Chinese Maritime Customs Harbour Master. The Harbour Office is in the Custom House on the Bund of the International Settlement. The Harbour Office is open from 9 a.m. to 4 p.m. The Regulations of the port are formulated by this office, which is solely responsible for their enforcement in relation to the following subjects:—

- The berthing of vessels.
- The handling of dangerous cargoes, explosives,
and mineral oil.
- Local navigation.
- Water Police.
- Quarantine and Port Doctor.
- Fire alarms.
- Licensing of Pilots.
- Mooring buoys.
- Storage in bond of ammunition and explosives.
- Disposal of ashes, refuse, refuse oil.
- Harbour conservancy.

XVI. CUSTOMS AUTHORITIES.

The Maritime Custom House is situated on the Bund of the International Settlement. This office functions in all Customs matters connected with the foreign type of shipping. Native type vessels (junks) are regulated by the Native Custom House, situated on the Chinese Bund, Nantao.

Passengers Baggage : Passengers from foreign countries are required to fill in a Declaration Form, giving details of dutiable effects. Passengers baggage is searched by Customs Officers before landing is permitted.

Vessels other than those for which a berth has been arranged prior to arrival by agents, owners, etc., are only allowed to enter the Harbour Limits between sunset and sunrise.

No person is permitted to board or leave vessels before they have been boarded by Customs Officers.

XVII. QUARANTINE.

Vessels arriving with infectious diseases on board, or coming from an infected port, are required to hoist the International Code flag Q and anchor in the Quarantine Ground in the Yangtze River opposite the mouth of the Whangpoo, and to remain there until boarded by the Port Doctor, who is resident close by the Woosung Light-House.

XVIII. SIGNAL STATIONS.

POOTUNG POINT SIGNAL STATION.

This station is located in the Customs Depot, Pootung Point. It is an openwork iron tower, surmounted by a signal hut, and mast with yard.

This station exhibits flag signals, as laid down in the Port Signal Code for China, to denote the arrival of those steamers listed in the Code.

The arrivals of foreign mail steamers not listed in the Code are signalled by the hoist of the Code flag W. over the house flag of the company.

Typhoons approaching the port, and considered to be endangering shipping, are signalled by a black ball at the mast head and the firing of a gun.

This signal station does not receive signals.

TIME SIGNAL GUN.—A gun is fired at noon (zone time) on Wednesdays and Saturdays.

SEMAPHORE.—This signal station is located at the northern end of the French Bund. It is a stone column, surmounted by an iron mast, ball and yard. It has several functions as follows:—

Time Signals by day and night. (See clause No. XLV)

Typhoon Signals. { Particulars published in the “China
Gale Signals. { Seas Storm Signal Code”—procurable
Wind Signals. { at Custom House, Shanghai.

At the base of the column there is a meteorological station, equipped with instruments in public view.

XIX. GENERAL.

For the purpose of administration by the authorities, the harbour is divided into sections (see Plans Appendix D & E), and berths, or wharf accommodation for vessels, are referred to as being in a given section.

The waters of the harbour are generally crowded, day and night, by small boats, sailing junks, lighters, etc.—most of which pay little heed to the Rule of the Road—so that Masters of vessels require to keep a sharp lookout and proceed with caution.

Masters of vessels moving through the harbour with the tide behind them must also remember that they are not wholly under control, and a sharp lookout should be kept for vessels swinging at the wharves, junks tacking across the stream, lighters in tow and launches shooting out suddenly from behind vessels lying at the mooring buoys.

XX. ACCOMMODATION FOR VESSELS.

WHARVES.

Almost the whole length of both banks of the Whangpoo within the harbour are fringed with wharves for the accommodation of vessels.

These wharves are privately owned, there being no wharves belonging to the port authorities. Accommodation for vessels whose owners have no wharf accommodation at the port should be arranged for in advance of arrival.

The following is a list of the wharves in Shanghai; with the owners' names and addresses, the depth of water available at low water of spring tides, and the length of the berth:—

LIST OF WHARVES IN SHANGHAI HARBOUR.

S.—Shanghai side. C.—Centre. P.—Pootung side.	Name.	Depth.	Length.	Section.	Owners.	
					U S A. S.—Upper Section A. U S B. S.—Upper Section B. U S C. S.—Upper Section C.	1 S.—Section No. 1 L S.—Lower Section
	Kiangnan Arsenal Wharf	9 ft.		U S A. S.	Kiangnan Dock & Engineering Works	
	Kiangnan Dock Wharf	5 ft.		U S B. S.	" "	
	Robert Dollar Company's Wharf	29 ft.	1250	U S A. P.	" "	
	Pailien Creek Wharf	30 ft.	200	U S B. P.	Nectaising Coal Co.	
	Han-Yeh-Ping Wharf	24 ft.	900	U S B. P.	Han Yeh Ping Iron and Coal Co.	
	Nanmatow Wharf	39 ft.	200	U S B. P.	Oxygen and Drum Co.	
	Nectaising Tungkaodu South Wharf	25 ft.	1350	U S C. P.	Nectaising Coal Co.	
	Tungkaodu Dock Wharf	16-27		U S C. P.	Shanghai Dock and Engineering Works, Ltd.	13
	Mitsui Bishi Kaisha Tungkaodu Middle Wharf	25 ft.	850	U S C. P.	" "	
	Nectaising Tungkaodu North Wharf	11-24	900	U S C. P.	Nectaising Coal Co.	
	Changkaopang Wharf	23 ft.	800	U S C. P.	Hopkins Dunn and Co.	
	Nisshin Kisen Kaisha Upper Wharf	24 ft.	550	U S C. P.	" "	
	Osaka Shosen Kaisha Lower Wharf	21 ft.	500	U S C. P.	" "	
	Laopatin Okura and Yih Cheong Wharf	14-16	250	U S C. P.	Okura and Co.	
	Jensien Transport Company's Yangkaodu Wharf	20 ft.	400	U S C. P.	" "	
	Yangkaodu Wharf	28 ft.	1000	U S C. P.	China Merchants S. N. Co.	
	Watang Wharf	21-39	1500	1 S. P.	China Navigation Co.	
	Hoong Shin Wharf	25 ft.	500	1 S. P.	Hoong Shin Wharf and Gladown Co.	
	Tatung Company's Wharf			U S C. S.	" "	
	Ning-Shao Company's Wharf	9-12	2100	1 S. S.	" "	
	Kinleeyuen Wharf			1 & 2 S. S.	China Merchants' S. N. Co.	

Name.	Depth.	Length.	Section.	Owners.
China Navigation Company's Wharf	5-13	1400	2 S, S	
China Navigation Company's Pootung Wharf	25	900	2 S, S	
Nippon Yusen Kaisha Wharf	28-40	900	5 S, S	
China Merchants Central Wharf	36 ft.	390	5 S, S	
Old Dock Wharf	39 ft.		6 S, S	
Hunt's Wharf	20 ft.	690	6 S, S	Shanghai and Hongkew Wharf Co.
Shanghai and Hongkew Wharf	15-26	1400	6 & 7 S, S	" " " "
China Merchants Lower Wharf	15-27	1100	7 S, S	China Merchants S. N. Co.
Old Ningpo Wharf	18-26	800	7 & 8 S, S	Shanghai and Hongkew Wharf Co.
Wayside Wharf	21-24	850	8 S, S	Nippon Yusen Kaisha
Osaka Shosen Kaisha Yangtzepoo Wharf	11-15	850	8 S, S	
Whangpoo Wharf	13-16	1000	8 S, S	South Manchurian Railway Co.
Yangtzepoo Dock Wharf	6-10		8 S, S	New Engineering and Ship Building Works.
Pootung Wharf West	23 ft.	1200	8 S, S	Shanghai and Hongkew Wharf Co. Ltd.
Pootung Wharf East	24 ft.	1000	9 S, P	Shanghai and Hongkew Wharf Co.
Nippon Yusen Kaisha Pootung Wharf	18-23	1300	9 S, P	
China Merchants Eastern Wharf	24 ft.	1400	10 S, P	
Kaiyosha Pootung Wharf	27 ft.	600	10 S, P	
Asiatic Petroleum Company's Upper Wharf	21 ft.	500	10 S, P	
Holt's Wharf, YangKong	21-27	2700	10 S, P	China Navigation Co.
Kailan Mining Administration Wharf	27 ft.	700	10 S, P	
Mitsui Bussan Kaisha Wharf	27 ft.	800	11 S, P	
Asiatic Petroleum Company's Lower Wharf	22-27	1100	11 S, P	
International Dock Wharf			11 S, P	
Cosmopolitan Dock Wharf			11 S, P	
Standard Oil Company's Wharf	26 ft.	1200	11 S, P	
Vacuum Oil Company's Wharf	11 ft.	300	L S, P	

APPLIANCES FOR LOADING AND DISCHARGING AT WHARVES.

None of the wharves of Shanghai are equipped with cranes, etc., for the loading and discharging of cargo; all such work being performed by ships derricks, or by manual labour through cargo ports.

HEAVY WEIGHT SHEERLEGS.

The dock wharves are equipped with sheerlegs for lifting heavy weights.

GODOWNS OR WAREHOUSES.

All wharves in the harbour have numerous godowns adjacent for the storage of cargo.

Within the Settlements, there are also numerous godowns and warehouses for the storage of merchandise.

MOORING BUOYS.

Besides the accommodation for vessels at wharves, vessels are also accommodated in the stream between head and stern mooring buoys. These buoys are mostly privately owned, there being only three berths at mooring buoys which are the property of the port authorities. The following is a list of the mooring buoys, berths, with their lengths, depths at low water of spring tides, and locations :—

MOORING BUOYS

	Upper Section A.	Head and stern moorings.	Depth at low water.	Length
Kiangnan Dock and Engineering Works.			25', 26', 40' 600'	
Ningpo-Shaohsing S. N. Co.	Section No. I	Single buoy		400' 445'
China Merchants' S. N. Co.	" I & II	Head and stern moorings,	22'-22'	455' 455'
	" II	Head and stern moorings,	21'	424'
China Navigation Co.		1 berth.		
Japanese Navy	II	5 buoys with	28'	600'
United States Navy	II	4 berths.	27'	600'
French Navy	III	5 buoys with	27'	600'
British Navy	III	4 berths.	27'	600'
Chinese Maritime Customs 35', 302' 370', 300'.	" VII & VIII	Head and stern moorings,	34'	680'
		6 berths.		
Great Northern Telegraph Co.	" "VI"	Head and stern moorings,	24'	330' & 413'
Shanghai Dock and Engineering Co.	" VII	Head and stern moorings.	31'	630'
Indo-China S. N. Co.	" VII	Head and stern moorings.	33'	600'
Shanghai and Hongkew Wharf Co.	" VII	" " " "	31'	600'
P. and O. S. N. Co.	" VII	" " " "	31'	600'
Ocean Steamship Co.	" VIII	" " " "	27.5'	600'
China Merchants' S. N. Co.	" VIII	" " " "	20'	600'
Nippon Yusen Kaisha	" VIII	" " " "	24'	600'
Nippon Yusen Kaisha and Osaka Shosen Kaisha	" VIII	" " " "	23'	600'
Osaka Shosen Kaisha	" VIII	" " " "	21.5'	600'
Messageries Maritime Co.	" X	" " " "	28'	700'
Chinese Maritime Customs	" XI	" " " "	28.5'	700'
Ocean Steamship Co.	" XI	" " " "	30'	700'
Nippon Yusen Kaisha	" XI	" " " "	33'	700'
P. & O. S. N. Co.	" XI	" " " "	32'	700'
Chinese Maritime Customs	" XI	" " " "	29'	700'
Chinese Maritime Customs	" XI	" " " "	28'	700'
Chinese Maritime Customs	" XI	" " " "	29'	700'

ANCHORAGES.

Vessels are permitted to moor to their own anchors and cables in Upper Section B, and Sections VIII, IX, X, XI, in berths as directed by a Berthing Officer.

Vessels so moored must always keep a clear hawse.

Anchorage for vessels discharging timber or coal cargoes in midstream are allocated berths by a Berthing Officer in Upper Section B.

Such vessels must moor and always keep a clear hawse.

Vessels undergoing repairs at the Kiangnan Dock, or vessels laid up, are allocated berths by a Berthing Officer in Upper Section A.

Such vessels must moor and always keep a clear hawse.

PROHIBITED ANCHORAGES.

Vessels are not permitted to anchor in the Lower Section, or in any other Section than those given above, except for the purpose of manœuvring, after which they must immediately weigh anchor and proceed to their proper berth.

XXI. HARBOUR REGULATIONS, NOTIFICATIONS, AND NOTICES TO MARINERS.

The Harbour Regulations are printed in a pamphlet, and are procurable at the Harbour Office. All vessels should make themselves acquainted with these Regulations before entering the port, and also with the latest Harbour Notifications issued by the Harbour Master.

Notices to Mariners, concerning China's coast and rivers, are exhibited for the public in the Harbour Office.

Notices to Mariners, concerning China's coast and rivers, and also the World series issued by the American, British and Japanese Governments are exhibited in a public room at the Coast Inspector's Office, Custom House.

XXII. DANGERS.

There are no natural dangers in the fairway of the harbour.

XXIII. FIRE BRIGADES

Afloat.—There are 2 well-equipped and modern fire floats in service in the harbour. One is controlled by the Harbour Master, and the other by the Municipal Council of the International Settlement.

Ashore.—The fire brigades of the International and French Settlements are fully and well-equipped with all the modern fire-fighting appliances. These brigades are manned by foreigners and Chinese, and are highly efficient public services.

The Chinese City and suburbs (including Pootung) also operate brigades of fire-fighters, who give very efficient service, although not so lavishly equipped as those of the Settlements.

XXIV. COMMUNICATIONS.

WIRELESS STATIONS.—There are two long distance radio-stations in Shanghai and vicinity which are available for public service :—

- 1) *Woosung Wireless Station* : This station is situated on the left bank of the Whangpoo, at its junction with the Yangtze River. It uses the Telefunken system, and has a wave length of 1600 metres. It has a normal range of 650 nautical miles, and a maximum of 1300 miles. Messages received here are relaid to Shanghai by land cables.
- 2) *Koukaza Station* : This station is situated in the Marine Camp of the French Concession, and is adjacent to the business centre of the port. It

uses the French system, and has a wave length of 750 metres. It has a normal range of 500 miles by day and 1000 miles by night, and can communicate with Europe at times. Messages received here are delivered promptly by messengers.

TELEGRAPH CABLES.—The Chinese Government operates land cables throughout the Republic of China.

The following foreign cable companies have cable offices in Shanghai :—

Eastern Extension Telegraph Co.
to Asia, Europe and Australia.

Great Northern Telegraph Co.
to Asia, Europe and Australia.

Pacific Cable Company
to Pacific Islands and America.

RAILWAYS.—There are two main railway termini at Shanghai :—

- 1) The Shanghai-Nanking Railway— which is connected by a ferry across the Yangtze River from Nanking to Pukow, making through connections with Pukow, Tsinan, Tientsin, Peking, the Manchurian Railways, and on across Siberia to Europe.

This railway also operates a branch line from Shanghai to Woosung.

The main terminus of this railway is the Shanghai North Station, where the Head Office is also situated.

Trains de Luxe, with dining-cars and Sleepers, run daily, and allow of comfortable travel from Shanghai through to Europe.

To Peking, takes about 2½ days.

To Harbin, takes about 4 days.

To Europe, takes about 4 weeks (1924).

- 2) The Shanghai-Hangchow Railway--which runs a daily service from Shanghai to Hangchow, and provides moderately comfortable passenger accommodation with a dining-car. This railway will connect with Ningpo as soon as a bridge across the Tsientang River has been constructed. The Head Offices of this railway are at the Shanghai North Station.

The main terminus is the Shanghai South Station, which is connected with the North Station by a loop line.

POST OFFICES.--The Chinese Government is a member of the Postal Union, and operates a very efficient postal service throughout the Republic of China. Letters, parcels, and postal money orders are received from, or despatched to, all parts of China and the world. Registration, Express delivery, and Insurance can also be effected. The administrative offices are at Peking. The Shanghai General Post Office is in North Szechuen Road, just across the bridge over the Soochow Creek.

There are also numerous Sub-Offices in the Settlements, Chinese City and suburbs.

All inward and outward parcels must be passed through the Customs before being accepted for the post. The Customs maintains a staff at the Shanghai Head Office for this purpose.

Telephone No: North 64 (Exchange to all Departments.)

COASTAL AND INLAND STEAM SHIP LINES.—Shanghai serves as a terminus to many steam-ship lines running to

coastal seaports and inland towns on the Yangtze River. Regular Services to North China sea ports are maintained by:—

China Merchants' Steam Navigation Co.

Indo-China Steam Navigation Co. (Jardine Matheson & Co., Agents).

China Navigation Co. (Butterfield & Swires, Agents).

South Manchurian Railway Co.

Kailan Mining Administration.

These companies provide a regular and fast freight and passenger service to Tsingtau (Kiaochow), Chefoo, Weihaiwei, Lungkow, Tientsin, Chingwangtwo, Newchwang, Dairen, and Antung.

There are also steamers running to Vladivostok and Korean ports at irregular intervals.

Regular freight and passenger services to South China ports are maintained by the following companies:—

China Merchants' S. N. Co.

Indo-China S. N. Co.

China Navigation Co.

San Peh S. N. Co.

Their ports of call are Ningpo, Wenchow, Santuao, Foochow, Amoy, Swatow, Hongkong, Canton, Macao, Kinngchow and Pakhoi.

The Japanese companies, Osaka Shosen Kaisha and the Nippon Yusen Kaisha, maintain services to Formosa.

The Nippon Yusen Kaisha maintain a bi-weekly express ferry service to Nagasaki in Japan, the voyage taking twenty-six hours only.

Several large passenger and freight steamers leave Shanghai daily for Hankow—the premier port of the Yangtze River—calling at the following ports and towns en route:—

Tungchow, Kiangyin, Chinkiang, Nanking, Wuhu, Tatung, Anking, Kiukiang, Wusueh, Kiehow, Huangshih-kong and Hwangchow.

The steamers provide a luxurious accommodation for passengers.

Freight and passengers bound for ports above Hankow are transhipped there and embarked on vessels of smaller size and lighter draft. These steamers trade to Yochow, Changsha, Shasi and Ichang.

At Ichang, transhipment is again necessary; as from Ichang to Chungking and Siufu, steamers have to traverse the terrible and majestic rapids of the Yangtze River, and special light draft and high powered steamers are necessary for this journey.

FERRIES.

There are numerous ferries operating in the harbour, all of which are privately owned.

Steam Ferries.—Owners of most of the large wharf companies operate steam ferries between the Municipal Jetty on the Bund of the International Settlement and their wharves or docks in the river above and below this point. Time tables for these services are issued by the operators, and may be procured on application.

Motor Boats for hire.—Marden and Co. has motor boats ready for hire for ferrying within the harbour.

Boat Ferries.—Numerous boat ferries are continuously running across the river from many points in the harbour. These boats are slow, and generally crowded by Chinese. They are seldom used by foreigners.

Boat (Sampan) for hire.—A large number of licenced sampans are to be found plying for hire at the jetties, wharves and pontoons in the harbour, and provide a slow but comfortable means of crossing the river or boarding

ships in the harbour. They are protected from the weather by hoods over the passengers seats. These boats are intended to accommodate two passengers only.

Caution.—By night, passengers are warned to take every care in boarding and leaving these sampans, as, owing to the strong currents and darkness in the river, drowning accidents frequently occur due to carelessness in these matters.

TRAMWAYS AND MOTOR BUSES.

Tramways and motor-buses are operated in the International and French Concessions and the suburbs of the Chinese City. These public services provide rapid means of travel within the business and residential parts of the town.

VEHICLES.

Passenger Motor-cars.

A large number of garages have passenger motor cars for hire. They do not ply for hire on the roads, but are procurable by messenger or telephone call. Some of the principal garages are given hereunder:—

Central Garage...	...	...	Telephone No. C. 3809
Eastern Garage	...	...	„ „ C. 1159
Lee Lee Garage	...	...	„ „ W. 2470
Shanghai Horse Bazaar Co.	„	„	W. 1641
Taylor's Garage	...	...	„ „ W. 3500
H. S. Honigsberg and Co.	„	„	W. 1234

A public telephone is situated on the Bund opposite the Custom House.

Carriages and Rickshas.

Carriages can be hired from numerous Chinese livery stables and on the streets. A large number of rickshas also ply on the streets, and are available at all times for hire.

XXV. PRINCIPAL OCEAN STEAM-SHIP LINES TRADING
TO THE PORT OF SHANGHAI.

Dollar Steamship Lines.—

Local Agents : The Robert Dollar Co.
Address : 3 Canton Road.
Telegrams : Dollar.
Telephone : Central 6371.

{ Barber Line—
American and Oriental Line—
Ocean Transport Co.—
Natal Line—

Local Agents : Dodwell & Co., Ltd.
Address : 4 The Bund.
Telephone : Central 117.

{ P. & O. Steam Navigation Co., Ltd.—
British India S. N. Co., Ltd.—
Apear Lines—
Eastery and Australian S. S. Co., Ltd.—

Local Agents : Mackinnon Mackenzie & Co.
Address : 1 Canton Road.
Telegrams : Mackinnons.
Telephone : Central 2069.

{ Glen Line, Ltd.—
Shire Line—
Royal Mail S. P. Co.—

Local Agents : Glen Line Eastern Agencies, Ltd.
Address : 28 The Bund.
Telegrams : Glenline.
Telephone : Central 446.

Prince Line—

Local Agents : Furness (Far East), Ltd.
Address : 2 Peking Road.

Telegrams : Furnprince.
Telephone : Central 659.

Ocean S. S. Co. }
China Mutual S. N. Co. } Blue Funnel—

Local Agents : Butterfield and Swire.
Address : 21-23 Quai de France.
Telephone : Central 4881.

Canadian Pacific S. S. Co.—

Local Agents : Canadian Pacific Railway Co.
Address : 4 The Bund.
Telegrams : Nautilus.
Telephone : Central 5581.

Compagnie des Messageries Maritimes.—

Address : 9-10 Quai de France.
Telegrams : Messagerie.
Telephone : Central 3260.

Hamburg-Amerika Linie.—

Address : 2 Canton Road.
Telegrams : Hapag.
Telephone : Central 2098.

Stinnes Linien.—

Address : Kiangse Road.
Telegrams : Stinnsee.
Telephone : Central 5556.

Norddeutscher Lloyd.—

Local Agents : Melchers China Corporation.
Address : 19-20 Kiukiang Road.
Telegrams : Melcorp.
Telephone : Central 7208.

Lloyd Triestino N. Co.

Address : 28 Kiangse Road.
Telegrams : Lloydians.
Telephone : Central 2725.

{ Nippon Yusen Kaisha—
{ Toyo Kisen Kaisha—

Address : 3 North Yangtze Road.
Telegrams : Yusen.
Telephone : North 1155.

Osaka Shosen Kaisha—

Address : 2 Canton Road.
Telegrams : Shosen.
Telephone : Central 4233.

Orient S. S. Co.—

Local Agents : East Asiatic Co. Ltd.
Address : 1 Canton Road.
Telegrams : Orient.
Telephone : Central 432.

XXVI. BANKS.

Banking facilities of all kinds are obtainable in Shanghai. The banks are located in the International and French Settlements.

Owing to the constant fluctuation in the rates of exchange in China and abroad, banking business in Shanghai appears very complicated to strangers in China.

The principal banks issue their own banks-notes for circulation within the port. They are circulated in notes of the following face values: \$1, \$5, \$10, \$50, and \$100. These Shanghai notes are negotiable in other ports of China, but are received at a discount.

Foreign monies and bank notes are exchangeable at the principal banks.

The principal banks of the port are :—

American-Oriental Bank.	(American)
American Express Bank.	(American)
Bank of Agriculture.	(Chinese)
Bank of Canton.	(Chinese)
Bank of China.	(Chinese)
Bank of Communication.	(Chinese)
Bank of Chosen.	(Japanese)
Bank de l'Indo Chine.	(French)
Bank d' Outremer.	(French)
Bank of Taiwan.	(Japanese)
Banque Belge.	(Belgian)
Chartered Bank of India, Australia and China.	(British)
Commercial Bank of China.	(Chinese)
Hongkong & Shanghai Banking Corporation.	(British)
International Banking Corporation.	(American)
Mercantile Bank of India.	(British)
Mitsui Bank.	(Japanese)
Mitsubishi Bank.	(Japanese)
Nederlandsch Bank.	(Dutch)
Netherlands Bank.	(Dutch)
Oriental Commercial Bank.	(Chinese)
Ningpo Commercial Bank.	(Chinese)
P. & O. Bank.	(British)
Park Union Bank.	(American)
Russo-Asiatic Bank.	(Russian & Chinese)
Sino-Italian Bank.	(Italian)
Sino-Scandinavian Bank.	(Norwegian)
Sumitomo Bank.	(Japanese)
Yokohama Specie Bank.	(Japanese)

Currency:—The coinage in circulation in Shanghai is of silver, nickel, and copper. The silver dollar is the coin of highest value. There are several types of dollars, namely:—

Mexican Eagle Dollars.

Pehyang Dollars (dragon & characters).

Republican Dollars (Presidents' image).

Hongkong Dollars (a British coin).

The nickel coins are the twenty-cent and ten-cent pieces.

The value of these nickel coins in respect to the dollar fluctuates considerably; normally, 5 twenty-cent pieces, 1 ten-cent piece and 7 copper cents are obtainable in exchange for a dollar.

The copper coins are in one-cent pieces. Paper currency is issued to substitute the silver dollars only. These notes are issued by the principal banks operating in the port, and are for circulation in Shanghai only. These bank-notes are issued in the following face values:—

\$1, \$5, \$10, \$50, \$100, and \$500 notes.

In banking and commercial circles, the tael is used as a standard measure of silver, and most business prices and all bank quotations are given in tael values. The tael is a fixed measure of silver, and its value fluctuates in sympathy with the price of silver.

Some banks issue tael bank-notes, but these are seldom found in circulation.

All wholesale prices for materials, works, etc., are quoted in taels.

Customs duties are collected in Haikwan Taels, which have a nominal value of \$1.50 per Tael.

XXVII. DOCKS AND SHIPBUILDING.

The port of Shanghai has several dockyards that are able to undertake all classes of engineering work such as can be done in other large ports of the world.

Ships up to 15,000 tons displacement have been built in the port. All kinds of repair work can be undertaken at these yards. The constructions of boilers, engines, castings, frames, propellers, etc., are also undertaken.

The principal dockyards are:—

The Kiangnan Dock and Engineering Works—

Address:	Arsenal Road, Shanghai.
Cable:	“Sinodock Shanghai.”
Telephone:	C. 6676, 1678.

These Works are situated in Upper Section A of the harbour, and are one of the best equipped and most modern engineering and shipbuilding establishments in China.

There are two dry docks of the following dimensions:—

No. 1 Dock—545 feet on blocks—20 feet on sill
at H.W.S. tides.

No. 2 Dock—500 feet on blocks—23 feet on sill
at H.W.S. tides.

There are sheerlegs to lift 75 tons; also numerous slipways for small craft.

This dockyard has a plant capable of building steamers of 20,000 tons, and engines up to 5000 I.H.P.

Steel castings up to 1½ tons can be supplied.

This dockyard has built the largest vessels ever launched in China; i.e., several standard ships of 15,750 tons displacement.

Shanghai Dock and Engineering Company—

Address : 150 Broadway, Shanghai.
Cable : Farnham.
Telephone : N. 7.

This company owns the following docks :—

Cosmopolitan Dock—532 ft. on blocks—24 ft. at
H. W. S. T.

International Dock—528 ft. on blocks—23 ft. at
H. W. S. T.

New Dock—450 ft. on blocks—21 ft. at H. W. S. T.

Old Dock—399 ft. on blocks—16 ft. at H. W. S. T.

Tungkadoo Dock—355 ft. on blocks—16 ft. at
H. W. S. T.

Sheerlegs, capable of lifting up to 65 tons, are available
at these docks.

New Engineering and Shipbuilding Works, Limited—

Address : 45 Yangtzepoo Road, Shanghai.
Cable : Speedy.
Telephone : E. 84.

These Works are situated in Section IX of the harbour,
and within the International Settlement.

They own one dry dock, of the following dimensions :—

Length on blocks,	574 feet
Length over all,	584 feet
Entrance,	70 feet
Width of sill,	60 feet
Depth of floor,	28 feet
Depth on sill (H.W.O.S. Tides),	20 feet

Sheerlegs, capable of lifting 80 tons, are situated near
the dock head.

Floating cranes of 60 and 20 tons capacity are available for use in the port.

A complete salvage plant is held in readiness for all cases of emergency.

Two patent slips are also available for the use of light draft vessels. The largest slip is capable of taking vessels up to 240 feet in length and 4 feet draft.

Ship building berths for vessels up to 5000 tons are included in the yard.

This dockyard is equipped with the most up-to-date machinery, and is capable of undertaking all kinds of repairs, castings, boiler making, carpentry, etc.

Kiousin Shipbuilding and Engineering Works

(Société Franco-Chinoise de Constructions Métalliques et Mécaniques).

This dockyard is situated in Upper Section B of the harbour.

The dry dock is of the following dimensions :—

Length,	220 feet.
Width,	35 feet.
Depth over sill,	13 feet.

There are also 2 slipways in the yard. These Works undertake the construction of ships up to 3,000 tons deadweight, and engines up to 1,500 I.H.P.

In addition to these dockyards, there are numerous Chinese engine shops and blacksmiths who undertake small repairs.

XXVIII. SUPPLIES.

BUNKER COAL.—Large supplies of coal are stored in the port for the bunkering of ships. These supplies are drawn from the various mines of China and Japan, which are situated in Chihli, Shantung, Honan and Human provinces in China, and in Kyushu in Japan. The principal wholesale coal merchants are:—

Kailan Mining Administration—
(Chili Coal)

Tel. Add. : Kaiping.
Address : The Bund.
Tel. No. : C. 317.

Chung Hsing Coal Mining Co.—
(Shantung Coal)

Tel. Add. :
Address : 34 N. Soochow Road.
Tel. No. : N. 934.

Mitsubishi Shoji Kaisha—
(Japanese Coal)

Tel. Add. : Iwasakisal.
Address : 9 Canton Road.
Tel. No. : C. 3317, 3318.

Mitsui Bussan Kaisha, Ltd.—
(Japanese Coal)

Tel. Add. :
Address : 49 Szechuen Road.
Tel. No. : C. 4990.

Bowern & Co.—
(Various Coals)

Tel. Add. : Bowern.
Address : 8 Museum Road.
Tel. No. : C. 4682.

Hopkins, Dunn & Co.—
(Various Coals)

Tel. Add.: Koehien.
Address: 2 Kiangse Road
Tel. No.: C. 27, 1997.

Samuel & Co.—

Tel. Add.: Leumas.
Address: 7 Peking Road.
Tel. No.: C. 2781.

Fuchung Corporation—
(Honan Anthracite)

Tel. Add.: Fuchung.
Address: 4 Avenue Edward VII.
Tel. No.: C. 1371.

Welsh coal is sometimes, but not always, procurable in Shanghai. Various grades of coal, from anthracite to bunker dust, are always procurable. Prices vary with the grade of coal, between \$11 to \$18 per ton, T. I. B.

LIQUID FUEL.—Liquid fuel of various grades is procurable in the port from the undernamed companies:—

Asiatic Petroleum Co.—

Tel. Add.: Doric.
Address: 1 The Bund.
Tel. No.: C. 5600.

Standard Oil Co., of New York.—

Tel. Add.: Socony.
Address: 11 Canton Road.
Tel. No.: C. 257.

The stock of liquid fuel carried by these firms is about 25,000 tons, and it is on sale to the public.

They also carry large stocks of petroleum and its by-products.

Gasoline, for the use of motor engines, is also purchasable from these firms.

LUBRICATING OILS.—Lubricating oils of all grades are procurable from :—

Vacuum Oil Co.—

Tel. Add. : Vacuum.
Address : 1 The Bund.
Tel. No. : C. 298.

Standard Oil Co. of New York.—

Tel. Add. : Socony.
Address : 11 Canton Road.
Tel. No. : C. 257.

FOOD PROVISIONS.

Foreign. —There is a plentiful supply of all kinds of fresh foreign food to be obtained in the markets of the Foreign Settlements. These markets are supervised and controlled by the Health Departments of the Municipal Councils. Meats, such as beef, mutton, veal, pork, etc., on sale in these markets are all inspected at the Municipal Slaughter Houses. Fowls, eggs and vegetables are plentiful. Flour and other cereals, consumed by foreigners, are also available in almost unlimited quantities.

Tinned provisions of almost all countries are carried in large stocks by local foreign and Chinese merchants and retailed at the numerous shops in the Settlements.

Fish is also obtainable in almost unlimited quantities.

Ice (machine made) is also obtainable in quantities as required. Ice collected off ponds and mud flats during

the winter, and stored in mud pits is also procurable, but is dangerous to use, on account of disease germs, etc., contained in it.

Fruit is always plentiful. Oranges and apples imported from abroad are also obtainable. Butter from Australia and America is stored in cold storage by several foreign firms.

Wines and spirits of all countries are obtainable in large quantities. Aerated waters are also manufactured locally, and are to be had in large quantities.

The price of fresh foreign food is quite cheap, as shown by the following brief list:—

Beef	20-35	cents per lb.
Mutton	20-35	cents per lb.
Veal	30-40	cents per lb.
Pork	30-40	cents per lb.
Potatoes		cents per lb.
Cabbage	8-10	cents per each
Bread (foreign made)		cents per lb.
Bread (Chinese made)		cents per lb.
Flour	7-10	cents per lb.
Fish	25-80	cents per lb.
Ice (machine)		cents per lb.
Ice (Chinese)		cents per lb.
Butter (Australian)		cents per lb.

There are several foreign and Chinese butcheries that will contract for the wholesale provision of foods stuffs to naval and merchant vessels. The principal firms in this line of business are:—

Dombey & Son, Ltd.—

Tel. Add.: Dombey.

Tel. No.: W. 641.

Address: 150 Bubbling well Road.

L. Hopkins Butchery—

Tel. Add. : N. 124.

Tel. No. : Y 685 North.

Address : Szechuen Road.

Neumann Butchery—

Tel. Add. :

Tel. No. : N. 1293.

Address : K. 2258 Boone Road.

Shanghai Butchery Co.—

Tel. Add. :

Tel. No. : N. 1009.

Address : 90 Broadway.

Chen Shin & Co.—

Tel. Add. :

Tel. : C. 4947.

Address : 44 Rue du Weikwei.

Chinese.—Chinese food of all kinds is naturally obtainable in unlimited quantities. The price of rice is normally about \$12 a picul (133½ lbs.)

WATER.—There is a good water supply in the port. Waterworks, for the filtration and supply of water to the public, are operated by the Municipal Councils of the Foreign Settlements and Chinese City and suburbs.

Ships in the port and at Woosung are supplied with water by steam waterboats. The price of water is \$1 per ton D. O. B.

The call flags of waterboat companies are:—

Flag R=Shanghai Waterworks Co. (water wanted).

Flag I=French Waterworks Co. (water wanted).

It is unsafe for health reasons for the river water to be used for human consumption, as it is full of mud, sewage matter, and refuse.

MEDICINES.—There are numerous pharmacies in the town, where all kinds of foreign and chinese medicine can be purchased:—

Burroughs Wellcome Co.—

Address : 44 Szecheun Road.

Tel. Add. : Tabloid.

Tel. No. : C. 3805.

Mactavish & Co.—

Address : 1 North Soochow Road.

Tel. Add. : Mahlee.

Tel. No. : N. 108.

American Drug Co.—

Address : 40 Nanking Road.

Tel. Add. : Kofa.

Tel. No. : C. 6198.

Pharmacie Générale—

Address : 34 Nanking Road.

Tel. Add. : Pharmadrog.

Tel. No. : C. 655.

Llewellyn & Co. Ltd.—

Address : 2c Nanking Road.

Tel. Add. :

Tel. No. : C. 72.

SHIPS STORES.—All kinds of ships stores, such as rope, canvas, wire rope, paints, oils, iron plates, hardware, etc., can be purchased in the town.

RADIO TELEGRAPHIC SUPPLIES.

The Chinese National Wireless Telegraph Co.,
5 Peking Road.

(Affiliated with Marconis' Co. Ltd. and the Marconi International Marine Communication Co.)

The Siemens China Co.,
24 Kiangse Road.

The East Asiatic Wireless Telegraph Co. (TELEFUNKEN),
24 Kiangse Road.

XXIX. POLICE.

WATER POLICE.—The harbour is patrolled by the Water Police, who function under the administration of the Chinese Maritime Customs. Chinese and foreign constables are employed in the Force. The Head Office is in the Harbour Office of the Custom House.

Police hulks are located in Section III and X of the harbour.

The call signals for “ police wanted ” are:—

By Day: Flag Signals Y. N.

By Night: Three lights hoisted vertically; the upper and lower lights being red, and the middle light white.

POLICE.—The International and French Settlements are policed by their respective Municipal Police Forces, comprised of foreign, Indian, Annamite and Chinese constables. The Head Police Stations of these Forces are:—

International Force—

Police Head Quarters:
27 Foochow Road;
Telephone: Central 56.

French Force—

Police Head Quarters:
Route Stanislas Chevalier;
Telephone: West 1506.

Chinese City and Suburb—

Police Head Quarters :

Great East Gate, City ;

Telephone Nantao 163.

XXX. HOSPITALS AND DOCTORS.

The port of Shanghai is very well provided with up-to-date hospitals. These institutions are equipped with modern operating theatres. Entry of patients into these hospitals is usually on the orders of local medical practitioners. Ambulance cars from these hospitals are always available against calls.

The principal hospitals are:—

Shanghai General Hospital: 8 North Soochow Road.

(Foreign Resident Doctor, Operating Theatre, Ambulance, X Ray Apparatus, Mental Ward, Foreign Nurses, 1st, 2nd, and 3rd class Wards.)

Directors: Shanghai Municipal Council.

Victoria Nursing Home: 3 Hannen Road,

(Operating Theatre, Ambulance, Maternity Ward, Mental Ward, Foreign Nurses, Isolation Hospital).

Directors: Shanghai Municipal Council.

Hospital Saint Marie: 197 Route Pere Robert.

(Operating Theatre, Maternity Ward, X Ray Apparatus, Radium and Ray Treatment; Pasteus Institute, Ambulance, Foreign Nurses, 1st, 2nd and 3rd class Wards).

Directors: French Sisters of Charity.

Chinese Hospital for Chinese: 6 Shantung Road.

Chinese Public Isolation Hospital, 38 N. Honan Road Extension.

Chinese Isolation Hospital, 1A Rango Road.

Fearn Sanatorium, 30 Route Pichon. (Foreigners only)

Margaret Williamson Hospital, West Gate, (Chinese only)

Paulun Hospital: 22 Burkhill Road.

St. Luke's Hospital: 12 Seward Road. (Chinese only)

Foo-min Hospital: 141 North Szechuen Road. (Japanese only)

Japanese Chinese Hospital: 59F Range Road. (Japanese only)

There are doctors of almost all nationalities practicing in Shanghai. Some of the best known of these practitioners are:--

(British)

Drs. Neild, Bryson, Parsons, Friedlander and Cameron.—

Consulting Rooms: 3 Peking Road,

Telephone: C. 492.

Drs. Marshall, Marsh, Billingham and Murray,—

Consulting Rooms: Hongkong and Shanghai Bank Building,

Foochow Road Entrance,

Telephone: C. 47 & 48.

Drs. O'Driscoll and Cox,—

Consulting Rooms: 15 Peking Road,

Telephone C. 6106

(German)

Drs. Birt, Gerngross, Blumenstock, Rall, Mortens and Virnich.

Consulting Rooms: 20 Love Lane.

Telephone W. 2442

(French)

Drs. Fresson, Poupelain, Championnero and Velluol—

Consulting Rooms: 15 Peking Road,

Telephone: C. 1666

(American)

Drs. Ranson, Clarke and Gardiner,
Consulting Rooms: 1 Canton Road,
Telephone C. 2016

(Chinese)

Dr. S. T. Tiao,
Consulting Rooms: 50 Range Road,
Telephone N. 678.

Dr. W. L. New,
Consulting Rooms: 369 Nanking Road,
Telephone C. 5677

Dr. C. Woonping Yui,
Consulting Rooms: P. 352 Nanking Road,
Telephone C. 996

Dr. N. A. Tang,
Consulting Rooms: 448c Honan Road,
Telephone C. 2460

(Japanese)

Dr. K. Kawanura,
Consulting Rooms: 8c Miller Road,
Telephone N. 3429

Dr. K. Murakame,
Consulting Rooms: 16 Azaleas Terrace
Telephone N. 1765

Dr. M. Nagate,
Consulting Rooms: 28 Range Road,
Telephone N. 3924.

XXXI. FUMIGATION

The Shanghai Disinfecting Co. operates a fumigating and disinfecting plant for use on board ships for the extermination of rodents, disease, germs, etc.

Address: 9 Hankow Road
Telegrams: Jessoh.
Telephone: C. 4737.

XXXII. TOWAGE, LIGHTERS, AND CARGO BOATS.

Some of the most powerful tugs of the world are always ready for calls at short notice in the port. The sea-going tugs owned in the port are:—

S. T. Saucy,
S. T. St. Dominic,
Sampson,
St. Aubin, { Owners.—The Shanghai Tug and
Lighter Co.
(see under Salvage, pages 45.)

These vessels are capable of undertaking towage to any parts of the world (also harbour and river work), and are amongst some of the largest, most powerful and best equipped of their class of vessels in the world.

The following tugs suitable for river and harbour work are also owned in the port:—

Scot I,
Alexandra,
Victoria,
Vulcan, { Owners.—The Shanghai Tug and
Lighter Co.

Roko Maru,
Saison Maru, { Owners.—Shanghai Transportation
Company.

The undernamed harbour tugs are also owned in the port, and are available at short notice:—

S. T. Tuhle,	{	Owners,---Shanghai Tug and Lighter Co.
S. T. Rocket,		
S. T. Fokelin,		

The aforementioned towing companies also have, for hire, numerous steel lighters for cargo removal. Large numbers of licensed Native cargo-boats (barges) are procurable from the Stevedores of the Port.

XXXIII. STEVEDORES AND LABOUR FOR LOADING AND DISCHARGING VESSELS:—

There is always a large supply of labour (Chinese coolies) available for loading and discharging, either at wharves, or in the stream, or in the anchorages at Woosung. This type of labourer is controlled by Guilds, who fix their tariff from time to time. It is very difficult to lay down a scale of wages for such labour, as different rates of charges are made for different kinds of cargo. A general idea of the cost of this labour can be gained from the rate for General Cargo, which is about Tls. 12 per 100 tons; or from the wage of a permanent wharf coolie, which is \$15 per month. Different kinds of cargo, such as machinery, steel, or iron rods, etc., are contracted for at varying rates per 100 tons. Most shipping companies obtain their labourers through stevedores, or their No. 1 Wharf Coolies, who charge according to the rates fixed by the Labour Guilds. These labourers work quickly, with little troubles, and really they compare very well with the best labour obtained in other ports of the world. There are no mechanical appliances in the port for the loading and discharging of ships, and all cargo is moved by ships derricks and manual labour. It

is surprising to strangers to see the quick and efficient manner in which all grades of cargo, from light packages to heavy machinery, are moved around by coolies using bamboo poles.

Some of the principal stevedores of the port are:—

L. Alam, No., 771 Broadway East.

D.C.M. Aronovsky, 7 Ezra Road.

Cheap Jack, 211 Minghong Road.

Kwang Sing Trading Co., 212 Miller Road.

Shanghai Transportation Co., 5 Hankow Road.

Wing Sing, 139 Nanzing Road.

These firms contract for the supply of labour for the loading and discharging of cargo according to its kind.

Pilferage of cargo is very prevalent in the port, and it behoves ships' officers to keep a careful watch over coolies at work.

XXXIV. LLOYDS AND OTHER SURVEYORS.

Lloyds' Register of Shipping—

H. L. Fletcher: Ship & Engineer Surveyors.

Address: 3 Peking Road.

Telegrams: Register.

Telephone: Central 2262.

American Bureau of Shipping—

Address: 3 Canton Road.

Telegrams: Record.

Telephone: Central 1886.

Bureau Veritas, and Det Norske Veritas,

Parker, Rielley & Simmons,

Address: 25 Peking Road.

Telegrams: Veritas.

Telephone: Central 2267.

XXXV. SALVAGE AND RESCUE.

The Shanghai Tug & Lighter Co., Ltd. is fully equipped for the salvage of vessels within the port and on the coast or high seas. It owns 4 of the most powerful and most modern equipped salvage tugs in the world; namely:—

S. T. Saucy :	587 ton gross, 1800 I.H.P.
S. T. St. Dominic :	451 ton gross, 1500 I.H.P.
S. T. Sampson :	451 ton gross, 1500 I.H.P.
S. T. St. Aubin :	451 ton gross, 1500 I.H.P.

These vessels are all fitted with wireless telegraphy, Morse signalling, searchlights, motor pinnaces, salvage pumps, portable steam flexible hoses, fire hoses, salvage anchors, anchors on skids, derricks, 6 inch flexible steel towing hawsers, etc. The company also has on hand additional salvage pumps and wrecking gear.

Each vessel is commanded by a British Master Mariner.

The S. T. Saucy has a steaming radius of over 7000 miles at 10 knots, but over 12 knots can be maintained if required. The other 3 tugs have a steaming radius of 3800 miles on a speed of 10 knots, but over 12 knots can be maintained if required.

The wireless call for these 4 tugs is X.S.D. Their call flag is U of the International Code.

The company owns, in addition, 7 other towing vessels of various sizes, and numerous lighters. (See Towage, page 42)

Address : 2 French Bund :
Telegrams : Whelock Shanghai.
Telephone : Central 18.

This company has effected some notable rescue and salvage work in the past history of the port of Shanghai and the China seas.

The Shanghai Transportation Co. Ltd. undertakes salvage work of all kinds. The company is Japanese owned, and is affiliated with a notable salvage company of Kobe. It has on call at short notice some of the most up-to-date salvage vessels and equipments from Japan. It has effected some notable salvage work in the China Sea during recent years. Its local stock is small, but some of the most up-to-date equipment is procurable in a few days from Japan. It employs some of the most skilled divers of the world.

This company has, in Shanghai, two small tugs and numerous lighters. (See Towage, page 42)

Address: 5 Hankow Road

Telegrams: Unyu,

Telephone: Central 3015, 3016, 3802.

The local dockyards (see page 29) undertake salvage work within the harbour and the Whangpoo, and they always have on call a large stock of salvage equipment, pumps, diving gear, etc.

Chinese divers using foreign equipment are always procurable at short notice, and are very efficient and skilled workers under water.

XXXVI. NAVAL ARCHITECTS.

In addition to the dockyards of the port (see page 29), the undermentioned firm employs an experienced and qualified Naval Architect:

Parker, Rielly & Simmons :—

Address : 25 Peking Road.
Telegrams : Veritas.
Telephone : Central 2267.

XXXVII. CONSULTING ENGINEERS, MARINE AND
CARGO SURVEYORS.

The undernamed firms are Consulting Engineers, and
undertake marine and cargo surveys :—

Parker, Rielley & Simmons :—

Address : 25 Peking Road.
Telegrams : Veritas, Tel. No. : Central 2267.

Angus & Co. :—

Address : 21 Jinkee Road.
Telegrams : Adjuster, Tel. No. : Central 2201.

Eisler, Reeves & Murphy :—

Address : 3 Canton Road.
Telegrams : Record, Tel. No. : Central 1886.

Paulsen & Bayes-Davy :—

Address : 1A Peking Road.
Telegrams : Bayesdavy, Tel. No. : Central 199.

XXXVIII. SWORN MEASURERS.

The undernamed firms have been installed by the
local shipping interests as Sworn Measurers and Weighers
of Cargoes, and Sworn Surveyors and Fire Loss Adjusters.

Cooper & Black :—

Address : 2 Canton Road.
Tel. No. : Central 1891.

C. E. Peet :—

Address : 12 Jinkee Road.
Tel. No. : Central 3231.

(Official Measurer of Homeward, New York, and Bombay Freight Conference, Pacific Freight Bureau, and Australian Freight).

XXXIX. PILOTS.

SHANGHAI LICENSED PILOTS ASSOCIATION

This Association is comprised of 40 foreign Master Mariners, who are licensed by the Chinese Government through the Shanghai Harbour Master. Apprentice pilots are examined by a Marine Board of Examiners when vacancies occur, and, if passed, are given a Licence to pilot vessels from the sea, via the South Channel Entrance to the Yangtze River and the Whangpoo, to Shanghai.

They operate and own two pilot-boats; namely:—

S. S. Lingkong:—850 tons, 1 funnel, 2 masts, painted white, with pilot-boat painted on her sides in black letters.

S. S. Yangtze:—272 tons, 1 funnel, 2 masts, with pilot-boat painted on her sides in black letters.

The pilot-boat station is normally about 1 mile to S. E. of the Fairway Bell Buoy. In heavy weather, she shelters in the vicinity of the Tungsha Light-Vessel.

The pilot-boat “Lingkong” is the vessel that is normally on the station, the S. S. “Yangtze” being used chiefly as a supply and relief vessel.

Pilotage is not compulsory.

The pilot-boat on station flies the International Code flag H by day, and shows a flare every 10 minutes by night.

The pilot-boats are fitted with wireless, and a continuous watch is kept. The wireless call is P. T. C.; the Morse call is 4 long flashes.

The pilotage tariff is as follows:—

	Sailing		Tonnage
	Vessels.	Steamers.	Charge.
	Taels.	Taels.	Cents.
	Per ft.	Per ft.	Per ton.
Gutzlaff to or from			
Shanghai:	10.50 ...	8.25 ...	1½
Tungsha Lightship to or			
from Shanghai:	9.75 ...	8.25 ...	1½
Woosung to or from			
Shanghai:	3.75 ...	3.75 ...	¾
Gutzlaff to or from			
Woosung:	7.50 ...	6.00 ...	1½
Tungsha Lightship to or			
from Woosung:	6.75 ...	6.00 ...	1½

The above tariff is subject to revision.

WOOSUNG HANKOW PILOTS ASSOCIATION.

This Association is comprised of foreign mariners who pilot vessels from Woosung to Hankow and intermediate points.

Office: 32 Peking Road.
 Cable Address: Sentinel, Shanghai.
 Telephone No.: Central 1650.

These pilots do not operate under a Licence from the Chinese Government.

Pilotage Certificates of Competency are issued to members by a Board, known as the Lower Yangtze Pilotage Board, acting with the approval and support of the Shanghai General Chamber of Commerce, the Marine Underwriters' Association of Shanghai, the British senior naval officer commanding on the Yangtze, and the Woosung-Hankow Pilot Association.

TARIFF

The following pilotage tariff (in Shanghai Taels per foot draft) is provisional only, and is subject to revision by the Pilot Board when necessary:—

Woosung to or from—

3	Tungchow,				
7	4	Chinkiang,			
9	6	2	Nanking,		
11	8	4	2	Wuhu,	
19	16	12	10	8	Kiukiang,
22	19	15	13	11	3 Tayeh,
25	22	18	16	14	6 3 Hankow.

To intermediate ports not on this tariff, $4\frac{1}{2}$ candareens per foot per mile will be charged from the nearest port.

Tonnage charge is leviable on each net registered ton.

Tonnage charge: $\frac{3}{4}$ cand. cts. to or from Tungchow.

„	$1\frac{1}{2}$	„	„	„	„	Chinkiang.
„	2	„	„	„	„	Nanking.
„	$2\frac{1}{2}$	„	„	„	„	Wuhu.
„	$4\frac{1}{2}$	„	„	„	„	Kiukiang.
„	$5\frac{1}{2}$	„	„	„	„	Tayeh.
„	6	„	„	„	„	Hankow.

Tonnage charge to intermediate ports not on this tariff will be charged to the next port on the tariff.

The minimum charge is for 10 feet draft. In calculating pilotage charges, parts of a foot count as one foot.

In the case of men-of-war, three tons of displacement are counted as one ton for tariff purposes.

JAPANESE YANGTZE RIVER PILOT ASSOCIATION.

This Association is comprised of Japanese Master Mariners, who undertake the pilotage of vessels from Woosung to Hankow and intermediate points.

Head Office: 4 Ezra Road.
Telegraphic Address: Mizusaki.
Telephone No.: Central 6493.

These pilots are not licensed by the Chinese Government.

CHINESE PILOTS ASSOCIATION.

This Association is comprised of Chinese pilots who undertake the pilotage of vessels from Woosung to Hankow and intermediate points.

Office Address: 1197 Singkeepang Road.
Telephone No.: North 1257.

There are 100 pilots in this Association, who are natives of Ningpo, Canton and Hankow. They do not operate under a Licence from the Government.

XL. MEASURED DISTANCES.

Measured distances have been laid down by the Customs Marine authorities for the speed trials of vessels.

Distances of one to three nautical miles are defined by 3 pairs of transit beacons, situated on the right bank of the Yangtze River, in its South Channel Entrance, 9 miles outside Woosung. The distance between the western and central pairs is 1 mile (6080 feet); and between the central and eastern pairs, 2 miles. The beacons are iron columns, surmounted by triangles of same material, and painted white. The rectangular courses to these 3 transit ranges are $\frac{N. 52^{\circ} \frac{1}{2} W.}{S. 52^{\circ} \frac{1}{2} E.}$ magnetic.

There is also a measured distance of 1 nautical mile (6080 feet), defined by 2 sets of transit beacons, situated on the right bank of the Whangpoo, 12 miles above the Custom House. This distance is only suitable for vessels of light draft and less than 100 feet in length, owing to the shallowness of the river above Shanghai.

For further information regarding these Speed Trial Ranges, inquiries should be made at the Coast Inspector's Office, Custom House, Shanghai.

XLI. COMPASS ADJUSTERS.

There are no official Compass Adjusters registered in the port, nor any private individuals who are known to undertake this work.

Facilities for swinging vessels, such as True Bearing ranges, have not as yet been laid down officially by the port authorities.

The low lying country around the port and its immediate approaches makes the selection of such ranges difficult. However, from the approach to Woosung, the dome of the Medical College close westward of Woosung Lighthouse in line with the tall chimney of the Shanghai-Nanking Railway Workshops (see Chinese Maritime Customs, Marine Department Chart No. 7) provides a range of True South, and permits of ships being swung in the Yangtze River about 2 miles north of Paoshan City.

XLII. SAILORS HOMES AND CLUBS FOR FOREIGN MARINERS.

Mission to Seamen :

(Rev. T. W. Hall)

10 Baikal Road ;

Telephone No.: East 290.

Hanbury Institute and Sailors Home :

16 Broadway ;

Telephone No. : North 1140.

Navy Young Men's Christian Association :

(U. S. N. Y. M. C. A.)

128 Szechuen Road;

Telephone No. : Central 6792.

Union Jack Club :

1 Bubbling Well Road,

(New World Building)

Telephone No. : Central 259.

XLIII. CHURCHES.

Protestant :—

Holy Trinity Cathedral :

(Rev. Dean C. J. F. Symons, M.A.)

Church House,

Kiangso Road.

Christian Science Society of Shanghai :

21 Nanking Road.

Church of St. Andrew :

(Rev. T. W. Hall, M.A.)

31 Broadway.

Community Church :

(American)

7 Doumer Terrace.

Shanghai Free Christian Church :

Corner Range Road and Chapoo Road.

Union Church :

(Rev. A. N. Rowland)

2 Soochow Road.

Roman Catholic :—

St. Josephs Church :
79 Rue Montauban.

Church of the Sacred Heart :
21 Nanking Road.

Various :—

Ohel Rachel Synagogue :
40 Seymour Road,

Mohamedan Mosque :
Corner of Chekiang Road and Canton Road.

Russian Church :
43 North Honan Road Extension.

Japan Temple :
3 Woochang Road.

XLIV. MARINE AND FIRE INSURANCE.

All classes of Marine and Fire Insurance can be undertaken in Shanghai, where the principal Insurance Companies of the world are represented.

The Marine Insurance Association of China has its office in the North China Daily News Building, The Bund.

American-Asiatic Underwriters :
15 Nanking Road,
Telephone: Central 1044-46.

American Foreign Insurance Association :
3 Canton Road,
Telephone: Central 4281-2.

American Trading Company :
3 Canton Road,
Telephone: Central 6944-46.

- Batavia Sea and Fire Insurance Company :
66 Corner Rue de France & Rue du Baron Gros,
Telephone No: Central 624.
- Excess Insurance Company, Ltd. :
44 Kiangse Road,
Telephone No.: Central 54.
- Java Sea & Fire Insurance Company, Ltd. :
3 Ezra Road,
Telephone No.: Central 70, 3870.
- Mitsubishi Shoji Kaisha, Ltd. :
7 Canton Road,
Telephone No.: Central 3317-19.
- New Zealand Insurance Company, Ltd. :
26 The Bund,
Telephone No.: Central 118.
- Nippon Marine Insurance Company, Ltd. :
A9 Hankow Road,
Telephone No.: Central 1356.
- North British & Mercantile Insurance Co., Ltd. :
28 Kiangse Road,
Telephone No.: Central 387.
- Norwegian Lloyd Insurance Company, Ltd. :
17 The Bund,
Telephone No. : Central 1962.
- Norwich Union Fire Insurance Society, Ltd. :
3 Canton Road,
Telephone No.: Central 1953.
- Ocean Accident & Guarantee Corporation, Ltd. :
39 Peking Road,
Telephone No.: Central 2778.

Ocean Marine Insurance Company, Ltd. :

28 Kiangse Road,

Telephone No. : Central 387.

Shanghai Marine Underwriters' Association :

23 Peking Road,

Telephone No. : Central 704.

Union Marine Insurance Co., Ltd., of Liverpool :

15 Peking Road,

Telephone No. : Central 2300.

Yangtze Insurance Association, Ltd. :

26 The Bund,

Telephone No. : Central 5470.

Union Insurance Society of Canton, Ltd. :

4 The Bund,

Telephone No. : Central 730.

XLV. TIME SIGNALS.

By Day :

A time ball is operated daily from a mast, surmounting a stone column, at the north end of the French Settlement Bund.

The ball is half-masted at 11h. 45m. a.m. (zone time), mast-headed at 11h. 50m. a.m., and dropped at 11h. 55m. a.m., which is equivalent to 15h. 55m., Greenwich Mean Time. The ball is immediately mast-headed again and dropped a second time, at soon precisely which is Equal to 16h. 0m., Greenwich Mean Time.

In case of a failure of the signal, the International Code flag "U" is hoisted at the yard-arm.

BY NIGHT

Four electric lights, arranged in diamond shape, are operated on the same mast as the time ball. The signals given are a series of lighting and extinction of these lights, the latter being always preceded by a short eclipse of one second to call attention.

The lights are switched on at 8h. 53m. p.m. (zone time), which is equal to 0h. 53m. Greenwich Mean Time; the first eclipse (attention signal) taking place at 8h. 54m. 50 sec. p.m., and the first prolonged extinction at 8h. 55m. p.m.

This process of lighting and extinction is repeated at every subsequent minute, terminating at 9h. 0m. equal to 1h. 0m. Greenwich Mean Time.

In case of failure of a signal, either the white lights at the yard-arms or a red light at the mast-head is exhibited for a few seconds.

These signals are operated by the Siceawei Observatory.

XLVI. WIRELESS TIME SIGNALS.

Wireless time is given twice a day by the Kowkaze (French) Wireless Station; at 10h. 55m., 10h. 57m., and 10h. 59m., A.M. and at 4h. 55m, 4h. 57m., and 4h. 59m., P.M. (zone time).

MORNING SERIES.

After the general call CQ de FFZ the signal commences at 10h. 54m. a. m. (zone time), by a series of the letter G during 50 seconds; and after a silence of 10 seconds a dot E indicates 10h. 55m., which is equal to 14h. 55m., Greenwich Mean Time. At 10h. 56m., a series of the letter O during 50 seconds; and after a silence of 10 seconds, a dot E indicates 10h. 57m. At 10h. 58m., a series of the

letter X during 50 seconds; and after a silence of 10 seconds a dot E indicates 10h. 59m., which is equal to 14h. 59m., Greenwich Mean Time.

AFTERNOON SERIES.

After the general call CQ de FFZ the signal commences at 4h. 54m. p.m. (zone time), by a series of the letter G during 50 seconds; and after a silence of 10 seconds a dot E indicates 4h. 55m., which is equal to 20h. 55m., Greenwich Mean Time. At 4h. 56m., a series of the letter O during 50 seconds; and after a silence of 10 seconds, a dot E indicates 4h. 57m. At 4h. 58m., a series of the letter X during 50 seconds; and after a silence of 10 seconds a dot E indicates 4h. 59m., which is equal to 20h. 59m., Greenwich Mean Time.

**XLVII. WEATHER WARNINGS AND SIGNALS,
(METEOROLOGICAL SERVICE).**

The weather (meteorological) service for the port, and in fact for China, is conducted by the Chinese Maritime Customs and the Siccawei Observatory in co-operation. The latter is situated in the western suburb of the port. The Customs controls the meteorological observations throughout its stations in China, the Observers being members of that Service. Siccawei Observatory, operated by the Jesuit Fathers, compiles the weather reports and returns and predicts the weather; they issue the daily weather and storm warnings. These weather and storm warnings are supplied to the Customs stations throughout China by land cables.

There are three weather signal stations at Shanghai and in its vicinity, namely :—

1. Gutzlaff Lighthouse,
2. Woosung Lighthouse,
3. Semaphore Tower, Shanghai.

WIRELESS WEATHER SIGNALS.

Wireless signals, giving weather forecasts and signals, are given twice a day; at 11h. 00m. a.m. and 5h. 00. p.m., immediately following the wireless time signals.

XLVIII. CHARTS OF THE PORT AND ITS APPROACHES.

The Chinese Maritime Customs and the Whangpoo Conservancy Board survey the port and its approaches, and the former issues the following charts of the area:—

- No. 20:—Hangchow Bay and Approaches, and the Southern Approaches to the Yangtze River.
- No. 1:—North and South Channel Entrances to the Yangtze River, and Approaches.
- No. 2:—Yangtze River, Woosung to Plover Point, including the Tsungming Crossing.
- No. 7:—The Whangpoo—Woosung to Yangtzepoo.
- No. 8:—The Whangpoo—Kaochiao Creek to Yangtzepoo.
- No. 9:—The Whangpoo—Yangtzepoo to Lunghua.
(Price \$ 2.00 each).

The following British Admiralty-charts of the port and its approaches are also on sale:—

- No. 1124:—Southern Approach to the Yangtze: Video to Yangtze, Cape.
- No. 2974:—Changtau Harbour and Approaches.
- No. 1453:—Anchorages in the Southern Approach to the Yangtze.
- No. 1602:—Approaches to the Yangtze (N. and S. Channel)
- No. 3585:—Approaches to the Woosung River.
- No. 1601:—Woosung River.

No. 389:—Shanghai Harbour.

No. 3480:—Yangtze To Shantung Promontory.

The American and Japanese Hydrographic Offices also publish charts of the port and its approaches.

Caution.—Owing to the frequent changes in the channels leading to the port and the consequent movements of the floating aids to navigation marking them, it is advisable to use the charts published by the Chinese Maritime Customs, as they are kept correct to date.

XLIX. MARINE PUBLICATIONS, TIDE TABLES, ETC.

The following Marine publications are recommended, as providing information about the port and its approaches:—

List of Lighthouses, Light-vessels, Buoys and Beacons on the Coast and Rivers of China:

(New edition each year. Price \$1.00. Published by the Chinese Maritime Customs. Sold by Kelly and Walsh, Ltd., Shanghai, P. S. King and Son, 2 and 4 Great Smith Street, London, and all Custom Houses throughout China).

Table of Predicted Tides for Side Saddles in the Approaches to the Yangtze River. Price \$1.00.

L. OBSERVATORY

An up-to-date observatory is situated at Siccawei just outside the western suburbs of the French Concession. It is the property of the Jesuit Fathers, who operate it for the public benefit. The establishment is equipped with very up-to-date scientific instruments.

The Meteorological Service of China, controlled by the Chinese Maritime Customs, works in co-operation with this observatory in providing weather reports and storm warnings for the public.

The Time Signals of the port are controlled by this observatory.

Magnetic and seismographic stations, belonging to this observatory, are situated about 20 miles distant from the port.

Address of the Observatory is:

The Director,
Sicawei Observatory,
Shanghai.

Telephone: West 71.

LI. CEMETRIES AND UNDERTAKERS.

There are several cemeteries in Shanghai, reserved for foreigners only; and also a crematorium. There are also special burial grounds for Japanese, Jews, Indians and Roman Catholics.

The undertakers of the port are:

Thos. Macdonald & Co.,
1116 F Bubbling Well Road,
Telegraphic Address: Undertaker.
Telephone No.: West 466.

LII. BALLAST, ASHES, ETC.—See Clause 37, Harbour Regulations for the Port of Shanghai.

LIII. CABLE CROSSINGS.—There are four telegraph cable crossings in the Whangpoo. Two are in the vicinity of the Harbour Master's Office at Woosung; one in section III, Shanghai Harbour; one in the vicinity of Kiangnan Arsenal, outside the Upper Harbour Limit. Vessels are warned against dropping anchor in their vicinity. They are marked by range beacons, defining their tracks across the river.

In the South and North Channel Entrances to the Yangtze River, there are several cable tracks not defined on all charts of the district. Plans showing the tracks are obtainable from the Telegraph Office, 4 Avenue Edward VII, Shanghai.

LIV. METEOROLOGICAL SERVICE AND RECORDS.

Records of the weather of Shanghai, and of the coast and navigable rivers of China, are observed by the Meteorological Service of the Chinese Maritime Customs and the Zi-Ka-Wei Observatory, Shanghai.

Daily bulletins are posted at the Custom Houses, and at the Weather Signal Tower situated at the north end of the French Bund. These bulletins are issued by the Zi-Ka-Wei Observatory. Annual Meteorological Statistics are also published by the Observatory, and are available for the public by purchase.

LV. TIDAL INFORMATION.

The ocean tides effecting the Yangtze River and the Whangpoo are a very important factor to the port of Shanghai. The passage of any large ship to or from the port has to be regulated to the time of the tides, to enable her to obtain sufficient depth such as her draft requires. The undergiven tidal information has been compiled from charts Nos. 1, 7, 8, 9, published by the Chinese Maritime Customs, and gives concisely the tidal conditions existing in the port and its approaches.

TIDAL INFORMATION

Place	H. W. F. & C.	Rise above datum of soundings	Range	Remarks
Side Saddle	N h. 22 m.	Springs 15 -17 feet Neaps 10 -12 feet	Springs 10 -13 feet Neaps 4 - 7 feet	The tide rises, on an average, for 6h. 12m., and falls for 6h. 12m.
Gutzlaff	N1 h. 30 m.	Springs 13 -15½ feet Neaps 10 -12 feet	Springs 10½-13 feet Neaps 4 - 7 feet	
Shawoishan	N1 h. 22 m.	Springs 13 -15 feet Neaps 10 -12 feet	Springs 10 -13 feet Neaps 4 - 7 feet	
Tungsha Light-vessel	N1 h. 35 m.	Springs 15 -16½ feet Neaps 10½-12 feet	Springs 11 -12½ feet Neaps 3 - 5½ feet	The tide rises, on an average, for 5h. 31m., and falls for 6h. 53m.
Woosung River Entrance	0 h. 40 m.	Springs 11 -14½ feet Neaps 7 -10 feet	Springs 10 -11 feet Neaps 3 - 4 feet	The tide rises, on an average, for 4h. 47m., and falls for 7h. 40m.
Shanghai	1 h. 30 m.	Springs 9 -11 feet Neaps 6 - 7 feet	Neaps 3 feet	

GENERAL INFORMATION

The "age of the tide" is about two days. The tidal streams in the approaches to the Yangtze River are rotary, making one revolution in 12 hours. The datum to which soundings are reduced is the level of low water of extraordinary spring tides.

There is a seasonal variation in the tide levels of the Yangtze River estuary. For example, at Woosung, the extremes of the tides, i.e., H.W. and L.W. of both Springs and Neaps, have lesser values during the period December to March; the value of H.W. Spring being generally from 11-12 feet, H.W. Neaps 7-9 feet, L.W. Springs 1-2 feet, and L.W. Neaps 4-5 feet. These values increase gradually, reaching a maximum during August and September, when the value of H.W. Springs is generally about 14 feet H.W. Neaps 9-10 feet, L.W. Springs about 3 feet, and L.W. Neaps about 6 feet.

The winds greatly effect the rise, range and time of the tides.

The velocity of the flood current varies between 1.7 and 2.6 knots.

The velocity of the ebb current varies between 2.0 and 2.2 knots.

LVI. CLIMATE.

The climatic conditions of the port can be said to be quite normal for its geographical position. To those used to residence in higher latitudes the summers at first are somewhat trying, on account of the heat and humidity; but once persons become acclimatised, they feel little discomfort from the climate.

The seasons are very regular in change, being influenced by the very regular N. W. and S. E. monsoons that prevail along the China coast.

The period of great heat commences about the second week of June, and continues until about the 15th September, when the temperature varies from 80° to 95° F. in the shade. The hottest month of the year is August, when the temperature on still sultry days reaches as high as 98° F. indoors. The nights, however, are generally cooled by southerly breezes. The autumn season (October and November) is generally temperate, dry and clear, with abundant sunshine. The winter cold commences in Decem-

ber, with frosts at night. The severe cold commences about the third week of December, and continues throughout January and February. The northerly winds of this season are very bitter, penetrating, and damp; the temperature varies between 27° and 34° F. at night, although a N. W. ly gale has been known to cause the temperature to fall as low as 10° F. During these winter months, northerly gales are frequent and continue for three to four days, causing very cold weather. Southerly winds frequently blow for several days, causing mild and humid weather. The skies are generally overcast and cloudy during the winter months. Rain and sleet occurs very frequently, and sometimes snow, especially during the month of March.

The spring weather is mild, but very changeable; the wind swinging to all quarters of the compass. Heavy rains occur frequently, but quite brilliant sunshine is plentiful. Once the S.E. Monsoon has set in, the weather steadies up and southerly winds are prevalent.

The late spring and early summer is very damp and humid, with much heavy rain. The month of June is very wet and uncomfortable, owing to intensive humidity.

During the months of June, July, August and early September, typhoons (cyclones) frequently pass up the China coast, more especially in the late summer. The centres of these cyclones seldom (about once in 10 years) pass over the port, but their paths are sufficiently close to Shanghai to cause breaks in the normal weather, bringing high winds and rain for two to three days. These storms cause heavy and depressing weather. The approach of these cyclones is carefully watched by the Sicawei Observatory, and warnings are issued to local shipping circles, so that vessels and floating craft may take precautions for their safety.

The climate of Shanghai is really quite good, and causes little discomfort to residents as long as they retain good health.

The port is becoming densely populated, which causes an uncomfortable stagnation of the air in the heart of the town during very hot days.

The more regular rainy months are February and March; about two weeks towards end of April, the month of June (with its torrential rains), and a period of about two weeks during September. During the rest of the year, the rains general eventuate with the presence of cyclones, gales, or electric storms.

The foggy months are March to June, and November. During the winter, sudden changes in temperature often cause short periods of dense fog. Morning mists occur at the changes of the seasons, when the temperatures of the rivers' water and air differ greatly; but these mists generally clear soon after the sun rises.

LVI. SYSTEM OF MARKING WRECKS.

Light-boats, marking wrecks, will exhibit a green flag by day, and a fixed green light, over fixed white light, by night.

LVIII. SYSTEM OF COLOURING BUOYS AND BEACONS.

Buoys

COLOUR	DIRECTIONS AND EXPLANATIONS
Red	Entering the channel from seaward, red buoys will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.
Black	Entering the channel from seaward, black buoys will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
Red and black horizontal bands	Buoys, painted in red and black horizontal bands, will be found in the fairway, and should be passed close-to.
Red and black vertical stripes .	Buoys, painted in red and black vertical stripes, will be found on the ends of spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side of such spit, bank, shoal, or reef. Vessels should never attempt to pass between a buoy thus painted and the danger which it marks.
Red and black chequers	Buoys, painted in red and black chequers, will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger. Vessels should never attempt to pass between a buoy thus painted and the danger which it marks.

Buoys
(continued)

COLOUR	DIRECTIONS AND EXPLANATIONS
Red and white chequers Black and white chequers	When two chequered buoys of these colours are used to mark an obstruction, the red and white one is to mark the starboard side of the channel, and must be left on the starboard hand by vessels passing in; and the black and white one is to mark the port side of the channel, and must be left on the port hand by vessels passing in.
Green (Wreck Buoys)	A wreck-marking buoy will be painted green, and, when lighted, will exhibit a green light. When a wreck lies in the open sea, or in a position when there is plenty of room on either side of it, a wreck-marking buoy will in every case be placed to seaward of the wreck. When a wreck lies in a river, a harbour, an estuary, or a confined channel, a wreck-marking buoy will be placed on the channel side of the wreck.
White (surveying- buoys)	White painted buoys are used for surveying purposes only, and in no way serve as aids to navigation.

Note.—Except otherwise stated, all buoys are conical. All other distinguishing marks to buoys will be in addition to the foregoing; and where such are employed, a particular description of the same will in each case be given in the published List.

BEACONS

COLOUR	DIRECTIONS AND EXPLANATIONS
Red	Entering the channel from seaward, red beacons will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.
Black	Entering the channel from seaward, black beacons will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
Red and black vertical stripes .	Beacons, painted in red and black vertical stripes, will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side of such spit, bank, shoal, or reef.
Red and black chequers	Beacons, painted in red and black chequers, will be used to mark rocks in the open sea, also to mark rocks of small extent having channels on either side of them.
Red and White chequers	When two chequered beacons of these colours are used to mark a rock or reef, the red and white one is to mark the starboard side of the channel, and must
Black and white chequers	be left on the starboard hand by vessels passing in; and the black and white one is to mark the port side of the channel, and must be left on the port hand by vessels passing in.

Beacons on shore, to enable bearings to be taken, or to give lines of direction for crossing bars or entering rivers, harbours, etc., will be painted, so as to make them as conspicuous as possible. Red, black, and white will be the only colours used, and a particular description of such marks will be given in the published List.

Note.—It is to be understood that the above rules for painting beacons apply in each case to the body of the structure. When a beacon, which is painted a single colour, either black or red, is surmounted by a distinguishing mark, such mark may be painted the same colour as the body of the beacon, or with that colour and white combined, or white alone.

When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List.

LIX. CONSERVANCY.

The Whangpoo, from its mouth in the Yangtze River upwards to the Kiangnan Arsenal, is regulated, to provide a navigable deep water channel and harbour for Shanghai, by the Government organisation entitled the Whangpoo Conservancy Board.

This Board was constituted on 4th April, 1912, by an Agreement between the Central Government and the Ministers of the Treaty Powers in Peking, and, therefore, derives its authority directly from the Central Government.

The Board consist of three Chinese Government Officials:—

The Commissioner for Foreign Affairs for the Province of Kiangsu.

The Shanghai Commissioner of Customs.

The Shanghai Harbour Master.

The staff of the Board consists of about 500 Chinese and 22 Foreign employees.

The Board is equipped with an extensive plant for regulating, dredging, and training the Whangpoo, and has a well-equipped dockyard and workyard, with small dry dock. Reclamation and dredging contracts are also undertaken by the Board for riparian owners at reasonable rates. The service, besides two engineering departments for construction works and dredging works, includes also hydrometric and surveying departments.

The main functions of the Board are to maintain a deep water channel throughout its area of control; to confine the river and riverine properties to normal river bank lines laid down by the Board; to help riparian owners in dredging the fronts of their wharves.

The Board's jurisdiction extends to the tide limits of the Whangpoo between high water lines, and the Board is entitled to prevent any operation which would be harmful to the river.

The benefits derived by the commercial port of Shanghai from conservancy activities have been tremendous. These activities commenced in the year 1906, when navigation in the river was impeded by several Bars which only allowed of a 8 feet draft for vessels at low water of spring tides, and 20 to 21 feet at high water of spring tides. The results up to date have provided the river with a minimum through depth in the fairway of 24 feet at low water, and channels with the easiest curvature that the topographical conditions will permit.

An International Committee of Consulting Engineers of the first rank in harbour matters provided the Board in 1921 with plans for future harbour development to meet Shanghai's needs as a world port. These proposals are under consideration by the Central Government.

The Board has issued several valuable publications pertaining to conservancy and harbour matters in the Whangpoo, and also to the port of Shanghai. These documents are procurable at the Board's Head Offices.

The Head Offices are situated at.—

Address : 6 Kiukiang Road, Shanghai.

Telegrams : Consboard.

Tel. No. : Engineer-in-Chief, 2272. } Central
General, 8562. }

P. O. Box :— No. 159.

LX. HYDROGRAPHIC DEPARTMENT OF CHINESE NAVY.

This Department controls the surveying and charting of China's coasts and rivers. Inaugurated in May 1922, it started operations soon after on a survey of the Yangtze River from Hankow to the sea. Since then, its activities have extended to the coast, and the aim at present is to resurvey and chart the whole of China's coast within 15 years.

The Department operates three surveying vessels: the "King-Hsin," the "Ching-Yun," and the "Kanlu," for works on river, harbour, and deep sea.

The Headquarters of the Department is opposite to the Bureau of Foreign Affairs, and adjacent to the southern boundary of the French Settlement across the bridge at the southern end of Route Ghisi.

Hydrographic charts, published by this Department, are on sale at the Coast Inspector's Office, Custom House, Shanghai.

This Department is a member of the International Hydrographic Bureau at Monaco.

Telephone address : Central 7907
 Tza-peh 199
Cable address : Hydrograph Shanghai
Telegraphic Address : 6670 Shanghai

LXI. COAST GUARD ADMINISTRATION OF CHINA

This Administration has for its duty the guarding of China's sea coast in connexion with the following subjects :—

- Suppression of piracy and of clandestine smuggling
- Protection of fisheries
- Observance of China's territorial rights and privileges
- Maintenance of efficient communication in despatching meteorological reports and storm signals by means of radio stations.

Radio-stations erected :—

Toongsha (Pratas) Radio and Meteorological Station.

Sinkamen Radio Station.

East Saddle Island Radio Station.

Radio-Stations in course of erection :—

Kemong Radio Station.

Haitan Radio Station.

Amoy Radio Station.

Coast Guard Cruisers owned :—

1. Coast Guard Boat No. 1 ("Changfoon").
2. Coast Guard Ship No. 3 ("Chiuyang").
3. Coast Guard Ship No. 5 ("Tsetien").

Water-Police Boats controlled :—

4. Kiangsu Water Police Boat ("Chunho").
5. Chekiang Water Police Boat ("Hoitsin").

The Administration is a Governmental Department under the Ministry of Navy, and was first established in July, 1925.

Headquarters: Woosung; near the formerly "Naval College."

Telephone address: Shih-peh 145

Telegraphic address: Coast guard

LXII. CHINESE BUREAU OF FOREIGN AFFAIRS.

Address: Chiao Tao Road. (South end of Route Ghisi.)

Telephone: West 713, 714.

LXIII. FOREIGN CONSULATES.

Austria, Consul.—

Address: 7 The Bund,

Telegrams: Steelboler.

Telephone: Central 6061.

Belgium, Consul-General.—

Address: 101 Bubbling Well Road.

Telephone: West 1207.

Brazil, Consul-General.—

Address: 4/5 Yuon Ming Yuen Road.

Chile, Consul.—

Address: 2 Peking Road.

Telegrams: Arcosan.

Telephone: Central 6025.

Czechoslovakia, Consul.—

Address: 11 Weihaiwei Road.

Telegrams: Zamini.

Telephone: West 3804.

Denmark, Consul-General.—

Address : 1 Avenue Dubail.
Telegrams : Dannebrog.
Telephone : West 617.

Finland, Consul-General.—

Address : 506 Rue Lafayette.
Telegrams : Finlandia.
Telephone : West 4851.

France, Consul-General.—

Address : Rue du Consulat.
Telephone : 85-87.

Germany, Consul-General.—

Address : 9-10 Whangpoo Road.
Telegrams : Consugerma.
Telephone : North 171.

Great Britain, Consul-General, Registrar of Shipping and
Companies.—

Address : 33 The Bund.
Telephone : Central 45.

Italy, Consul-General.—

Address : 112 Bubbling Well Road.
Telephone : West 733.

Japan, Consul-General.—

Address : 1 North Yangtze Road.
Telegrams : Riyoji.
Telephone : North 51/54.

Mexico, Consul.—

Address : 24 The Bund.
Telephone : Central 831, 832.

Netherlands, Consul-General.—

Address : 41 Szechuen Road.
Telegrams : Hollandia.
Telephone : Central 130.

Norway, Consul-General.—

Address : 29 Szechuen Road.
Telephone : Central 1335.

Portugal, Consul-General.—

Address : 6 Weihaiwei Road.
Telephone : West 1264.

Spain, Consul.—

Address : 1060 Avenue Joffre.
Telephone : West 3390.

Sweden, Consul-General.—

Address : 75 Avenue Dubail.
Telegrams : Svensk.
Telephone : West 987.

Switzerland, Consul-General.—

Address : 95 Bubbling Well Road.
Telephone : West 2509.

United States, Consul-General.—

Address : 13/19 Whangpoo Road.
Telephone : North 822/825.

Union of Soviet Socialist Republics, Consul-General.—

Address : 1 Whangpoo Road.
Telegrams : Sovconsul.
Telephone : North 119, 120.

LXIV. TOURIST AGENTS.

Thos. Cook & Son, Ltd.—

Address :	15 The Bund.
Telegrams :	Coupon.
Telephone :	Central 2204.

American Express Co.—

Address :	15 Kiukiang Road.
Telegrams :	Amexco.
Telephone :	Central 1977/1979.

LXV. HISTORY OF PORT OF SHANGHAI

Shanghai first gained its importance in the year 1292, when it was created a Hsien (district of control) under Sung-kiang-fu.

Liuho, a creek some 20 miles above Woosung, was formerly the waterway used by traders, but, owing to its silting up the Whangpu, became the principal creek for junk traffic.

Its commercial history, so far as foreign traders are concerned, commenced about 1832.

In 1842 the Treaty of Nanking was signed, and the ports of Shanghai, Swatow, Amoy, Foochow and Ningpo were opened to foreign trade.

The port was formally declared opened to foreign trade on the 17th November, 1843, when the British Settlement was acquired.

The French Settlement was granted in 1849.

In 1853, the British Settlement was made International.

Shanghai, as a port for foreign trade, received a great impetus in 1861 on the opening of the Yangtze River and Northern Ports, secured by the Treaty of Tientsin.

Since those days, Shanghai has rapidly developed as a port, and to-day is one of the largest seaports of the world.

The shipping of the port was for many years greatly impeded by the shallowness of the entrance to the Whangpoo, which greatly delayed the sailing of vessels and limited their draft. In the year 1905, the Chinese Government inaugurated the Whangpoo Conservancy Board, and the services of the notable Dutch engineer, J. De Rijke, were obtained by this institution for the improvement and training of the Whangpoo. Under the skilled guidance of this eminent engineer, the River was trained and confined to one direct fairway for vessels; the old Ship Channel being closed and the water diverted into the Junk Channel, to-day known as the Astraea Channel. The Astraea Channel was officially opened to navigation in 1909, and has proved so far one of the most important events in the history of the port. Before the opening of this channel, depths at the entrance to the Whangpoo varied from about 8 feet at low water of spring tides and 17 to 23 feet at high water springs, so that the maximum draft of vessels to reach Shanghai in those days varied from a little less than 17-23 feet; deeper draft vessel being forced to lighten up at Woosung before entering the river.

The completion of the work made Shanghai a much more accessible port, as to-day vessels of 23 feet draft can enter the port at any state of the tide. Mr. De Rijke left China in 1910 and died in Holland in the year 1923.

The Foreign Settlements (International and French) of Shanghai contain the business and residential centres of the port.

The growth of the port has been incessant from its start, and to-day it is one of the largest business centres of the world, attracting the ships and merchants of all countries. Its streets are well laid out, and lined with tall and majestic buildings. Its services, such as telephones,

telegraphs, water, electricity, gas, trams, railways, motors, hotel, etc., give residents and visitors all such facilities and comforts as are obtainable in other leading ports or cities.

Its rise into importance has been comparatively peaceful and without important events, notwithstanding the fact that the history of China during this period has seen much turmoil, civil wars, and changes of governments. It has also been comparatively free of epidemics and disasters, such as tend to impede the progress of commercial centres, and, in looking into the future, these facts should greatly assist its forward progress in becoming one of the premier ports and business centres of the world.

There are already schemes under discussion for improving the port, such as wet docks, conservancy of the Fairy Flats, and improved and additional railway communications, which, when they eventuate, will greatly improve the facilities.

The population of the port and its suburbs has been assessed at about 2 millions. It is made up of almost all nationalities.

The foreign and Chinese population of the Settlements in 1925 was about 1,137,298, consisting of 1,099,540 Chinese and 37,758 foreigners.

The port to-day is a large industrial and manufacturing centre, including :

- Cotton Mills
- Silk filatures and weaving
- Shipbuilding
- Chemical works
- Flour mills
- Vegetable oil mills
- Saw mills
- Gas works

Carpet factories
Printers, publisher, and book makers
Glass blowers
Leather and hide tanneries
Cement works

The roads are well laid, either with asphaltum or macadam. The traffic in the streets of the business areas is very congested during office hours, and make visitors thereto at once realize that they are in the heart of an important commercial centre. Shops, with their gaily decorated windows, line many of the principal streets of the business centre, and it is possible to procure goods and wares of almost all countries of the world.

The social life of the town, both Chinese and foreign, is also very gay, and provides pleasure-soakers with almost all the pastimes which are procured in American and European cities, with the exception of theatres and opera houses.

Once the business centres are left and progress is made into the suburban districts, the residential areas of the city workers are met. In some directions, the streets are lined with purely Chinese quarters, where the labourers and their families make their homes. These vicinities, although somewhat gloomy and dull, are notwithstanding clean and sanitary when compared with similar localities of other cities in China and some foreign countries. In other directions, ones progress is along clean and picturesque roads, lined with the palatial residences of the more prosperous members of the community.

All kinds of sports and recreation are popular amongst the community, and can be practiced either on the public recreation grounds or in private clubs. The most popular sports are: horse racing and riding, football, swimming, cricket, baseball, tennis, golf, bowls and hockey.

Social Clubs are numerous, and their palatial buildings compare well with those in other cities of the world.

The port being of fairly recent creation, there are naturally no places of historical interest. The principal sights are the Jessfield, French and Hongkew Parks; whilst to foreigners, the Chinese theatres, tea houses, and native shops will be of special interest.

LXVI. TRADE AND COMMERCE

Shanghai is a great distributing centre for the trade of the Yangtze River and North China Ports, and to some lesser degree for that of Japan and Korea.

The trade statistics of the port are too voluminous to include in this book. They are issued annually by the Chinese Maritime Customs in book form, and are on sale at the principal book sellers in China and large foreign ports.

The following brief details of exports, imports, and shipping are given to convey some idea of the immensity of Shanghai as a trade and shipping centre.

List of principal imports of foreign goods

Cotton goods	Dyes and colours
Cotton raw	Timber
Machinery	Cotton yarn
Tobacco, Cigars, etc.	Piece goods
Metals	Ginseng
Sugar	Fish, salted
Electrical appliances	Gunny and cotton bags
Paper	Leather
Coal	Soap
Kerosene Oil	Sundries
Woolen Goods	

In 1921 (a record year), the value of the principal classes of foreign goods imported reached nearly 218 million Haikwan Taels (1 Hk. Tls. = \$ 1.50)

List of principal exports of Native Goods

Cotton goods and yarn	Hides
Tobacco	Medicines
Flour	Grasscloth
Seeds and seed cake	Bristles
Tea	Skins
Raw cotton	Beancake
Vegetable oil	Straw braid
Egg yolk and albumen	Metals
Ground nuts	Fans
Paper	Tallow
Rice	Pottery
Beans	Nutgalls
Wool	Sundries
Fibres	

In 1921 (a record year), the value of the principal exports and re-exports to foreign countries, Hongkong, and Chinese ports was about 437 million Haikwan Taels.

During the year 1921, 15,314 steamers entered and cleared the port of Shanghai, their combined tonnage being about 24 million tons.

LXVII. SPECIAL CALL SIGNALS FOR THE PORT OF SHANGHAI.

INTERNATIONAL CODE FLAG.	SIGNIFICATION.
N	Berthing Officer wanted.
L	Customs Officer wanted.
G	Doctor wanted.
YN	Police wanted. Night signal: three lights in a vertical line, the upper and lower ones red, and the middle light white (in addition, blue lights may be fired).
Y	Ash-boat wanted.
NH	Fire or leak; assistance wanted.
B	Explosives on board as cargo.
F	Mails for the Chinese Post Office.
U	Shanghai Tug and Lighter Company's tow-boat wanted.
T	Shanghai Transportation Company's tow-boat wanted.
R	Shanghai Waterworks Company's water-boat wanted.
I	French Waterworks Company's water-boat wanted.
Q	Quarantine.

SPECIAL NOTES

1. Vessels allotted special numbers under the Port Signal Code are requested to fly the same when entering the harbour.
2. Masters of vessels are requested to furnish the Harbour Master's Office, or the Coast Inspector's Office, with any information they may possess relative to new dangers, such as rocks, shoals, etc., they may have discovered.
3. If the Master of a vessel has any complaint to prefer against a pilot, he should forward the same in writing to the Harbour Master.
4. Vessels are recommended not to sail or steam through the shipping with the tide, it being highly dangerous to do so, especially during spring tides.

APPENDIX

LXVIII. APPENDIX A

TIDE SIGNALS

The following signals are made at Woosung Tide Signal Station to indicate the maximum draft of vessels for safe navigation in the Astraea Channel.

By day, the signals are made by black balls; and by night, by white lights.

A ball, or white light, at the mast head indicates that the tide is rising.

A ball, or white light, at the peak of the gaff indicates as additional half foot to the depth shown on the yard-arm.

Draft in feet	South Yard-arm	North Yard-arm	Draft in feet	South Yard-arm	North Yard-arm
20		● ●	30		● ● ●
21	●	● ●	31	●	● ● ●
22	● ●	● ●	32	● ●	● ● ●
23	● ●	● ●	33	● ●	● ● ●
24	● ●	● ●	34	● ●	● ● ●
25		● ●	35		● ● ●
26	●	● ●	36	●	● ● ●
27	● ●	● ●	37	● ●	● ● ●
28	● ●	● ●	38	● ●	● ● ●
29	● ●	● ●	39	● ●	● ● ●

(甲) 潮水信號

下列潮水信號設在吳淞信號臺指示船隻吸水量最深尺寸以利航行該信號日間用黑球夜間用白燈凡有一球或一燈掛在桅上時係指明水漲凡遇有一球或一燈在桅頂上之斜桁時係指明橫竿上所懸之尺寸外另加半尺

水尺 寸深	竿橫南	竿橫北	水尺 寸深	竿橫南	竿橫北
二十尺		●	三十尺		●●
二十一尺	●	●	三十一尺	●	●●●
二十二尺	● ●	●	三十二尺	● ●	●●●●
二十三尺	● ●	●	三十三尺	● ● ●	●●●●●
二十四尺	● ● ●	●	三十四尺	● ● ●	●●●●●●
二十五尺		● ●	三十五尺		● ● ● ●
二十六尺	●	● ● ●	三十六尺	●	● ● ● ● ●
二十七尺	● ●	● ● ● ●	三十七尺	● ●	● ● ● ● ● ●
二十八尺	● ● ●	● ● ● ● ●	三十八尺	● ● ●	● ● ● ● ● ● ●
二十九尺	● ● ● ●	● ● ● ● ● ●	三十九尺	● ● ● ●	● ● ● ● ● ● ● ●

滬港設備指南

八十一

(六十七) 本埠特別通用旗語表

明 說	萬國旗語
員務港開海請招	N
員船驗關海請招	L
員醫請招	G
察警請招	Y N
色紅爲燈兩下上線直燈三川號標間夜	
色白用中	
加另可燈綠	
船灰卸請招	Y
救請漏船或警火	N H
藥火運載船貨	B
件郵局政郵	F
船拖司公豐德會海上請招	U
船拖司公輸運海上請招	T
船小司公水來自海上請招	R
船水司公水來自界租法海上請招	I
隻船病染傳	Q

(一) 船隻應於進口時懸掛該船於本埠港內旗號章程內所註冊之號數

(二) 船主遇有發現新出巖石沙洲有礙航行者請即報告海關理船廳或巡工司

(三) 船主對於領港如不滿意應即函知理船廳

(四) 船隻切勿隨潮開駛於大潮時尤爲危險

附錄

游戲社會上總會及俱樂部爲數甚多其偉大建築足與世界之大城市相匹敵焉

所有建築多爲近世所創都無遠代歷史上之遺蹟梵王渡法國公園及虹口公園景緻尙佳然中國式之戲園茶樓商店等在外人眼光中甚爲奇特有趣

（六十七）通商

上海爲揚子江及我國北方各埠日本高麗等處通商之中心點本埠通商部冊甚多不能詳載於本書之內所有通商情形每年由海關印成冊本并於中外各埠書舖內均可購得下列之進出口各貨物可以證明上海爲通商要點焉

洋貨進口開列於下 棉紗貨品棉花機機煙葉香煙五金糖電氣用品紙張煤炭火油木器染料木料棉紗線布
疋人參鹹魚麻布袋皮肥皂雜貨

據西曆一千九百二十一年調查洋貨進口達至關平銀二萬一千八百萬兩（關平銀每兩洋一元五角）

土貨出口開列於下 棉紗貨品及棉紗線煙葉麵粉種子茶棉花菜油蛋黃質蛋白質乾菜紙張米豆羊毛細絲
獸皮藥材絡布硬毛生皮豆餅草繩五金扇牛油陶器沒石子雜貨

據千九二一年之調查土貨出口或轉運外國者達至關平銀四萬三千七百萬兩（關平銀每兩洋一元五角）
在千九二一年本埠輪船進出口共計一萬五千三百十四艘統共噸位共二千四萬萬噸

當此國事多艱內亂未已政府屢更獨上海一隅得安然無事不受影響即傳染時疫及特種不幸之事足阻商業之進步者亦向無發生則將來之希望無窮其發達居於世界商業最重要之中心實可預卜焉

尙有多數計畫關於力求本埠臻於完善之域者正在籌備進行之中如多設棧泊船塢及 *Fairways* 改良並加築鐵路設一旦功成則更形便利矣

全埠中外居民約二百萬當一九二五年租界之內中外居民約一、一三七、二九八、華人爲一、〇九九、五四〇、外人則爲三七、七五八云

本埠今日已成爲工業與製造之中心所有工廠摘錄於左

棉紗及紡織廠 繅絲及紡絲廠 造船所 化學製造廠 麵粉製造廠 菜油製造廠 鋸木廠 煤氣廠
地毯製造廠 印書局 玻璃製造廠 皮革製造廠 水門汀製造廠

所有道路之修築或用地瀝青或用碎石在辦公時間商業繁盛之區尤爲擁擠外來之客一望而知爲貿易重要之中心馬路上大商店之門窗裝潢非常華麗全球貨品莫不畢備中外人民之社會生活多趨向快樂方面如歐美各國所有遊戲娛樂之事應有盡有獨劇場及音樂所較歐美爲減色耳因商業日見發達故繁盛之區亦隨之擴大幾及近郊商店住宅固至望衡對宇矣

間有數處街衢其建築純爲中國式者勞動界咸聚族於斯其地雖甚幽暗慘淡然衛生頗形清潔較之中外一二處之城市殆有過之尙有多處爲上等人之壯麗居所其街道則更爲整飭美觀所有娛樂之事爲多衆所歡迎舉行之地或在公共場所或私家俱樂部尤盛者莫如賽馬騎馬足球游泳棒球籃球網球打球滾球及棍球等各種

要道西曆一八三二年始與外國通商迨一八四二年南京條約成立上海汕頭廈門福州寧波五口遂開放爲通商口岸翌年十一月十七日我國正式宣布與各國通商同時英國於上海得劃地一區爲租界而一八四九年法國亦取得此種權利及一八五三年英租界改爲萬國公共租界

一八六一年上海以與外國通商之故受極大之激刺爾時天津條約成立准將揚子江及北方各埠開放爲商埠嗣後上海一隅發達甚速稱爲商業繁盛之區迨至今日竟成世界最大商埠之一焉曩因港口水淺甚爲往來輪船之障礙航期每因之而阻滯排水量較深之船遂至不能進口及西曆一九〇五年中國政府創辦滬浦總局聘請荷蘭著名工程師 H. C. D. Ryke 改良港道經其精巧計畫將舊時水道壅塞導其水注入於今日所謂新水道 *Achter* 海灣俾航行便利成爲良港此港已於一九〇九年正式通航實佔本埠歷史上重要之記錄當其未開濬之前黃浦港口水之深淺隨潮汐而異春季潮落時其深僅有八尺卽潮漲時亦祇十七尺至二十三尺而已故船舶之排水量最多無過十七尺至二十三尺方能進口否則須在口外減輕裝載方可駛進從工程告竣之後上海遂成爲航行便利之區今日者縱排水量二十三尺之船無論潮汐漲落均能任意開入 D. Ryke 君於一九一〇年離去中國至一九一三年沒於荷蘭距黃浦工程告竣爲時蓋未幾云公共租界及法租界爲本埠商業與住宅之中心

本埠自開闢以來其進步之速可謂日新月異而歲不同今者各國商賈雲集輪船輻輳貿易之繁盛居全球最大商業之中心其道路之構造及修飾非常整飭兩旁多爲高大之建築他如電話電報自來水電光煤氣電車鐵路汽車旅館等無一不予居民及游歷者莫大之安樂及便利誠可與世界最著名之巨大城市相媲美矣

(六十二)蘇維埃社會主義聯邦共和國總領事署

地址 黃浦路一號

電話 北一一九一二〇

電報掛號 Sovconsul

(六十四)旅行營業部

通濟隆

地址 外灘十五號

電話 中央二二〇四

電報掛號 Coupon

美國運通銀行有限公司

地址 九江路十五號

電話 中央一九七七至一九七九

電報掛號 Amexco

(六十五)上海沿革

上海爲松江府屬當西曆一二九二年設爲縣治始取得重要之地位

距吳淞約二十英里而遙有小港口瀏河昔爲商賈輪船往來之孔道後因港道淤塞黃浦江遂躍爲帆船航行之

(十六) 西洋國總領事署

地址

威海衛路六號

電話

西一二六四

(十七) 日斯巴尼亞國領事署

地址

霞飛路一〇六〇號

電話

西三三九〇

(十八) 瑞典國總領事署

地址

呂班路七五號

電話

西九八七

電報掛號

Stenski

(十九) 瑞士國總領事署

地址

靜安寺路九五號

電話

西二五〇九

(二十) 美國總領事署

地址

黃浦路十三號至十九號

電話

北八二二至八二五

滬港設備指南

七十五

滬港設備指南

七十四

地址

靜安寺路一一二號

電話

西七三三

(十二)日本國總領事署

地址

北揚子路一號

電話

北五一至五四

電報掛號

Riyoji

(十三)墨西哥國領事署

地址

外灘二四號

電話

中央八三一八三二

(十四)和蘭國總領事署

地址

四川路四一號

電話

中央一三〇

電報掛號

Hollandia

(十五)那威國總領事署

地址

四川路二九號

電話

中央一三三五

電報掛號

Yamclerog

(七)芬蘭國總領事署

地址

辣斐德路五〇六號

電話

西四八五一

電報掛號

Finlandia

(八)法蘭西總領事署

地址

法大馬路

電話

中央八五至八七

(九)德國總領事署

地址

黃浦路九號至十號

電話

北一七一

電報掛號

Consuerna

(十)英國總領事署

地址

外灘三十三號

電話

中央四五

(十一)義大利國總領事署

滬港設備指南

滬港設備指南

七十二

(二) 比利時國總領事署

地址

靜安寺路一〇一號

電話

西一二〇七

(三) 巴西國總領事署

地址

圓明園路四號五號

(四) 智利國領事署

地址

北京路二號

電話

中央六〇二五

電報掛號

Arcosun

(五) 捷克斯拉夫政府代表

地址

威海衛路十一號

電話

西三八〇四

電報掛號

Zamini

(六) 丹國總領事署

地址

呂班路一號

電話

西六一七

水上警察巡艦

江蘇水上警察巡艦(鈞和)

浙江水上警察巡艦(海靖)

本處直隸於海軍部

開辦時間

總機關

電話

電報掛號

民國十四年七月

吳淞(附近海軍學校舊址)

閘北一四五

Coast Guard

(六十二)江蘇交涉公署

地址

電話

交道路

西七二三 七二四

(六十三)各國領事署

(一)奧國領事署

地址

電話

電報掛號

外灘七號

中央六〇六一

Steakbaler

滬港設備指南

滬港設備指南

(一) 巡緝海盜及私運物品

(二) 保衛漁業

(三) 保守領土權利

(四) 無線電傳報天文氣象及風警報告

本處已成立之無線電臺

東沙島無線電臺及氣象臺

沈家門無線電警報臺

東花鳥島無線電臺

本處正在籌備之無線電臺

坎門無線電臺

海潭無線電臺

廈門無線電臺

本處巡艦

第一號巡艦(長風)

第三號巡艦(秋陽)

第五號巡艦(紫電)

核准矣

該局刊行數種滄浦及港務書籍此書可由該局領取

總局地址

九江路六號

電報掛號

Constboard

電話

總工程師

中央二二七二

寫字間

八五六二

郵政箱

第一五九號

(六十)海道測量局

本局專司測繪全國江河海岸事宜開辦於民國十一年五月間先由長江漢口測至大海現擬重測全國海岸以十五年期間為限

本局現有基星慶雲甘露測量艦三艘以供江河海岸測量工程之用

本局辦公處在新西區交道路

本局為萬國測量聯合會會員本局所製海圖均由上海海關巡工司代售

電話

中央七九〇七

電報掛號

道上海

(六十一)全國海岸巡防處

本處綜轄全國海岸巡防事宜辦理左列職務

滬港設備指南

應列通告內

附記 以上所云色別係指標樁本體之色而言若標樁之本體係單色者(單紅或單白)其上必另加標號此號有時與本體同色或本色之外另加白色或只白色者

標樁本體二色相間者其上之標號亦必同色所有標號情形均載於通告內

(五十九) 滬浦局

該局創辦於民國元年(即西曆一九一二年)四月四日由我國政府與通商各國駐京公使訂立合約組織而成至於管轄權限係屬我國政府直接辦理該局準備開濬黃浦白江口至江南船塢成爲航行要道並由政府特派江蘇交涉員江海關稅務司并江海關理船廳等襄理局務全局職員共約五百人洋員二十二人

該局設備濬浦各種應用機器全副并有船廠二座及小船塢二座凡碼頭東主請將附近水道開濬者可向該局訂立合同取費從廉該局除開濬河道工程部外另設查驗水術及測量各部

該局職掌係開濬河道保守水上界內權限並補助碼頭東主開深附近水道等事

該局管轄區域以黃浦江高潮爲定凡有損害河道行爲者當卽制止

該局所辦工程成績裨益上海商埠極大當一九〇六年時河道爲沙洲阻礙船隻往來低潮時只八尺吸水量高潮時只容二十尺或二十一尺吸水量自經開濬船隻往來於水落最低時可容二十四尺吸水量至所有河道之灣曲亦極利便

一九二一年萬國工程師當代該局擬便各種計畫以備上海將來成爲萬國商埠之用此種計畫現已呈請政府

(六) (紅白棋方) (黑白棋方) 當此兩色棋方浮樁合用證明危險界線時紅白者當在右舷黑白者當在左舷輪船進口須常守其方向

(七) 綠色(沉船浮樁) 沉船標號均用綠色浮樁式綠燈若在海面其兩旁皆為通行水道則當置在沉船之外向若在港內水面則當置在沉船內向

(八) 白色(測量浮樁) 白色浮樁專為測量之用與航行無所補助

附記 除特別記載外所有浮樁均係圓錐形除前項各種浮樁外更加有他種浮標記號時其詳細記載當列在佈告內

標樁

(一) 紅色 船隻進港時紅色標樁當常在船之右舷名為右標樁

(二) 黑色 船隻進港時黑色標樁當常在船之左舷名為左標樁

(三) 紅黑色直紋 此種標樁漆以紅黑色直紋線設在各沙洲之末端淺灘及暗礁之兩端該處兩旁均為港道

(四) 紅黑和間棋方 此種標樁漆以紅黑色棋方用以指明海面暗礁之處並小面積之危險界其兩旁均可通行

(五) (紅白棋方) (黑白棋方) 此兩色標樁合用誌明岩石及暗礁時紅白色棋方標樁當在船之右舷黑白棋方標樁當在左舷輪船進口須常守其方向

岸上標樁亦須油漆明瞭以為船隻進港及過壩時便於指定方向之用此種標樁只用紅黑白顏色其詳細情形

六七八月及九月初旬沿海有颶風夏季尤甚此種颶風中心經過上海甚鮮十年間祇有一次颶風起時氣候大變且挾烈風暴雨恆有綿亙兩三日之久徐家匯天文臺對於此種警報甚為注意常有預告俾船舶早施防護之方得獲安保

上海氣候甚佳故居民甚為強健

因人煙稠密故夏天內地甚覺炎熱

二月三月及四月半六月及九月半為雨季其餘則迅雷烈風暴雨均有之

三月至六月十一月及冬季恆為霧季四季遞嬗早間時有霜降迨日出則消

(五十七) 沉船標記 指明沉船標號均以一小船於日間用綠旗夜間用綠燈浮標與標椿色別

(五十八) 浮椿

(一) 紅色 輪船進港時此種浮椿當常在船之右舷名為右浮椿

(二) 黑色 輪船進港時此種浮椿當常在船之左舷名為左浮椿

(三) 紅色相間橫紋 此種浮椿漆以紅黑兩色橫紋線設在港內船隻可靠近行走

(四) 紅黑相間直紋 此種浮椿漆以紅黑色直紋線設於沙洲之末端及淺灘暗礁之兩端該處兩旁均為港道

惟輪船切勿冒險航行於此色浮椿之間

(五) 紅黑相間旗方式 此種浮椿漆以紅黑色相間棋方用以指明海上巖石并小面積之危險界其兩旁可以

通行若屬下款情形此浮椿則在外方輪船切勿冒險航行於此色浮椿之間

潮齡約兩日長江之潮流旋轉每十二點鐘一次水準基線係大潮退落時最低之水平線揚子江口之潮流隨時變遷如吳淞之潮春季較小大潮高漲自十一尺至十二尺退一尺至二尺小潮漲七尺至九尺退四尺至五尺秋季大漲大潮漲約十四尺退約三尺小潮漲九尺至十尺退六尺

風關係潮之升降高度及時刻甚大

水流速度差異在一零十分之七與二零十分三六海里之中

退潮差異在二海里與二零十分之二海里之中

(五) 氣候

本埠氣候就地理上之位置言之甚爲一定慣於北方天氣者至夏天頗覺嚴酷難受若稍服此地氣候則否每季之氣候變更甚爲有序因受中國沿海西北及東南時令風影響有以致之熱季約起於六月半直至九月中其熱度屋內外相差之點約八十度至九十五度而酷熱之時則以八月爲劇此時熱度雖在屋內已有九十八度矣惟夜間以得有南方微風稍覺涼爽秋季(卽十月與十一月)則惠風和暢多爲清明佳日冬季始於十二月夜降霜露自十二月下旬起直至二月止天氣嚴寒朔風凜冽異常寒冷夜間寒度時有至華氏二十七度至三十四度者或因受西北風之故降至華氏十度時有大北風連作三四日之久則天氣必因而更冷然時有南風則氣候忽變和暖且潮濕冬季天氣多陰翳時有雨雪三月爲尤甚

春季氣候溫和惟極無定象乍風乍雨時或日光燦爛時有東南風及南風

春杪夏初時有淫雨故氣候極溫六月爲甚

電話

西七一

(五十二)外國墳山及經理殯葬事務所

本埠有數處墳地專為外人而設且有一所專為火葬之用日本納太印度及天主教等亦各有特闢之墳地

本埠經理殯葬事務為松茂洋行在靜安寺路F 一一一六號

電報掛號

Undertaker

電話

西四六六

(五十二)壓船石灰燼等(請閱本埠海關港口章程第三十七段)

(五十三)水線

水線有四在吳淞巡工司附近處有二其一在第三段 Section III Shanghai Harbour 一則近於江南兵工廠船舫欲於各該處拋錨應留意焉且立有標誌俾船舫經過者知所遵循

在揚子江南北港進口處尚有數條水線是本埠地岡內所未載所有水線位置及圖樣可由電報局領取電報局在愛多亞路四號

(五十四)氣象報告

本埠及航行各河道所有氣象報告均由海關并上海徐家匯天文臺兩處辦理

每日氣象報告均有懸掛於海關及洋涇浜氣象臺上此種佈告由徐家匯天文臺刊發氣象報告年刊亦可由該臺購買

滬港設備指南

六十三

第三五八五 吳淞江近口

第一六〇一 吳淞江

第三八九 上海港

第三四八〇 揚子江至 *Yanming* 海角

美國及日本之海道測量局亦有出版本埠近港圖

注意 因港及航路浮標屢有變更海關所出之圖因之隨時修正較為適用

(四十九) 航海出版物 潮汐表等

下列各種書籍關於本埠海道及近口等可資為航海參考之用

(一) 全國海岸江河海道所設之燈塔燈船浮樁及航路標誌每年出版一次(價一元)海關出版由上海別發圖書公司及英國倫敦 *L. J. King and Son 2 & 4 Great Smith Street* 及中國各海關經售

(二) 揚子江近口潮汐預算表(每册一元)

(五十) 天文臺

本埠法界西郊設有最新式及最完備之天文臺一座為法國某神父所創設所以謀公眾之利益者所有天文儀器皆係最新發明我國觀象事宜由海關管理者向與該臺合作專報氣候及暴風警報報告時刻信號亦歸其管理

測驗磁氣及地震之附屬於該臺者約離本埠二十英里其住址為上海法界徐家匯天文臺臺長

無線電氣象信號

無線電氣象預報每日傳播兩次隨在報告時刻之後即上午十一點及下午五點(閱風雨信號附錄)

(四十八) 本埠港道及近口圖

江海關及滄浦總局共同測量本埠港道及港口其圖則由海關出版計所出之圖如下

第二十圖 杭州灣及近口與揚子江南口

第一圖 揚子江進口之南北港道及近口

第二圖 揚子江吳淞至徐六涇(舊名對面沙)包括崇明水道

第七圖 黃浦江吳淞至楊樹浦

第八圖 黃浦江高橋港至楊樹浦

第九圖 黃浦江楊樹浦至龍華

以上每張價二元

下列本埠港道及近口各圖為英國海軍所測量亦有出售

第一二三四 揚子江之南近口 Vindex 至揚子岬

第二九七四 長塗港及近口

第一四五三 揚子南近口之碇泊所

第一六〇二 揚子江近口(南北港道)

滬港設備指南

(四十六) 無線電時刻信號

無線電時刻信號由法國 Kowkaze 無線電臺每日報告兩次第一次在上午十時五十五分十時五十七分十時五十九分第二次在下午四時五十五分四時五十七分四時五十九分 (S. T.)

上午次序 該臺先發出普通呼號 (C. Q. De F. N.) 後即於上午十點五十四分連續發出 G 字符號至五十秒之久停十秒鐘復以 E 字符號表示十點五十五分即等於英格林威十四點五十五分迨十點五十六分又發 O 字符號至五十秒之久停十秒鐘再以 E 字表示十點五十七分及十點五十八分發出 X 字五十秒鐘停十秒又以 E 字表示十點五十九分即等於英格林威時刻十四點五十九分

下午次序 該臺亦先發普通呼號 (C. Q. De F. N.) 後於下午四點五十四分連續發出 G 字符號至五十秒停十秒後發 E 字表示四點五十五分即等於英格林威二十點五十五分至四點五十六分發 O 字符號至五十秒鐘之久停十秒鐘復以 E 字表示四點五十七分迨四點五十八分發 X 字至五十秒鐘之久稍停十秒又以 E 字表示四點五十九分即等於英格林威二十點五十九分之時刻

(四十七) 氣象警報及信號 (氣象事務)

本埠全國觀象事宜係由海關與徐家匯天文臺合力共作該天文臺係在本埠之西海關辦理全國觀象事宜徐家匯天文臺則由丁神父管理收集各方氣象報告編一每日氣象及風雨預報由電報傳達全國海關

上海及其附近共有三處氣象報警臺

(一) 大旗山燈塔

(二) 吳淞燈塔

(三) 上海洋涇浜天文臺

電話

中央二三〇〇

揚子水火保險公司

外灘二六號

電話

中央五四七〇

保安保險有限公司

外灘四號

電話

中央七三〇〇

(四十五)時刻信號

日間 每日用小球懸掛石柱桅竿之上在本埠法租界外灘極北處

此球在上午十一句鐘四十五分 (Zone Time) 懸於半桅至十一點五十分升於桅頂迨十一點五十五分等

於英國格林威十五句鐘五十五分 (G. M. T.) 卽降下旋卽升至桅頂直至午正十二時等英國格林威十六

點 (G. M. T.) 始放下若信號錯誤時卽懸萬國旗號之 U 字旂於桅臂

夜間 夜則懸梭形電燈四盞於桅上以代時球此燈之明滅卽爲報告之信號迨燈將滅之前必先暫停一秒鐘

令人注意

此燈放光在下午八點五十三分 (S. T.) (等英格林威五十三分) (G. M. T.) 其第一次暫停 (促人注

意符號) 在下午八點五十四分五十分下午八時五十五分則爲延長之熄滅

每間一分鐘明滅一次直至下午九時爲止(等英格林威一時) (G. M. T.) 若間有信號錯誤則懸白燈於桅臂

或懸紅燈於桅頂數秒鐘之久以上職務爲徐家匯天文臺所擔任

滬港設備指南

五十八

電話

中央一一八

日本海上保險公司

漢口路A九號

電話

中央一三五六

巴勒保險有限公司

江西路二八號

電話

中央三八七

安平水火保險公司

外灘一七號

電話

中央一九六二

拿威聯盟火險有限公司

廣東路三號

電話

中央一九五三

平瀾保險公司

北京路三九號

電話

中央二七七八

巴勒水險公司

江西路二八號

電話

中央三八七

Shanghai Marine Underwriters' Association 北京路二三號

電話

中央七〇四

尤寧水險保險公司

北京路一五號

世界無論何種重要水火保險事業上海均有代理者可資投保中國水險公會在黃浦灘字林報館內

美亞 American-Asiatic Underwriters: 南京路十五號

電話 中央八二四二 八二四三 八二四四

美國保險公會 廣州路三號

電話 中央四二八一至四二八二

美國貿易公司 廣州路三號

電話 中央六九四四至四六

吧城水火保險公司 Batavia Sea and Fire Insurance Co. 法界馬路轉角葛羅路六六號

電話 中央六二四

保隆洋行保險部 江西路四十四號

電話 中央五四

爪哇水火險公司 新康路三號

電話 中央七〇 三八七〇

三菱公司 廣東路七號

電話 中央三三一七至一九

保宏保險有限公司 外灘二十六號

(四十三)禮拜堂

耶穌新教之禮拜堂

大禮拜堂江西路

Christian Science Society of Shanghai 仁記號 二十五號 南京路二十一號

聖安得烈堂

百老匯路三十一號

美國社交會堂 Community Church 貝當路五十三號

上海基督教徒禮拜堂 Shanghai Free Christian Church 靶子路與乍浦路角

新天安堂 Union Church 蘇州路二號

天主教堂

St. Josephs Church 法界天主堂街七十九號

Church of the Sacred Heart 南京路二十一號

Obel Rachel Synagogue 西摩路四十號

清真教堂

浙江路與廣東路角

俄羅斯教堂

北河南路四十三號

日本本願寺

武昌路三號

(四十四)水火保險

以二對直行標竿植於黃浦右岸距江海關約十二英里因該處水淺故只可適用於不及百尺之淺水船隻試驗速度之用

(四十一) 羅經檢校專家

正式羅經檢校專家本埠尚無此項專門人材即私人亦無經營是業者

本埠當道對於 True Bearing Ranges 之便利尚未設備及之本埠地勢低下之鄉村航海者對於距離岸線之標準頗難測定惟於船近吳淞口時觀見吳淞燈塔西西醫學校圓頂及滬寧鐵路工廠之高煙囪(參觀海關海政局出之海圖第七號)可以作為確實距南之標準輪船可在寶山縣北約二英里港內旋轉

(四十二) 外國航海者宿舍及俱樂部

Mission to Seaman: (Rev. T. W. Hall)

倍開爾路十號 電話 東二九〇

水手飯店 (Hambury Institute & Sailors Home)

百老匯路十六號 電話 北一一四〇

海軍青年會

四川路一二八號 電話 中央六七九二

英國水手總會 (Union Jack Club)

靜安寺路一號(在新世界) 電話 中央二五九

滬港設備指南

滬港設備指南

五十四

日本揚子江水先協會

該會係日本航海領袖專營帶領由吳淞至漢口及其間各埠之船舶

總局

新康路四號

英文電報掛號 *Nizanki*

電話

中央六四九三

該會領港無中國政府發給執照

中國領港公會

該會係華人領港專營帶領由吳淞至漢口及其間各埠之船舶

總局

新記浜 *Singkepan* 路一一九七號

電話

北一二五七

該會有華人領港百人其籍貫則廣東漢口寧波等處均無政府發給之執照

(四十) 距離標竿

距離標竿為海關有司所設置以備試驗船舶速率之用

一海哩至三海哩之距離係以三對直行 *Three* 標竿為界線植於揚子江右岸在吳淞口外九英里之南口中

西標竿距離為一英里(六〇八〇尺)中東標竿距離為二英里其標竿為鐵柱尖三角形漆以白色

此長方形三直行標竿之航路係以

N 59° 15' W

7.5 miles 為標準尚有一海哩(六〇八〇尺)之距離標竿係

九江	3	6
蕪湖	8	11
南京	2	10
鎮江	2	4
	12	15
通州	4	6
	8	16
	19	19
吳淞	3	7
	9	11
	19	22
	22	25

其間各埠未列入此表者每尺每哩計銀四分半由最近口岸起算噸鈔係以淨噸位計算

吳淞至通州每噸每哩銀七釐五毫

吳淞至鎮江每噸每哩銀一分五釐

吳淞至南京每噸每哩銀二分

吳淞至蕪湖每噸每哩銀二分半

吳淞至九江每噸每哩銀四分半

吳淞至 Tavei 每噸每哩銀五分半

吳淞至漢口每噸每哩銀六分

其間各埠未列入此表者當由第二埠起算最小之費係以排水量十尺計算不及一尺者亦以一尺計算
 軍艦之領江費則以三噸之排水量計為一噸

滬港設備指南

五十二

由大戩山至上海或上海至大戩山	一分半	八兩二五	十兩五錢
由銅沙燈船至上海或上海至銅沙燈船	一分半	八兩二五	九兩七五
由吳淞至上海或上海至吳淞	四分之三	三兩七五	三兩七五
由大戩山至吳淞或吳淞至大戩山	一分半	六兩	七兩半
由銅沙燈船至吳淞或吳淞至銅沙燈船	一分八一	六兩	六兩七五

以上領港費得隨時修改之

吳淞漢口領江公司

該公司係外國航海家專營引領由吳淞至漢口及其間各埠之船舶公司設在北京路三十二號英文電報掛號

"Tidehead Shanghai" 電話中央一六五〇

該公司之領港無中國政府發給之執照

領港執照係由揚子江下游領江公會發給該會為上海總商會上海水險公會英國揚子艦隊之高級海軍官及吳淞漢口之領港公會等所組織者

下列之領江費係暫時所訂遇必要時得由領江公會修改之

(領江費係以上海規銀計算其尺寸則以排水量計每尺排水量每哩計上海規銀若干)

漢口

大治 3

平準

四川路七二號

電話 中央三三三一

(三十九) 領港

領江公司

此公司係外國航海領袖四十人得有中國上海海關理船廳發給執照者所有領港學習員遇有懸缺時須經航海部考試及格後則發給執照准其帶領船隻由南口 (South Channel Entrance) 至揚子江及黃浦至上海該公司備有領港船兩艘一名領港 "S. S. Lingkong" 噸位為八百五十單煙肉雙桅桿漆以白色兩旁有黑字曰領港船一名揚子 "S. S. Yangtze" 為二百七十二噸單煙肉雙桅桿兩旁有黑字曰領港船領港船站尋常停泊在嚮水鼓浮格 (Fairway Bell Buoy) 之東南遇天陰則避於銅沙燈船 (Tungsha Light Vessel) 之鄰近

領港船之「領港」號常泊在船站「揚子」號則常供運輸及救援之用領港非屬於強迫者
駐站之領港船其則懸萬國旗號之且晝夜則每十分鐘發出閃光一次
該船上裝設無線電聽守不間斷其無線電之符號為 P T G 慕爾氏符號為四長閃光
領港費如下

噸位	輪船	帆船
每噸計分	每尺計銀	每尺計銀

滬港設備指南

五十一

滬港設備指南

五十

思克師

住址

仁記路二十一號

電話

中央三二〇一

電報掛號

Adjuster

美敦

住址

廣東路三號

電話

中央一八八六

電報掛號

Record

泡立生羣維

住址

北京路一號

電話

中央一九九

電報掛號

Haycraft

(二十八) 度量衡經紀商

下列之商行係由本埠各航商委任為度量衡貨物平準測量及火險公證之經紀商

智勃科驗師

廣東路二號

電話 中央一八九一

電話

中央三〇一五 三〇一六 三八〇二

電報掛號

Unyu

本埠各船塢(請閱第 頁)辦理內港及黃浦江所有救護遇險船隻事宜備有大宗救護器具抽水機潛水器
中國潛水家用外國器械工作極巧妙并隨時招請即到

(三十六)造船工程師

本埠各船塢以外(請閱第 頁)下列公司特聘富有經驗之驗船員

派嘉公司

住址

北京路二十五號

電話

中央二二六七

電報掛號

Veritas

(三十七)工程師及船貨察驗員

下列公司爲工程師及船貨查驗員

派嘉

住址

北京路二十五號

電話

中央二二六七

電報掛號

Veritas

滬港設備指南

四十九

S. T. St. Dominic

重量四百五十一噸一千五百馬力

S. T. Sampson

重量四百五十一噸一千五百馬力

S. T. St. Aubin

重量四百五十一噸一千五百馬力

以上曳船均裝設無線電萬國通語旗號探海燈電船抽水機便攜軟管火管錨起重機六寸鋼繩并附加抽水機及修補破船器具等類所有曳船船主均為英國航海家

S. T. Sancy 速度每點鐘十海里或十二海里可行七千英里其餘三曳船速度每點鐘十海里或十二海里可行三千八百英里

無線電號碼 N. S. D.

旗號(萬國通語) U.

本公司除上列四艘外另有七艘大小曳船并駁船(請閱曳船段)

本公司在外灘二號電話中央一八電報掛號 Weelock Shanghai 本公司近年來於海上救護遇險船隻成績甚著

上海運輸公司為日人設立聯合日本門司著名救護船隻公司辦理各種救護海上遇險船隻該公司有曳船數艘由日本駛到設備完善數年來對於救護遇險船隻功效顯著該公司本埠存貨甚少惟最新式之物件可於日本運來該公司聘請世界最巧妙之潛水家現有曳船兩艘并駁船數艘停泊滬港(請閱曳船段)

住址

漢口路五號

(三十四) 驗船員

雷氏理船會社 W. L. Fletcher 驗船員

住址 北京路三號

電話 中央二二六二

電報掛號 Register

American Bureau of Shipping

住址 廣州路三號

電話 中央一八八六

電報掛號 Record

派嘉

住址 北京路二五號

電話 中央二二六七

電報掛號 Veritas

(三十五) 救護遇險船隻

會德豐公司專辦救護本埠及海洋遇險船隻該公司備有最新式之曳船四艘如下

N. T. Sancy 重量五百八十七噸一千八百馬力

滬港設備指南

上列各埠船公司均有多數駁船出租以便裝卸貨物之用貨物甚多亦可向本埠各脚夫夫頭租用

(三十三) 輪船起卸貨脚夫及工作

本埠輪船停泊碼頭及江心或拋錨吳淞者所有起貨卸貨均由脚夫承辦此種脚夫係歸工會管轄并由該會訂立規則以便遊行工人脚力視貨物之種類而定之普通貨物脚力大概每百噸價十二兩或由碼頭長僱之脚夫每月工資十五元機器鋼條鐵條之類脚力面約輪船公司僱用脚夫多由脚夫公司或碼頭工頭包辦並照工會所定價格發給本埠脚夫工作極速少有煩擾之事可與世界各處最好脚夫相比較本埠無機器起卸機所有起卸貨物均由船上起重機或手工爲之各種貨物自輕小包件至笨重機器脚夫均以竹槓搬運工作敏捷外人新到此地者視爲奇事

本埠脚夫公司開列如下

源記五金號

百老匯路七七一號

羅泰

新康路七號

廣順合

閘行路二一號A

廣興

密勒路二一二號

上海運輸公司

漢口路五號

永生號

南潯路一三九號

以上各公司包辦脚夫起卸各種貨物本埠脚夫竊取貨物之弊甚盛故船上人員於搬運時應當留意

海上曳船如下

S. T. Saucy

S. T. St. Dominic

S. T. Sampson

S. T. St. Aubin

四艘係屬上海會德豐公司(請閱救護險遇船隻段)

以上四艘爲世界最上等之曳船馬力極大設備完美可以包辦拉索船隻於各海洋港口及江河各處
本埠港口江河之曳船開列如下

Scot 1

Alexandra

Victoria

Vulcan

以上四艘係屬會德豐公司

Roko Maru

Saison

以上兩艘係屬上海運輸公司

S. T. Tuttle

S. T. Rocket

S. T. Fokelin

以上三艘係屬會德豐公司要用時招請即到

滬港設備指南

四十五

滬港設備指南

四十四

(8) 日本 Dr. K. Kawamura 岡田醫生

診病室 密勒路八號 C

電話 北三四二九

Dr. K. Murakome 村上醫生

診病室 阿瑞里十六號(靶子路十八號)

電話 北一七六五

Dr. M. Nagata 長田醫生

診病室 靶子路十八號(海寧路二十號)

電話 北三九二四

(三十一) 衛生消毒

上海衛生公司備有消毒器械以便掃除船上時疫微生物之用

住址 漢口路九號

電話 中央四七三七

電報掛號 Jcsosh

(三十二) 曳船

本埠有世界最大之曳船數艘如有要用時電請即到

電話

中央一六六六

(6) 美國 Drs. Ransom, Clarke & Gardiner

診病室

廣州路一號

電話

中央二〇一六

(7) 中國 刁倍德

診病室

靶子路五十號

電話

北六七八

牛惠霖

診病室

南京路三百六十九號

電話

中央五六七七

俞鳳賓

診病室

南京路三百五十二號 P

電話

中央九九六

唐乃安

診病室

河南路四四八號 C

電話

中央二四六〇

滬港設備指南

(中日醫院) Japanese Chinese Hospital (日本) 靚子路五十九號 F

上海埠內各國醫士皆有茲將最著名者開列如下

(1) 英國 Drs. Neild, Bryson, Parsons, Friedlander & Cameron

診病室 北京路三號

電話 中央四九二號

(2) Drs. Marshall, Marsh, Billinghurst & Murray.

診病室 外灘十二號匯豐銀行樓上

電話 中央四七四八

(3) 英國 Drs. O'Driscoll & Cox

診病室 北京路十五號

電話 中央六一〇六

(4) 德國 Drs. Birt, Gerngross, Blumenstock, Rall, Mertens & Virnisch

診病室 斜橋街二十號

電話 西二四四二

(5) 法國 Drs. Fresson, Poupevain, Championnere & Velluol

診病室 北京路十五號

(本院聘請外國醫生設備割症病房病車X光療病機養腦房外國看護婦及頭等二等三等病房)

院長

上海工部局

上海工部局醫院

海能路三號

(本院設備割症病房病車接產房養腦房外國看護婦等及避病院)

院長

上海工部局

廣慈醫院

法租界金神父路一百九十七號

(本院設備割症房護產院X光療病機電光療病術病車外國看護婦及頭二三等病房)

院長

法國婦女慈善會

仁濟醫院

山東路六號

公立總醫院

北河南路三十八號

工部局醫院華人病房

靶子路一號A

飛恒醫院(外國人)

畢助路三十號

西門婦孺醫院(中國)

西門

寶隆醫院

白克路二十二號

同仁醫院(中國)

西華德路十二號

福民醫院(日本)

北四川路一百四十一號

滬港設備指南

滬港設備指南

四十

日間 用旗號 Y. N.

夜間 直懸三燈上下均用紅燈中央用白燈

(二)巡警 公共租界及法租界兩工部局內各設警務處僱用中外意大利安南各國人爲巡警

公共租界工部局警務處

電話 中央五六

地址 福州路二十七號

法租界工部局警務處

電話 西一五〇六

地址 薛華立路

華界警察廳

電話 南市一六三

地址 城內大東門

(三十)醫院及醫生

上海埠內醫院甚多設備完美病人進院者多由醫生指定之各醫院病車均可隨時接送本埠最大醫院開列如下

上海公濟醫院 北蘇州路八號

住址

南京路三十四號

電報掛號

Pharmadrog

老德記

電話

中央七二

住址

南京路二號 C

(七) 輪船料件

船上應用各種料件如繩索帆布鐵繩漆油鐵板及五金器具等類均能於本埠內照購

(八) 無線電機廠如下

中華無線電公司

在北京路五號

此公司聯合馬可尼無線電公司

西門子電機廠

在江西路二十四號

得力風根無線電報公司

在江西路二十四號

(二十九) 巡警

(一) 水上警察 本埠港內均由水上警察巡查所有巡警係屬海關管轄巡警總處設在海關理船廳內該處聘

用有中外巡警水警巡船泊在港內第三第十兩段

招呼水警信號如下

滬港設備指南

滬港設備指南

江流之水多含泥土之質及溝渠污濁之物飲用極爲危險

(○)藥材 本埠藥房甚多各種藥材均能購辦

寶威大藥行

電話

中央三八〇五

住址

四川路四十四號

電報掛號

Tahoid

大英醫院

電話

北一〇八

住址

北蘇州路一號

電報掛號

Mahlee

科發藥房

電話

中央六一九八

住址

南京路四十號

電報掛號

Kofa

法國大藥房

電話

中央六五五

電話

北一二四

住址

北四川路六百八十五號Y

牛門公司

電話

北一二九三

住址

達路二二五八號K

上海伙食公司

電話

北一〇〇九

住址

百老匯路九十號

順興公司

電話

中央四九四七

住址

菜市街四四號

中國糧食 各種中國糧食儘可隨便購辦米價每擔約十二元(即一百三十三磅三分之二)

(五)水 木埠供水甚便各自來水廠均由中國界及租界市政廳辦理以便供給公眾之用本埠及吳淞所有船隻用水由水船接應價值每噸一元水船公司旗號如下

R 即招請上海自來水公司備水

I 即招請法國自來水公司備水

滬港設備指南

三十七

機器所製冰塊多少均可購得冬季池面及土上所結之冰塊存於土坑者亦可購得惟用此種冰塊甚危險因多含有微生蟲之類菓子樣色甚多橘蘋菓之由外國運來者亦可購得牛油之由奧斯大利亞及美洲運來者本埠數公司亦有貯藏各國酒類均可隨便購買

本埠能製荷蘭水并有大宗發售外國糧食其價頗廉大概開列如下

牛肉 每磅二角至三角半 羊肉 每磅二角至三角半

豬肉 每磅三角至四角 豬肉 每磅三角至四角

蕃薯椰菜 每個八分至一角 麵包(外國) 每磅

麵包(中國) 每磅二角半至八角 麵粉 每磅七分至一角

魚 每磅二角半至八角 冰(機器製)

冰(中國) 牛油(奧斯大利亞)

上海埠內有中外屠宰場數處專與海軍軍艦及商船訂立合同備辦食料等事最大之屠宰場開列如下

同茂公司

電話 西六四一

住址 靜安寺路一百五十號

電報掛號 Donbey

德順牛肉莊

電報掛號

Secony

以上兩公司貯存燃料二萬五千噸以便發售并屯積有大宗火油及其製造品所有機器上用之汽油亦可由該公司購買

(三) 機油 下列各公司專辦各種機油
光裕機器油行

電話

中央二九八

住址

外灘一號

電報掛號

Vacuum

美孚公司

電話

中央二五七

住址

廣州路十一號

電報掛號

Secony

(四) 糧食

外國糧食 各種外國新鮮糧食均可於租界市場內購買所有市場皆由巡捕房衛生局監察牛肉羊肉犢肉豬肉等均由屠宰處查驗後方准出售雞鴨蛋菜蔬以及麵粉穀類均有大宗存貨各國罐頭食品本埠中外商店均有貯存并租界內各小店均有零星發售魚類亦可隨時購買

滬港設備指南

三十五

滬港設備指南

三十四

電話

中央二七八一

住址

北京路七號

電報掛號

Leumas

福中公司

電話

中央一三七一

住址

愛多亞路四號

電報掛號

Fuchung

威爾士煤

本埠不能常有惟白煤碎煤以及各種煤炭均可隨時購得價值計每噸自十一元至十八元

(二) 燃料 各種燃料請於下列各公司購辦

亞細亞火油公司

電話

中央五六〇〇

住址

外灘一號

電報掛號

Doric

美孚公司

電話

中央二五七

住址

廣州路十一號

三菱公司(日本煤)

電話

中央(三三二七) (三三二八) (三三二九)

住址

廣州路九號

電報掛號

Iwasakitsai

三井公司(日本煤)

電話

中央四九九〇

住址

四川路四十九號

寶恩公司

電話

中央四六八二

住址

博物院路八號

電報掛號

Bowern

壳件公司

電話

中央(二七) (二九九七)

住址

江西路二號

電報掛號

Kochien

怡大公司

滬港設備指南

三十三

滬港設備指南

三十二

塢長 二百二十尺

塢寬 三十五尺

深量 十三尺

本廠備有吊機兩架并曾造成三千噸位及一千五百實馬力之船隻
除上列各船廠外各種平常修理工作可由中國機器匠承辦

(二十八) 雷用品

(一) 煤 上海埠内存煤甚多以便供給輪船之用所有煤炭多由直隸山東河南湖南各煤礦內採取或由日本之 *Kyushu* 礦內運來

本埠最大煤商如下

開灤礦務局(直隸煤)

電話 中央三一七

住址 外灘十二號

電報掛號 *Kaiping*

中興煤公司(山東煤)

電話 北九三四

住址 蘇州路三十四號N字

本廠有乾塢一座其面積如下

船底枕道長 五百七十四尺

塢長 五百八十四尺

塢口 七十尺

容量 六十尺

塢深 二十八尺

深量 二十尺

有吊機設在附近船塢首向可舉重八十噸

有活動吊機載重六十噸及二十噸者均可適用

並設置全副救護船隻器械以備急用

特製船檣兩架以爲吸水較淺船隻之用最大船檣可用於船隻之長二百四十尺吸水量四尺者船臺可供五千噸船隻之用

本廠設備完善所有機器皆係新式對於各種修理工程及製造鍋爐鑄鑄等均能照辦

(四)中法求新製造廠

本埠設在本埠港內上段B

茲將本廠船塢面積列下

滬港設備指南

滬港設備指南

(二) 耶松船廠

地址

百老匯路一百五十號 (總寫字間老船塢)

電報掛號

Yanlian

電話

北七號

茲將本船廠所有船塢開列如下

一 引翔港船塢 船底枕道長五百三十二尺潮滿深量二十四尺

二 和豐機器廠 船底枕道長五百二十八尺潮滿深量二十三尺

三 新船塢 船底枕道長四百五十尺潮滿深量二十一尺

四 老船塢 船底枕道長三百九十九尺潮滿深量十六尺

五 董家渡廠 船底枕道長三百五十五尺潮滿深量十六尺

本廠內設有吊機可舉六十五噸之重量

(三) 瑞鎔船塢

地址

楊樹浦路四十五號

電報掛號

Speedy

電話

東八四

此船廠在本埠港內第六段係屬公共租界範圍

(二十七) 船塢及造船廠

本埠有造船廠數處凡各種造船工程均能與世界各大商埠頡頏本埠曾造成一萬五千噸排水量之船隻至於修船及製造鍋爐熔鑄機器構造推進機等工作均可照辦

茲將最著名之造船廠開列如下

(一) 江南造船所

地址

高昌廟

電報掛號

“Sinodock Shanghai”

電話

中央(一六七六) (一六七八)

此工廠在本埠港內上段A爲我國最新式之船廠廠內有乾塢兩座茲將其面積開列如下

第一塢 塢底枕道長五百四十五尺

潮滿深量二十尺

第二塢 塢底枕道長五百尺

潮滿深量二十三尺

廠內設有大小吊機能舉七十五噸重量并造船器械能製成二萬噸排水量及五千實馬力之船隻

凡鋼鑄物達至一噸半重者亦可照辦

本廠曾造我國最大船隻數艘其排水量達一萬四千七百五十噸

滬港設備指南

東方商業銀行

四明銀行

大英銀行

匯興銀行

華俄道勝銀行

華義銀行

華威銀行

住友銀行

橫濱正金銀行

錢幣 上海通用錢幣多係銀幣銀幣銅幣銀圓價值最高銀圓種類如下

鷹洋(銀銀)北洋(龍圓)國幣香港銀(杖圓)兩角及一角小洋係爲銀幣其價值以市價起跌爲定大約每銀圓可兌小洋十一角七枚銅元銅幣每枚當錢十文

各銀行所發之紙幣一元五元十元五十元一百元五百元專替銀圓之用此種紙幣可於本埠內通用銀行及商業來往多以上海規銀爲本位所有買賣貨價均用規銀計算規銀價值以銀價起跌爲準本埠銀行有發行兩幣者惟少於市上通用

海關關平銀定價每兩卽洋一元五角凡屬海關納稅均以此兩定價

農商銀行
廣東銀行
中國銀行
朝鮮銀行
交通銀行
東方匯理銀行
臺灣銀行
華比銀行
麥加利銀行
通商銀行
匯豐銀行
有利銀行
三井銀行
三菱銀行
荷國安達銀行
和豐銀行

滬港設備指南

滬港設備指南

二十六

地址 廣州路二號

電報掛號 Tsagan

電話 中央四二三三

(十五) Orient 子子 Co.

本地經理 寶隆公司

地址 廣州路一號

電報掛號 Orient

電話 中央四三三二

(二十六) 銀行

各種銀行交易本埠均可通行(所有銀行均設於英法兩租界之內)因本國及外洋之銀錢兌換隨時起跌初來之旅客或感不便也

銀行發行其本行紙幣如一元五元十元五十元一百元均可通行本埠於外埠亦可通用惟須折扣外國銀幣可在各銀行兌現

本埠最大銀行列下

美豐銀行

美國運通銀行

電話

中央六五五六

(十一) Norddeutscher Lloyd

本埠經理

美最時公司

地址

九江路十九號至二十號

電報掛號

Melcorp

電話

中央七二〇八

(十二) 脫禮愛司脫意國郵船公司

地址

江西路二八號

電報掛號

Lloydans

電話

中央二七二五

(十三)

日本郵船會社
東洋汽船會社

地址

北揚子路三號

電報掛號

Yusen

電話

北一一五五

(十四) 大阪商船株式會社

滬港設備指南

滬港設備指南

(七) Canadian Pacific S. S. Co.

本埠經理

英商昌興火輪船公司

地址

外灘四號

電報掛號

Nautilus

電話

五五八一

(八) 大法國火輪船公司

地址

法租界外灘九號至十號

電報掛號

Messagerie

電話

中央三二六〇

(九) 亨寶輪船公司

地址

廣州路二號

電報掛號

Harpic

電話

中央二〇九八

(十) 天利輪船公司

地址

江西路

電報掛號

Stinsee

(四) Shire Lines

Royal Mail S. P. Co.

本埠經理

怡泰公司

地址

外灘二十八號

電報掛號

Glenline

電話

中央四四六

(五) Prince Line

本埠經理

太子公司

地址

北京路二號

電報掛號

Furnprince

電話

中央六五九

(六) Ocean S. S. Co. }
China Mutual S. N. Co. } 藍烟肉

本埠經理

太古公司

地址

法租界外灘二十一號至二十三號

電話

中央四八八一

滬港設備指南

滬港設備指南

- (一) { Barber Line
- American & Oriental Line
- Ocean Transport Co.
- Natal Line

本埠經理 天祥公司

地址 外灘四號

電話 中央一一七

- (二) { P. & O. Steam Navigation Co., Ltd.
- British India S. N. Co., Ltd.
- Apsar Lines
- Eastern & Australian S. S. Co., Ltd.

本埠經理 大英火輪船公司

地址 廣州路一號

電報掛號 Mackinnons

電話 中央二〇六九

Glen Line Ltd.

(八) 車輛

汽車 上海各汽車公司均有汽車出租可由電話向該公司僱用

中央汽車公司

中央三八〇九

東方汽車公司

中央一一五九

利利汽車公司

西二四七〇

龍飛公司

西一六四一

英商探勒汽車

西三五〇〇

亨茂公司

西一二三四

上海公用電話在外灘海關對面

馬車及黃包車 黃包車可於路上隨時僱用馬車可於各馬車房僱用

(二十五) 本埠遠洋輪船公司開列如下

(一) Dollar Steamship Lines

本埠經理

大來洋行

地址

廣州路三號

電報掛號

Dollar

電話

中央六三七一

滬港設備指南

上列各輪船所到商埠如寧波溫州三都福州廈門汕頭香港廣州九龍瓊州北海等處
大阪商船株式會社及日本郵船會社專為往來臺灣之用

日本郵船會社快船來往日本長崎每兩星期一次其航程不過二十六點鐘

上海每日均有商輪搭客裝貨開往漢口并經揚子江沿途各埠如通州江陰鎮江南京蕪湖大通安慶九龍武穴
蕪州黃石港所有輪船設置均極完善

由漢口上駛所有搭客及貨物須換乘小輪船始可往岳州長沙市宜昌各處由宜昌上駛須再乘輪船因宜昌
至重慶綏府江流甚急須有完善之輪船始能安渡

(六) 渡船 上海港內渡船甚多惟均屬私有

小火輪 此種小火輪多屬於各碼頭公司專為往來外灘新開碼頭與港內各碼頭及各船廠其來往時間表係
由該公司定之有需此者可向該公司先期預訂

汽船出租 茂泰公司在漢口路十號

渡船 港內渡船甚多惟往來甚緩多載華客

舢舨 港內所有照會之舢舨可於各碼頭租用其往來甚緩惟頗安適此種舢舨可載兩人并於搭客坐位上蓋
以布篷以備避雨

注意 港內江流甚急搭客於夜間乘搭舢舨者務須特別謹慎因每於黑夜之時稍有不慎則遇沉溺之事也
(七) 電車 上海各租界內及華界各地均有電車公共汽車往來交通甚為便利

由上海至哈爾濱 四天

由上海至歐洲(三) 二十八天

滬杭鐵道 自上海至杭州此路每日往來加有購車旅客極稱便利現擬將此路接至寧波一俟錢塘江之鐵橋建築完竣即行開辦此路管理局設在上海北站

此路總站係為南站南站與北站用一歧線連接

(四) 郵政 我國政府為萬國郵政聯合會會員所辦郵務通行全國成績甚著信札包件及郵匯各項均可收發世界各國掛號快信保險各項亦可照辦總局設在北京上海管理局在四川路(靠四川路橋)租界內及城市鄉村均設有郵務分局

所有進出口包件須經海關查驗方准郵寄故上海管理局內設有海關查驗處電話北六四

(五) 輪船公司 上海為沿海商埠及長江內地各輪船輻合之處下列輪船公司專辦我國北方各埠航務

招商局輪船公司 怡和輪船公司 太古輪船公司 南滿鐵路公司 開灤礦務公司

上列各公司運載貨物及搭客有一定期間由上海開往青島(膠州)煙臺威海衛龍口天津秦皇島牛莊大連安東等處

輪船來往海參威及高麗各商埠者期間無定

輪船來往我國南方各埠者均由下列各公司經理

招商輪船公司 怡和公司 太古公司 三北公司

內及浦東亦有救火會人員甚爲勤奮惟器具則不及租界

(二十四) 交通

(一) 無線電臺 上海境內有遠距離無線電臺兩座以供公用

吳淞無線電臺 此臺設在黃浦左岸係爲德律風根格式其電浪長一千六百米達通常可達六百五十海里最高度一千三百海里所收電報即由水電傳達上海

顧家宅無線電臺 設在法租界海軍營地爲本埠中央地點係爲法蘭西格式其電浪長七百五十米達通常日間可達五百海里夜間一千海里電報收到後即行發送

(二) 電報 我國政府設有電報局傳達全國電信下列爲外國電報公司上海各分局

大東電報公司 由上海至亞洲歐洲及澳大利亞

大北電報公司 由上海至亞洲歐洲及澳大利亞

太平洋商業電報公司 由上海太平洋羣島及美國

(三) 鐵道 上海有鐵道兩路

滬甯鐵路 自上海至南京渡揚子江接浦口經濟南天津而至北京復由南滿鐵路經西比利亞至歐洲內地

滬寧路分段淞滬一線由上海至吳淞

此路總站及管理局設在上海北站贍車臥車每日往來旅客自上海直至歐洲者咸稱便利

由上海至北京 二天半

(六) 錨位

(一) 船隻之由港務員指定錨位者得准於第九十一站拋下雙錨當下旋時務須注意錨索防有糾纏(二) 船隻起卸木頭煤炭欲於中流卸貨者須由港務員於上站B指定拋錨位置并當注意投錨時錨索防有糾纏(三) 船隻駛進江南造船所修理者須經港務員於上站A指定錨位下錨當下旋時須注意錨索防有糾纏

(七) 禁止錨泊處

船隻除上列各站外不得於下站投錨設遇有商船操演事故一俟演畢即須拔錨駛到原定錨泊之處

(二十一) 港口章程(航海警示)

港口章程有編成小木可由海關理船廳領取各船隻當進口之前均須熟諳各種章程并理船廳印發之最新港口通告凡航海警示之關於中國海岸及江河情形者均陳列於海關理船廳內航海警示之關於中國海岸江河情形由英美日各政府所刊行者均陳列於海關巡工司陳列室內

(二十二) 危險

港內無巖石等之危險

(二十三) 救火會

水上救火會 有最新式之救火車二一在海關理船廳一在公共租界之工部局
陸上救火會 公共租界及法租界之救火會其器具均為最新式者該會為中外人民及各機關所組織華界城

滬港設備指南

耶松船塢	第六段	首尾浮橋第一號船位	三	六〇〇
怡和公司	第七段	同上 第二號船位	三	六〇〇
公和祥	第七段	同上 第三號船位	三	六〇〇
大英輪船公司	第七段	同上 第四號船位	三	六〇〇
太古公司經理	第七段	同上 第五號船位	三 <small>六分</small>	六〇〇
招商局	第八段	同上 第六號船位	三	六〇〇
日本郵船會社	第八段	同上 第七號船位	三	六〇〇
日本郵船會社及大坂商船會社	第八段	同上 第八號船位	三	六〇〇
大坂商船會社	第八段	同上 第九號船位	三 <small>六分</small>	六〇〇
法國郵船會社	第十段	同上 第十號船位	三	七〇〇
海關	第十段	同上 第十一號船位	三 <small>六分</small>	七〇〇
太古公司經理	第十一段	同上 第十二號船位	三	七〇〇
日本郵船會社	第十一段	同上 第十三號船位	三	七〇〇
大英輪船公司	第十一段	同上 第十四號船位	三	七〇〇
海關	第十一段	同上 第十五號船位	三	七〇〇
海關	第十一段	同上 第十六號船位	三	七〇〇

附近各碼頭及租界內貨倉棧房甚多以備存貨之用

(五) 繫錨浮椿

船隻到埠除碼頭上之設置外水面復設有浮椿此種浮椿除三處浮椿屬為公有外餘均係私產各浮椿船位之長短及在水落時船隻喫水之深淺詳列於下

繫錨浮椿表

浮椿東主	段落	浮椿區別	水落時深度	長尺寸
江南造船所	上段 A	首尾浮椿 三椿兩船位	三 五 五 三	六〇〇 六〇〇
寧紹輪船公司	第一段	單浮椿		
招商局	第一段第二段	首尾浮椿 五椿四船位	三 一 三	四〇〇 四〇〇
太古公司	第二段	首尾浮椿 兩椿一船位	三	四三〇
日本海軍	第二段			
美國海軍	第二段	首尾浮椿 五椿四船位	三	六〇〇
法國海軍	第二段	首尾浮椿 五椿四船位	三	六〇〇
英國海軍	第二段	首尾浮椿 五椿四船位	三	六〇〇
海關	第三段			
大北電報公司	第七段第八段	首尾浮椿 七椿六船位	三	六〇〇
	第七段第八段	此項浮椿均在浦東岸	三	六〇〇

滬港設備指南

浦東招商局東棧	四尺	1500尺	10S.P.
浦東海洋社	三尺	600尺	16S.P.
亞細亞北棧	三尺	500尺	16S.P.
藍烟肉碼頭	三—七尺	300尺	10S.P.
開平碼頭	三—七尺	300尺	10S.P.
浦東三井碼頭	三—七尺	600尺	10S.P.
亞細亞下棧	三—七尺	1100尺	11S.P.
和豐船廠			11S.P.
引翔港船塢			11S.P.
浦東美孚碼頭	三—七尺	1100尺	11S.P.
光裕碼頭	二尺	300尺	L.S.P.

(二) 碼頭載貨卸貨之法

上海所有碼頭均未裝有起重機以為起卸貨物之用此項手續多用船上之起重機或人工為之

(三) 起重機

各船廠碼頭均裝有起重機以為起舉重物之用

(四) 貨倉棧房

太古碼頭	五十二英尺	1400尺	2S.S.	
楊家渡太古碼頭	三英尺	2600尺	2S.P.	
三菱公司碼頭	六十四英尺	2600尺	3S.S.	
招商局中棧	三英尺	2300尺	3S.S.	
耶松船廠	三英尺		6S.S.	
順泰碼頭	三英尺	2600尺	6S.S.	公和祥公司
公和祥碼頭	五十二英尺	1400尺	6&7S.S.	公和祥公司
招商局北棧	五十二英尺	1100尺	7S.S.	招商局
華順碼頭	六十二英尺	800尺	7&8S.S.	公和祥公司
雁山碼頭	三十四英尺	850尺	8S.S.	日本郵船會社
楊樹浦大坂碼頭	二十一英尺	850尺	8S.S.	
黃浦碼頭	三十二英尺	1000尺	8S.S.	南滿洲鐵路公司
楊樹浦船廠	六十四英尺			瑞鎔船廠
浦東西碼頭	三英尺	1100尺	9S.P.	公和祥公司
浦東東碼頭	三英尺	1000尺	9S.P.	公和祥公司
浦東日清公司	六十二英尺	1100尺	9S.P.	

滬港設備指南

南碼頭	三〇尺	三〇〇尺	U.S.B.P.	亞細亞煤油公司
義泰與南碼頭	三〇尺	一三〇尺	U.S.C.P.	義泰與煤號
東家渡船塢	一六—一七尺		U.S.C.P.	耶松船塢
東家渡三井中棧	三〇尺	六〇尺	U.S.C.P.	
東家渡義泰與北棧	二—二四尺	六〇尺	U.S.C.P.	義泰與煤號
張家浜碼頭	三〇尺	六〇尺	U.S.C.P.	壳件洋行
日清上碼頭	四尺	五〇尺	U.S.C.P.	
大坂下碼頭	三〇尺	五〇尺	U.S.C.P.	
老擺渡益昌碼頭	二四—二六尺	三〇尺	U.S.C.P.	大倉
楊家渡元一碼頭	三〇尺	四〇尺	U.S.C.P.	
楊家渡碼頭	二六尺	一〇〇尺	U.S.C.P.	招商局
太古華通碼頭	三一—三三尺	一五〇尺	I.S.P.	太古
鴻升碼頭	三〇尺	五〇尺	I.S.P.	鴻升公司
大通碼頭			U.S.C.S.	
寧紹碼頭			I.S.S.	
金利源碼頭	九—一二尺	二〇〇尺	I.&S.S.	招商局

隨潮進駛時亦須注意外望預防他船之在碼頭者忽而掉轉或有沙船橫渡對岸或有駁船及小汽船由船後一時穿出不及避讓也

(二十) 碼頭之設置

(一) 碼頭 黃浦港內兩岸遍佈碼頭以便船隻停泊所有碼頭均係私有本埠未有公用碼頭故船隻未有碼頭者須於未進口前先行商妥停泊地位

上海碼頭主人之姓名及住址水落時船隻喫水之深淺及錨泊地段之長短均詳列於下

本埠碼頭表

碼頭名稱	深	長	段落	碼頭主人
江南製造局碼頭	九尺		U.S.A.S.	江南造船所
江南船塢	五尺		U.S.B.S.	江南造船所
大來碼頭	完尺	一五〇尺	U.S.A.P.	
白利涇碼頭	三〇尺	一〇〇尺	U.S.B.P.	義泰興煤號
漢冶萍碼頭	三〇尺	六〇〇尺	U.S.B.P.	漢冶萍煤鐵廠礦公司

滬港設備指南

以俟海關稽查員(稽查員住所近吳淞燈塔)到船查驗

(十八) 信號臺

(一) 浦東信號臺 設在浦東海關貨棧內在碼頭之盡頭係一鐵網式塔上有直桅架以橫竿及信號箱此臺專用中國港口通用旗號報告船隻到埠時間(不收信號)凡有外國船隻未列本港旗語號碼冊內者當用W字旗號懸於該船公司旗上以示到埠

遇有颶風臨埠勢甚險惡者該臺隨即升掛黑球鳴砲一響以作警告

(二) 午砲 每禮拜三禮拜四由日於正午發砲一響

(三) 洋涇浜信號臺 設在法租界外灘北極係一石柱上有鐵竿橫竿及信號球茲將其職掌開列如左

日夜時候報告(請閱第 段)

颶風警告

風暴警告

風報

以上詳細章程均載中國海風警報告書內此書可向上海海關領取

此臺石柱下設有氣象臺內置各種儀器任人參觀

(十九) 總論

上海一港曾經理船應分作段落以便管轄其中錨位及碼頭停泊處均稱在某某一段落內

本港水面上民船帆船駁船等日夜雲集來往任意罕有遵照航道規矩而行者故大船船長必須留心駕駛又於

(三) 境內航行

(四) 水上巡警

(五) 船隻檢疫所及醫員

(六) 火警

(七) 領港證書

(八) 浮標

(九) 軍器炸彈之關棧

(十) 處置餘灰及廢物

(十一) 游港工程

(十六) 海關

海關設在黃浦灘公共租界專管洋式船隻之關稅事宜本地民船係屬南市常關管理

外客之行李 凡自外國到埠者須將稅單填明其應稅物件當上岸時其行李須經海關檢查

船隻之未經代理人預先商定鋪位者其進口時間限定自上午六時至下午六時止海關人員未到船時無論何

人不得擅自上下

(十七) 輪船檢疫所

輪船中患有傳染病者或自傳染病之埠駛來者當進口時須懸萬國旗號Q并下錨於黃浦對面之船隻檢疫所

滬港設備指南

八

(一) 潮水報告臺(請閱信號臺段)

(二) 砲臺浮

(三) 蘊藻浜浮

(四) 新水道第一浮

(五) 新水道第二浮

(六) 新水道第三浮

(七) 新水道第四浮

(八) 新水道第五浮

(九) 東溝浮

(十四) 上海口岸

沿黃浦航道延長九英里其周圍之界限均詳載於港口章程

(十五) 港務權限

港務係屬海關理船廳管理該理船廳辦公處在外灘海關內其辦事時間自上午九點至下午四點
本埠港道章程均由此廳簽訂其應負之責任如下

(一) 船隻錨位

(二) 處置危險貨物炸藥礮油

南口而進此港並無領港崇明水面爲北口輪船吸水量之標準其水面時多變更當水落季大潮時每低至十一尺北口日夜航行雖備有標誌倘非得有最近報告及其有本地常識者不可行駛凡船隻經崇明水道西口浮 (West Split Broy) 轉向東南而至吳淞

(十二) 吳淞錨位

輪船得准於黃浦口外之邊港下錨或可駛進黃浦沿燈塔至吳淞內河惟須用海關港務員指定之錨位所有輪船當抵埠時須高懸萬國通用旗號 N 卽需港務員之意俟該員到時自有適當錨位

(十三) 黃浦

黃浦爲航行之窄港其間有寬不過八百尺者此港中多灣曲故航行者務須特別留意凡大船之進駛黃浦者非熟識海道及得有最近之通告切勿冒險前行外人到此埠時尤須僱用領港

下列燈塔及浮標爲航行港口之指南

(一) 吳淞燈塔

(二) 吳淞口引導燈塔

上列兩燈塔并立指示輪船進口深港之處

(一) 炮台灣沙嘴浮

(二) 利四馬浮 (譯音)

上列兩浮標指示黃浦入口之處

滬港設備指南

口水流甚急故夜間及下霧時輪船當遠避下旋

(二)牛皮礁(Arduine Rock)此石當水落之季高與水面平在東經一百二十二度十五分八秒北緯三十一度八分五十五秒有紅黑棋方浮椿上設自動汽笛於夜間及下霧時船隻當在遠處下旋此種浮椿有時飄出地位故不能完全倚賴之

(三)颶風危險 夏季颶風常經過江口并掃沒所設航行標記故當颶風後航行者對於標記位置務須特別注意

(四)總論 除上列警告外港內并無他種危險

(十)南口

南口水勢沿揚子江口南面向東北流稱爲領港地界領港船站距離嚮水鼓浮椿東南一英里天氣不佳時領港船均避於相近之外銅沙燈船處所有領港船均裝有無線電(請閱領港段)由嚮水鼓浮椿進二英里有沙延長十二英里名爲 Fairy Flats 此沙爲船隻進揚子江時吸水量之標準在一月至三月水落時潮水淹沒此沙最低者爲十六尺其在七月至九月水漲時最深者爲三十二尺(詳細潮信及水量深淺等項請閱潮水段)凡船隻吸水量過十六尺至十八尺者須在嚮水鼓浮椿外五英里下錨以待潮漲後由領港船站催一領港駛進 Fairy Flats 由 Fairy Flats 至吳淞此段無淺灘之危險至輪船驗疫所則設在黃浦之外(請閱船隻驗疫章程)

(十一)北口

北口佘山燈塔南三英里因崇明之沙灘延長三十三英里故此口專爲吸水較淺船隻之用船隻吸水深者多由

(九) 崇明水道西口浮

(十) 吳淞燈塔

(請閱海關燈塔表每冊洋一元)

附記 此條航道專爲吸水較淺之輪船行駛因崇明交界處水面甚淺故也

(八) 港口之信號臺

大戩山

山巔設有信號臺一座距燈塔甚近該臺以水電與上海通信並用萬國通語收發信號

此臺日間復報告徐家匯天文臺所發氣候警告以本國海岸通用之信號傳播各處

吳淞

潮水報告 此種標號係繫於白色桅柱之橫竿及斜桁上設在吳淞燈塔相近處爲指明輪船吸水最深尺數俾

航行此港內得保安全該標號日間用黑球夜間用白燈

報風標號 此種標號係爲傳報徐家匯所發警告者日間繫於木柱之上設在吳淞燈塔南向所用信號亦爲我

國海岸之通用者

(九) 危險標誌

(一) 雞骨礁 (Albatross Rock) 在東經一百二十二度二十二分五十三秒北緯三十一度十分三十四秒礁高二十六尺尙未設立標誌當天氣晴明時日間遠望之如小舟之帆焉此種巖石爲航行莫大之危險更以揚子江

溫港設備指南

(四) 中沙浮

(五) 圓圓沙浮

(六) 九段標竿

(七) 鴨窩沙浮

(八) 驗疫停泊處浮

(九) 吳淞燈塔

(請閱海關燈塔表每冊洋一元)

北道自我國北部高麗西比利亞者經佘山燈塔過北口而進揚子江此一段港內佈有下列航行標誌

(一) 佘山燈塔

(二) 佘山浮

(三) 東旺沙浮

(四) 東旺沙燈船

(五) 六嶺浮

(六) 崇明水道東口浮

(七) 崇明水道中浮

(八) 暗沙浮

高潮時大潮

二十七尺至二十八尺

夏季(七月至九月)

低潮時小潮

二十一尺至二十二尺

高潮時小潮

二十五尺至二十六尺

低潮時大潮

十九尺

高潮時大潮

三十尺至三十一尺

江面之水入春漸漲達至夏季水漲最高時為止(七月至九月)入秋漸退復至冬季水落最低時為止(一月至

三月)

(詳細情形請閱潮信段第 頁)

(七) 滬港進口路線

揚子江下游為商業航路輻合之處甬道自我國南部澳大利亞菲律賓等處者經白節山大城山而至衢水鼓浮
椿東道自美國日本者經花鳥山燈塔而至衢水鼓浮椿以上兩航路復由衢水鼓浮椿上駛過甬口而至吳淞此
一段港內佈有下列航行標誌

(一) 正船路浮

(二) 銅沙燈船

(三) 九段燈船

滬港設備指南

滬港設備指南

自江口至商埠共九英里半

(四)區域

省 江蘇

道 滬海道

縣 上海縣

(五)時刻標準

上海時刻係依格林威池(Greenwich)東經一百二十度爲標準(即格林威池在午刻時上海已至午後八點鐘)

(六)港道之容量

滬港輪船之吸水量係以吳淞口 Fatty Flats 地方水面之深淺爲限定船身之長短係以黃浦港內之闊度爲標準遇有輪船較大不能進黃浦者均可於吳淞口外拋錨卸貨

江面之水因夏冬而漲落其漲落之高低關係輪船經過 Fatty Flats 時吸水量之標準漲落之程度大概如下
冬季(一月至三月)

低潮時小潮

十九尺至二十尺

高潮時小潮

二十三尺至二十五尺

低潮時大潮

十六尺至十七尺

滬港設備指南

(一) 商埠名稱

上海

(二) 經緯度

(甲) 徐家匯天文臺

東經一百二十一度二十五分四十五秒

北緯三十一度十一分三十二秒十分之六

(乙) 外灘水午線觀測臺(在橫濱正金銀行對面)

東經一百二十一度二十七分四十六秒十分之五

北緯三十一度十四分二十九秒十分之六

(丙) 洋涇浜氣候臺

東經一百二十一度二十九分九秒

北緯三十一度十四分七秒十分之四

(三) 位置

上海濱黃浦江黃浦者一揚子江之支流也其距離外海自北綵華山燈塔至江口(吳淞南口)共六十七英里半



(六十三) 各國領事署

(六十四) 旅行營業部

(六十五) 上海沿革

(六十六) 通商

(六十七) 本埠特別通用旗語表

滬港設備指南 目錄

四

- (四十七) 氣象警報及信號(氣象事務)
- (四十八) 本埠港道及近口圖
- (四十九) 航海出版物 潮汐表等
- (五十) 天文臺
- (五十一) 外國墳山及經理殯葬事務所
- (五十二) 壓艙石灰爐等
- (五十三) 水線
- (五十四) 氣象報告
- (五十五) 潮信
- (五十六) 氣候
- (五十七) 沉船標記
- (五十八) 浮椿
- (五十九) 漩浦局
- (六十) 海道測量局
- (六十二) 全國海岸巡防處
- (六十二) 江蘇交涉公署

- (三十一) 衛生消毒
- (三十二) 曳船
- (三十三) 輪船起卸貨脚夫及工作
- (三十四) 驗船員
- (三十五) 救護遇險船隻
- (三十六) 造船工程師
- (三十七) 工程師及船貨察驗員
- (三十八) 度量衡經紀商
- (三十九) 領港
- (四十) 距離標竿
- (四十一) 羅經檢校專家
- (四十二) 外國航海者宿舍及俱樂部
- (四十三) 禮拜堂
- (四十四) 水火保險
- (四十五) 時刻信號
- (四十六) 無線電時刻信號

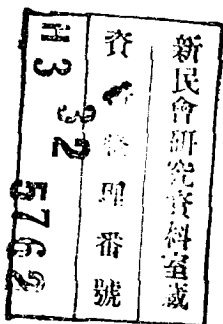
滬港設備指南 目錄

- (十五) 港務權限
- (十六) 海關
- (十七) 輪船驗疫所
- (十八) 信號臺
- (十九) 總論
- (二十) 碼頭之設置
- (二十一) 港口章程(航海警示)
- (二十二) 危險
- (二十三) 救火會
- (二十四) 交通
- (二十五) 本埠遠洋輪船公司
- (二十六) 銀行
- (二十七) 船塢及造船廠
- (二十八) 需用品
- (二十九) 巡警
- (三十) 醫院及醫生

滬港設備指南目錄

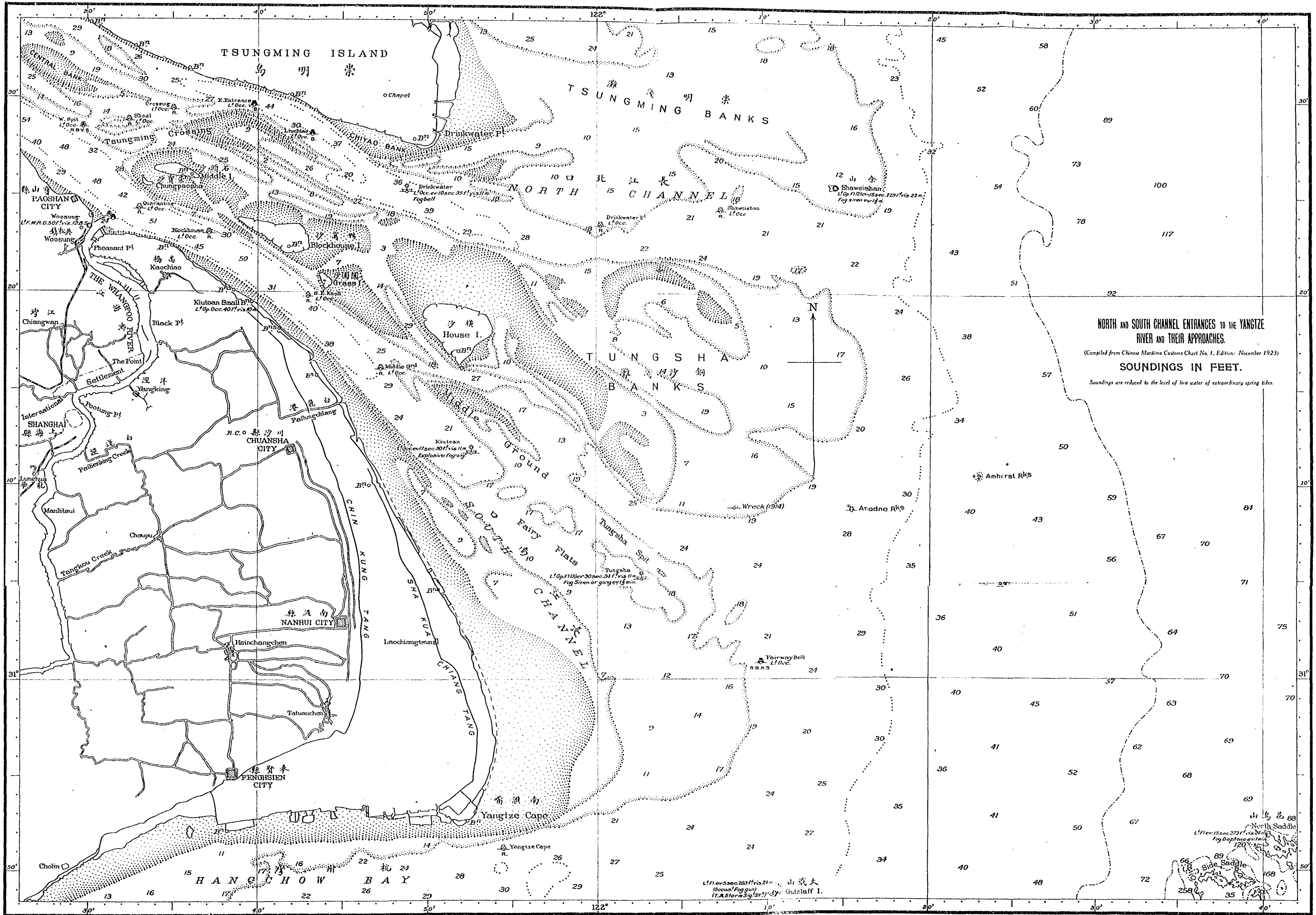
- (一) 商埠名稱
- (二) 經緯度
- (三) 位置
- (四) 區域
- (五) 時刻標準
- (六) 港口之容量
- (七) 滬港進口路線
- (八) 港口之信號臺
- (九) 危險標誌
- (十) 南口
- (十一) 北口
- (十二) 吳淞錨位
- (十三) 黃浦
- (十四) 上海口岸

滬港設備指南 目錄



滬港設備指南序

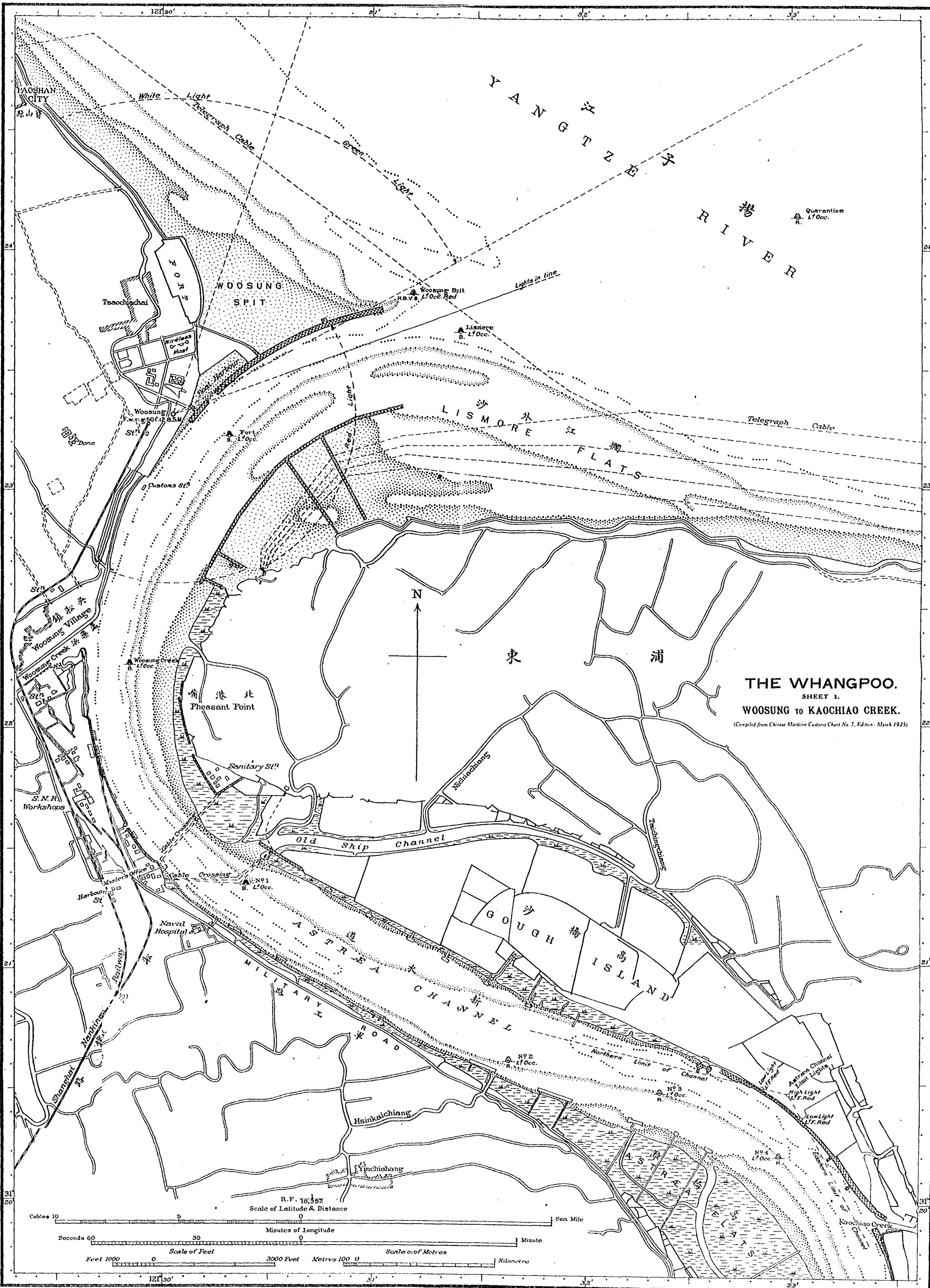
上海處南北商口之中環海棧通之後輪船舶輸琛貢賚懋遷者爭出其塗攘熙輻輳歷八十餘年往昔邈矣邇者水道大加濬淪朦朧巨艦之昔僅寄椀吳淞者今可深入浦江海上繁華一變爲世界五大商口之一其中港務之經營船政之興舉水陸保安之設備積漸而成物質之發達商業之擴張局所之增加亦日益邃密海道測量實爲建設港埠之基礎茲就考察滬口利便所及爰編成上海商口指南一書分門別類一一臚陳隱以明測海之因由卽顯以言濟水之功用而邦人士手此一編於滬埠設備情形若掌上觀紋亦且按圖可索矣丙寅季秋古閩許繼祥序於滬西海道測量局



NORTH AND SOUTH CHANNEL ENTRANCES TO THE YANGTZE RIVER AND THEIR APPROACHES.
 (Compiled from Chinese Maritime Customs Chart No. 1, Edition: November 1923)
SOUNDINGS IN FEET.
 Soundings are reduced to the level of low water of extraordinary spring tides.

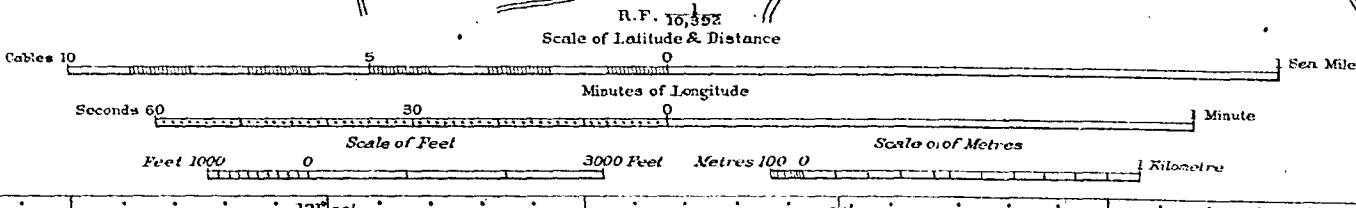
L.F. l. 13 sec. 203 ft. vis. 24 mi. (Occas. Fog gun) (T.A. Storm Sig. 51) 12 min. 山戴夫 Gutzlaff I.

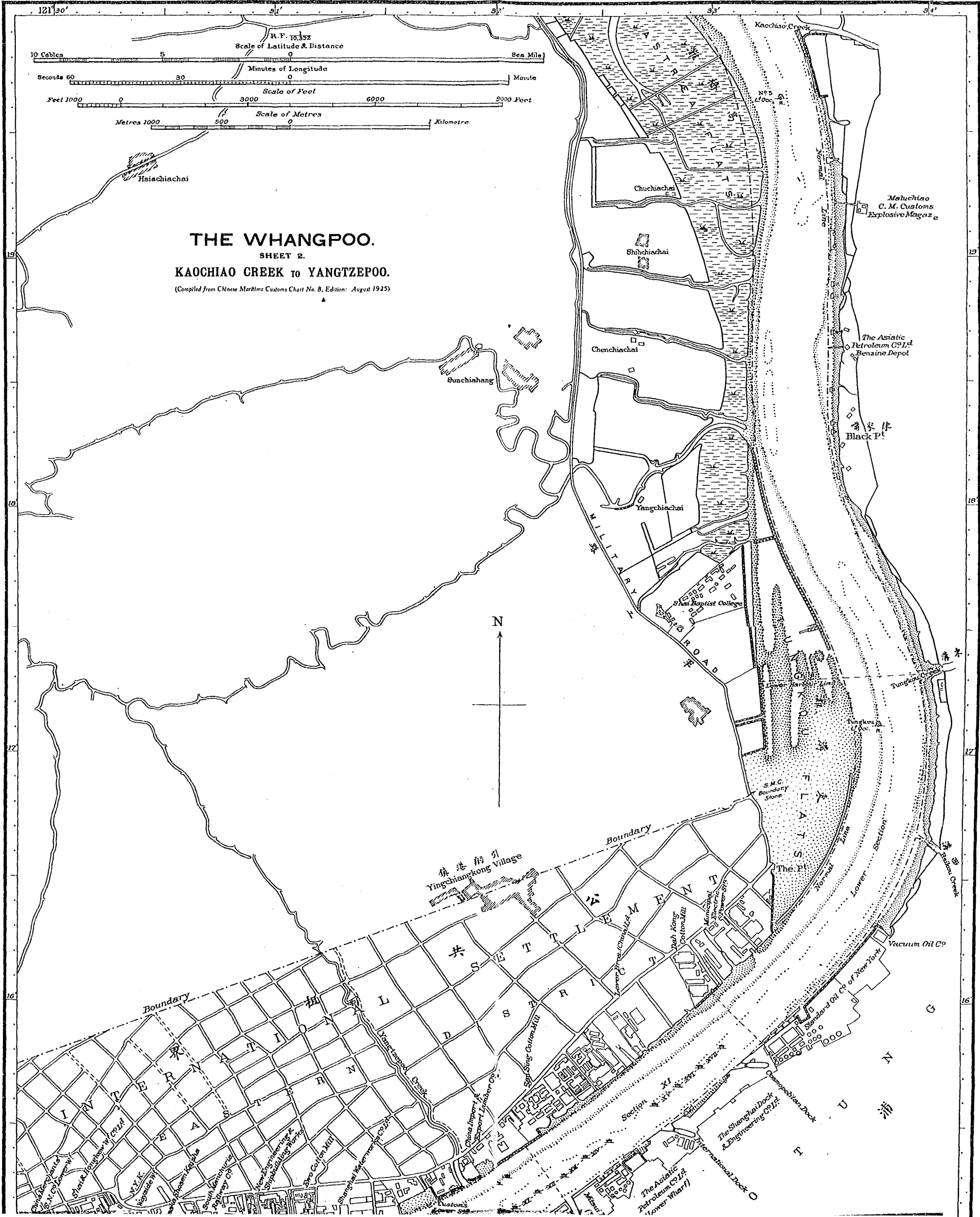
L.F. l. 13 sec. 271 ft. vis. 24 mi. (Occas. Fog gun) (T.A. Storm Sig. 51) 12 min. 山戴夫 North Saddle
 L.F. l. 13 sec. 271 ft. vis. 24 mi. (Occas. Fog gun) (T.A. Storm Sig. 51) 12 min. 山戴夫 Side Saddle



THE WHANGPOO.
 SHEET 1.
WOOSUNG TO KAOSHIAO CREEK.

(Compiled from Chinese Maritime Customs Chart No. 7, Edition: March 1925)



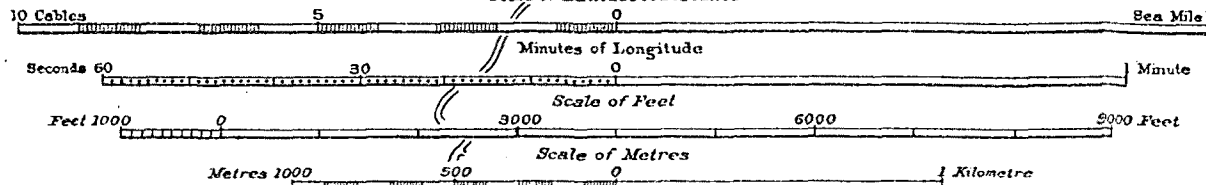
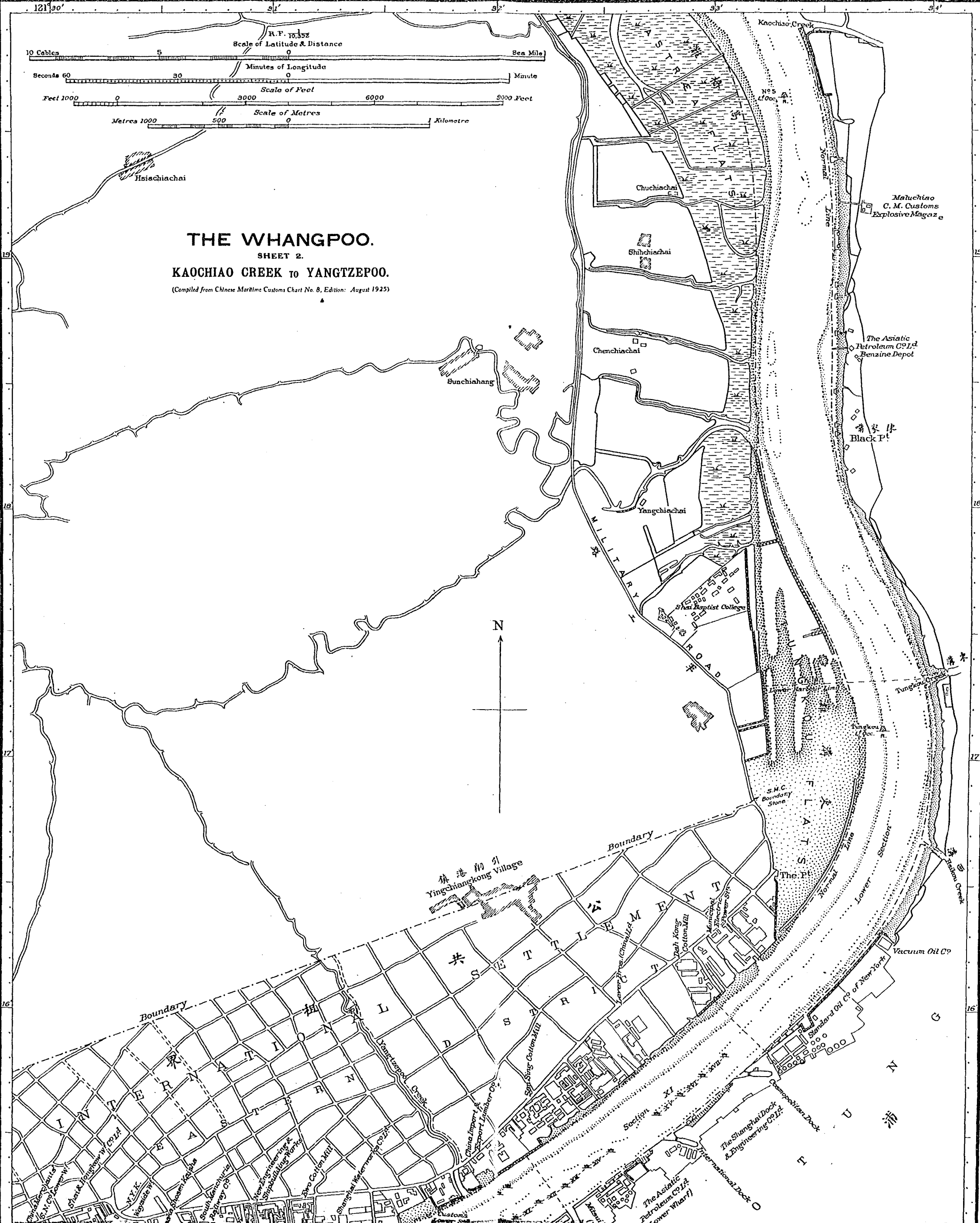
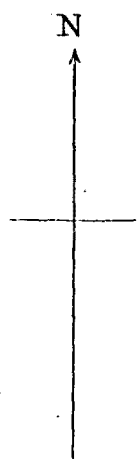


THE WHANGPOO.

SHEET 2.

KAOCHIAO CREEK TO YANGTZEPOO.

(Compiled from Chinese Maritime Customs Chart No. 8, Edition: August 1925)



Hsiachiachai

Chuchiachai

Shihchiachai

Chenchiachai

Yangchiachai

Sunchiahang

Meluchiao
C. M. Customs
Explosive Magazine

The Asiatic
Petroleum Co., Ltd.
Benzine Depot

Black Pt.

Shih Baptist College

S.M.C.
Boundary Stone

鎮港桐引
Yingchiankong Village

INTERNATIONAL SETTLEMENT

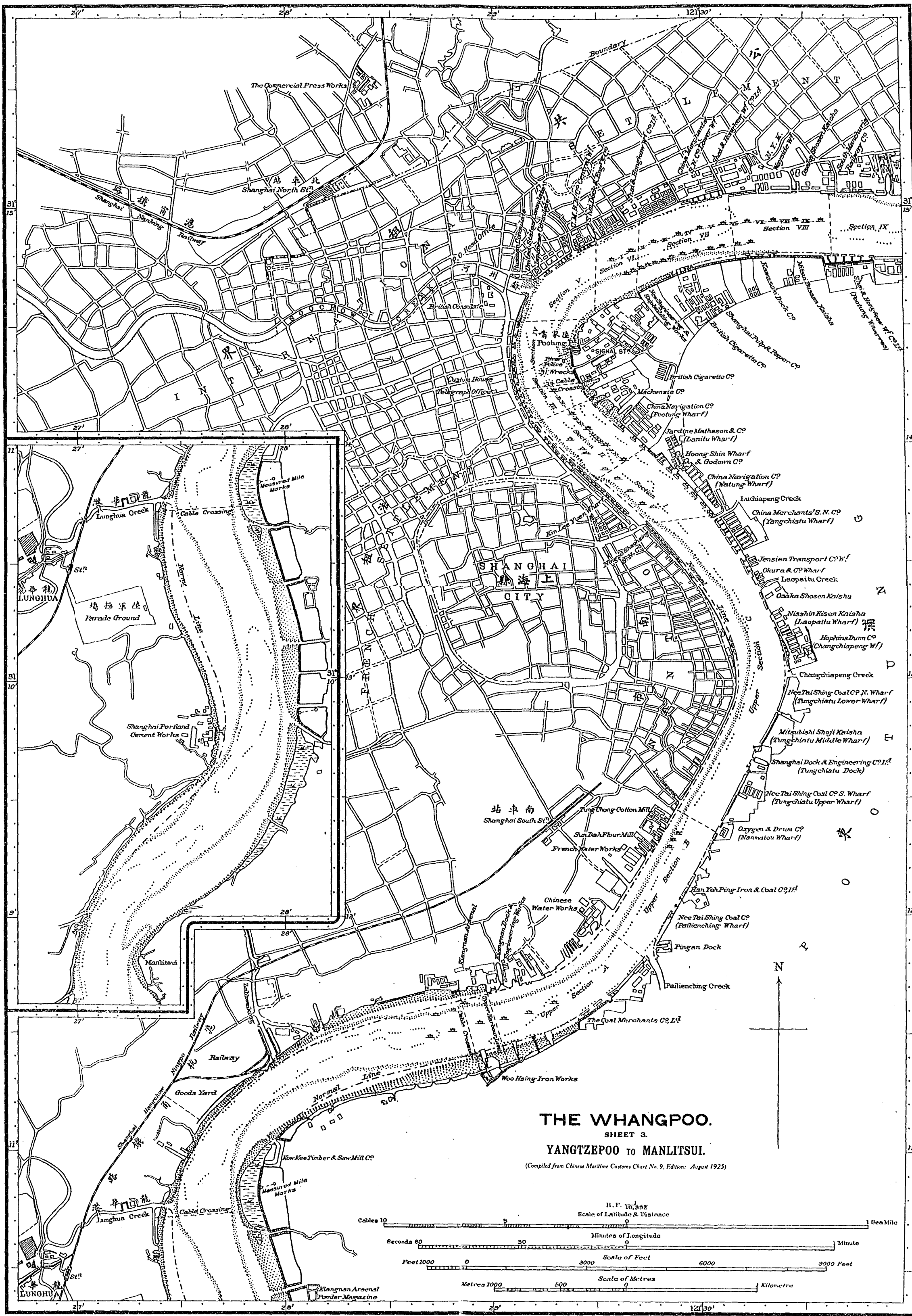
The Pt.

Vacuum Oil Co.

Standard Oil Co. of New York

The Shanghai Dock
& Engineering Co., Ltd.

The Asiatic
Petroleum Co., Ltd.
(Lower Wharf)



月六年二十國民
陸局量測道海部軍海
館出圖中北立國