

THE OLD
SHANGHAI
A-Z

PAUL FRENCH



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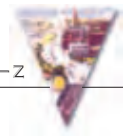
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HOW TO USE THIS BOOK

Following are two indexes. The first alphabetically lists the former road names in Shanghai followed by their current names. The second simply reverses this and alphabetically lists all the current names followed by their former names. Both indices provide an indication as to whether the road was in the former International Settlement (IS), the former French Concession (FC) or the External Roads Area (ER). Simply look up a road by its former or current name and find the page number related to the individual entry.

I have taken as a final guide the road names that applied to the foreign concessions, and the so-called External Roads Area to the north

and west of the concessions, from 1947, as detailed on the map of Shanghai published that year by the Oriental Publishing House, Shanghai. From that point I have worked back chronologically to include earlier names

and note the name changes for certain roads over time from Sir Rutherford Alcock's arrival as British Consul at Shanghai, when he proceeded to begin the process of formally laying out the British Settlement, to 1949.

Therefore, in the index certain current Shanghai roads have more than one entry. For instance in the French Concession, Rue de l'Administration was changed to Rue Mathieu after the First World War as part of a major series of road name alternations to commemorate French





Shanghaianders who died in the trenches. Similarly Church Road, a very early road in the British Settlement, was later renamed Kiangse Road as the Settlement expanded and some order was introduced with Chinese city names being used for roads running west from The Bund and Chinese province names for those running north to south. However, within the text each road name is indexed separately in order to explain its history and cross-references are provided within the text where appropriate.

Within separate road entries notable buildings, original structures or organizations and venues that existed often have their street numbers listed. These numbers refer to the original numbers of the buildings and, as many roads have been renumbered in the intervening years, do not necessarily always correspond to the current road numbers. It is ardently hoped by the author that this will not be overly confusing to the user of this directory.

This A-Z does not claim to be a record of every building on every street in Shanghai, nor every memorable event that ever took place in the city before 1949. It is a snapshot of the interesting and the odd that hopefully gives some flavour of the city when it was a treaty port. A list of books that have more complete lists of every building, structure and organization in the city pre-1949 is provided at the end of this book for those who wish to delve deeper.



THE FLAG AND SEAL OF THE SHANGHAI MUNICIPALITY

The seal was designed by the Municipal Engineer, Mr. Oliver, approved by the Council in 1868 and brought into use in 1869. There were some later revisions due to national flag changes over time.

From its introduction the seal was almost universally disliked by both officials and Shanghailanders but as nobody ever came up with a better idea it remained the official seal.

The Chinese characters on the seal are 工部局 - *Gong Bu Ju* - or, thrillingly in English, “Works Department”.

The flags represented are as follows:

Top left hand shield: Great Britain, United States of America, France and Germany.

Top right hand shield: Russia, Denmark, Italy and Portugal.

Lower Shield: Norway and Sweden, Austria, Spain and Holland.

Countries that had treaties with China but whose flags were not represented on the shield are: Belgium, Japan, Cuba and Brazil, whereas Austria and Portugal are represented, although they had no treaties with China. The reasons for this are unclear.

This version of the seal is particularly interesting as a space (top left hand) has been rendered blank where the German flag should go, identifying this version of the seal as being current around the time of the First World War, when the German flag was removed as a protest against Germany's military aggression in Europe.



Omnia Juncta in Uno (All Joined in One)

The municipality national flags were naturally flown over consulates and by individual firms to show their allegiance. Within the French Concession the French tricolour was most usually flown.





BUILDING SHANGHAI'S ROADS



THE INTERNATIONAL SETTLEMENT

The original Land Regulations of 1845 governing the British Settlement had provided for just four roads, those that came to be named Hankow (Hankou), Kiukiang (Jiujiang), Nanking (Nanjing), and Peking (Beijing). Additionally, the river frontage was to be preserved, initially as a towing path though eventually to become the raised Bund waterfront (the word Bund, often mistaken for a German expression, actually derives from the Hindustani word meaning an artificial causeway or embankment), which was only 25 feet broad anyway.

Virtually from a few yards back from the Bund the British were confronted with a settlement that was largely marsh, with little firm ground, and intersected everywhere by numerous creeks and ditches. The irregular line of the original **Nanking Road** was due to its following the course of a large creek, which ran from the Yangjing Creek along **Kiangse Road**, down **Nanking Road** to the Whangpoo. According to H. W. MacLeelan of the *North-China Herald*, and one of Shanghai's first historians, in his book *The*



Story of Shanghai From the Opening of the Port to Foreign Trade (1889), “So tenacious was the mud of the place that people who did not take care would leave their boots and shoes in it. A considerable time elapsed before the ground was put in order, drained, the creeks and ponds filled up, and the building yards by the river cleared away.”

Money was a problem too; Shanghai was a treaty port, not a fully-fledged colony and so budget was limited. There was effectively no money put aside for the construction of roads. The original planners and the devisers of the Land Regulations had seen the city as dominated by palanquins, sedan



chairs and wheel barrows as modes of transport (not to mention mostly feet and remembering that the rickshaw didn't arrive in Shanghai from Japan until 1874); the importance of roads and the growth of Shanghai were not fully appreciated by the early administrators of foreign-controlled Shanghai.

These administrators took the form of the Committee on Roads and Jetties (which eventually was to become the genesis of the more all-encompassing SMC in 1854). However, their lack of vision—for instance they rejected an idea from Consul Balfour that all roads should be at least 25 feet wide—ensured that many initial roads were badly made, inadequately paved and too narrow. A compromise of 22 feet was reached but not always adhered to in practice. The Committee on Roads and Jetties did plan roads but initially spent most of its time trying to get some form of sewer system in place.

Initially the road system in the foreign settlements grew through private initiative, finance and endeavour. Those early residents and businesses that rented land had to construct their own roads for their own personal convenience and access. As **The Bund** became developed so the Settlement moved westwards—first as far as **Barrier Road** (now Henan



Road) and then as far west as Defence Creek. This expansion required more roads. The individual landowners, usually companies, maintained the roads using largely clinker and gravel. Narrowness soon became a problem—with one eye on the cost, the foreign trading companies (the *Hongs*) did not make roads any wider than necessary to transport the bales or wheelbarrows of their goods from the jetties on the river to their warehouses.

A more substantial road network was required. The Committee on Roads and Jetties planned four major thoroughfares from **The Bund** running westwards and a series of roads running parallel with the river frontage. Eventually the management of most of these roads was handed over to the SMC as things became less ad hoc and more formalized. Still, this early roads privatization can still be appreciated in the road names, for instance **Jinkee Road** (now Dianchi Road), running off **The Bund**, formerly led to the offices and warehouse of Gibb, Livingston & Co. Ltd. Gibb, Livingston's Chinese, or *Hong*, name was Jin Kee. When the company handed over their private road to the SMC to become a public thoroughfare it officially became **Jinkee Road**.

As more residents of the settlements, both foreign and Chinese, built private residences so additional roads were created. Naturally the quality of these roads varied widely—Shanghai being built on largely alluvial marsh presented some problems (and additional expense) for the road builders. Granite chips (incredibly slippery when wet) were first used in 1856 on **Mission Road** (which later became **Foochow Road** and is now Fuzhou Road). Others used brick foundations (which sunk) and others cinders and clinkers obtained from visiting steamers (that didn't last long and needed constant replenishment). At the time all Shanghai's roads were unmetalled (similar to bridleways) and so when it rained most were impassable as runoff and erosion were major problems. Over the decades road-building technology improved. In 1906 the SMC started using Ceylon Ironweed (*mesua ferrea*) to pave the roads, initially at the junction of **Nanking Road** and **Chekiang Road**. By 1930 the SMC was laying asphalt, about two decades after asphalt had appeared on European and American roads, and then macadam. Additionally as the SMC began to instal public services such as water and electricity these too tended to follow the roads—gaslights in 1865, electricity in 1882, telephones in 1881, running water in 1884 and tram systems from 1908.



Prior to the 1860s the initial basic road layout required few names. After the 1860s, as more roads appeared, systems were introduced such as naming those roads running westerly from **The Bund** after major Chinese cities.

MAIN ROAD NAMES PRIOR TO THE 1860S

Pre-1860s	Post-1860s	Current
Bridge Street	Szechuen Road	Sichuan Road (Middle)
Church Street	Kiangse Road	Jiangxi Road
Customs House Road	Hankow Road	Hankou Road
Fives Court Lane	Tientsin Road	Tianjin Road
Mission Street	Foochow Road	Fuzhou Road
North Gate Street	Canton Road	Guangdong Road
Park Lane	Nanking Road	Nanjing Road (East)
Rope Walk Road	Kiukiang Road	Jiujiang Road

As things became more organized the situation moved from one of private individuals and companies building roads, only to later cede responsibility for their upkeep to the SMC, to one where the Council built the road and also maintained it on private land. Eventually the SMC both leased the land and built the road for public use from public funds as its tax base expanded. This haphazard road development was further complicated by the many wooden gates that had been erected on some roads to prevent sudden attacks by mobs or rioters. These gates were closed at night and guarded by watchmen. The last was not removed from **Nanking Road** until 1866.

As the now familiar grid pattern emerged out of the more random pattern of roads in the International Settlement, other major thoroughfares into and out of the Settlement were created. During the Taiping Rebellion (when fighting reached the suburbs of Shanghai around Songjiang and Qingpu) several roads were created for transporting supplies and ammunition. These included **Jessfield Road**, which connected to the ferry terminal on the Soochow Creek. Afterwards this road was kept up for a time by James Hogg, of the large local trading company of Jenner Hogg & Co., including the



Zhaofeng Garden at the rear of the property. It was later taken over by the SMC as the External Roads Area to the west of the settlement developed.

THE FRENCH CONCESSION

To be fair, the French were more blasé than the British when it came to constructing roads in their concession. The land that comprised Frenchtown was less developed than the British Settlement and the number of foreigners living there also significantly less for sometime. There was a diplomatic presence and a few merchants but nothing to rival the great *Hongs* of Jardines, Dents and Gibbs in the British sector. There were no Land Regulations similar to the British determining number of roads, condition and upkeep, though the French authorities did appoint a full-time and paid Inspector of Roads.

The French also suffered from their closer proximity to the Chinese city, which was in a state of turmoil throughout most of the 1850s as the Small Swords Society (*Xiao Dao Hui*) rebel group occupied the walled Chinese city and most of the Chinese sections of Shanghai, making their headquarters in the Yuyuan Gardens. Though they did not invade the foreign concessions, a large number of Chinese refugees were forced to flood into the foreign concessions, particularly Frenchtown, immediately adjacent to the walled enclave throughout this period, dramatically increasing the population. Eventually French troops were sent in to support Qing imperial troops and quell the Small Swords. While all this was going on road building took a back seat.

In 1857 a committee was formed of the major land renters of the French Concession to address the issue of road construction. The first planned thoroughfares were what became **Rue du Consulat**, **Rue Colbert**, **Rue Jeanne d'Arc**, **Rue Petit**, **Rue Discry** and several others. As in the British sector, some of these roads emerged from the actions of the French roads committee and others were built by private business concerns.

Again, as with the British settlement the French gradually regulated their affairs—though somewhat later. The *Conseil Municipal* was formed in 1862 and a more formal Council in 1866. Once a tax-raising *Conseil* was in place with urban planning and road construction powers, the roads of Frenchtown began to be laid out in more detail.



E **EDWARD VII AVENUE**—named in memory of the Francophile English King (1841-1910) who founded the *Entente Cordiale* between England and France. However, although he was the son of a German and known as the “Peacemaker”, he was unable to prevent the outbreak of World War One, which started shortly after his death.

As this road formed the border between the International Settlement and the French Concession it was referred to as **Avenue Edouard VII** on the French side and had road names with the respective different spellings on either side of the road. Prior to 1914 the road was the Yangjing Creek (pictured above left before the creek was covered), a malodorous and winding tributary that marked the division between the International Settlement and the French Concession. It ran from **The Bund** and had many small bridges crossing it. This meant that the road was less uniform and aligned than other roads.

The Shanghai Cotton Goods Exchange was one of the most impressive buildings on the Settlement side of the road (now the Natural History Museum)—built in 1923, it is a good example of the neo-classical style.

Edward VII Avenue, or *Yangkingpang* to the Chinese, was also home to the San Yih Tang School, which had been established to educate poor Chinese children. However, the road also had its entertainment venues—the Ambassador Ballroom that flourished in the 1920s and 1930s was at 741



with, so they claimed, “100 of the prettiest dancing hostesses for your entertainment” and the added attraction (presumably) of “pure liquors”.

ELGIN ROAD—located in Hongkew and named after James Bruce, 8th Earl of Elgin and 12th Earl of Kincardine (1811-63), the British Minister to China in 1857. His father, the 7th Earl, was the man who acquired the Elgin Marbles housed in the British Museum in London, whose return is vociferously demanded by Greek nationalists. The Chinese of course remembered him as the man who ordered the complete destruction of the Old

Summer Palace in the Second Opium War during the disastrous Elgin Mission (1857-59). Around the turn of the century, as the population of the Settlement grew, the Municipal Council decided more schools were needed and as a result the first Public School for Chinese was built on Elgin Road in 1904 with wealthy Chinese furnishing the land, and the Council erecting the building. In 1937 barricades were erected in the road as a precaution against a Japanese invasion of the Settlement.

EWO ROAD—named after Jardine Matheson’s Chinese *Hong* name—Ewo—originally derived from the wealthy Hong merchant Howqua (Wu Ping-chien) of Canton, who worked closely with Jardine and Matheson in the 1800s and accrued immense wealth and influence. Products with the Ewo stamp on them now command small fortunes from collectors. The road was short, running off **Broadway East** to the river that connected to the Ewo Public Wharf. At the start of the twentieth century Jardine Matheson owned and controlled 3,000 feet of the most valuable wharf frontage on the Shanghai side of the river and a further 2,550 feet Pootung-side. The wharves were capable of accommodating ten large ocean-going vessels at a time. The Ewo Public Wharf also provided a handy connecting point across to Pootung-side.

EZRA ROAD—a small road that formed a crossroads with **Central Road** between **Kukiang Road** and **Nanking Road**. Named after Isaac “Ned” Ezra (died 1892), one of the first of the famous Baghdadi Jewish merchants in Shanghai.



F **FEARON ROAD**—named after Christopher Augustus Fearon of Fearon & Daniel, Chairman of the SMC in 1854. Fearon joined the Royal Navy as a midshipman in 1800, and claimed to have fought at the Battle of Trafalgar in 1805. After Trafalgar, Fearon joined the East India Company as a Third Officer on the East Indiaman *Charlton*, bound for Madeira and Bengal, in 1809. However, the French inopportunely captured the *Charlton* and Fearon spent five years as a prisoner of war. He later set up in business in Canton (Guangzhou) through the period of the First Opium War and the end of the East India Company's monopoly on the China trade. Fearon also effectively launched what became the well-known Fearon Dynasty with branches in China, America and Australia. His eldest son became the first Registrar General of Hong Kong, and later the first Professor of Chinese at King's College, London, while other sons went into business. Fearon retired to Parramatta, near Sydney where he married his second wife Grace Adriana du Moulin, the daughter of James du Moulin who had been surgeon to the Duke of Wellington at Waterloo.

The road wound its way along the banks of the north-west running creek. At the corner of Fearon Road and **Broadway** was the New Traveller's Hotel, run by its proprietor Mrs. Sterling. However, arrival at Fearon Road was not always to be desired—in the early years of the twentieth century the Municipal Council opened the Public Mortuary on the road. Some complained that, surrounded by godowns and factories as it was, the cemetery lacked charm! So the Council planted shrubs and trees in 1907 to try and make the place a bit more “charming”, though nobody apparently expressed themselves eager to get in.

FERRY ROAD—took its name from the old ferry over Soochow Creek and better known to the Chinese as Little Ferry Road. It was actually a long road running south from the Soochow Creek and **Iechang Road**, crossing **Bubbling Well Road** as far as **Weihai Road**. Part of Ferry Road was dominated by the Americans, especially the US Marines. The American Players Canteen, their first regimental club in Shanghai, was at 30 and the Privates Club at 762 (which moved location a lot on both **Seymour Road** and Ferry Road over the years) while half a dozen buildings were occupied by the Marines as billets in the 1930s. The Marines doubtless also enjoyed the well-known Del Conte Restaurant and Bar at 1628-30.

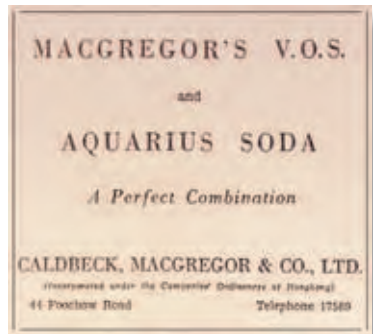


FIVES COURT LANE—The Fives Court was situated at the corner of Nanking Road and Honan Road and was one of the first formal sporting venues in Shanghai. It was also the original name prior to the 1860s for what became Tientsin Road (see separate entry). Fives, or hand-tennis, is a British sport in which a ball is propelled against the walls of a special court using gloved or bare hands as though they were a racquet. At the time of its popularity the Fives Court was on the western edge of the Settlement and occasional fights broke out between foreigners and Chinese. The foreigners formed vigilante committees to protect themselves and these eventually morphed into the more organized and regimented Shanghai Volunteer Corps.

FOKIEN ROAD—alternative spelling of Fujian, the province on the south-east coast of China. Between Shanse Road and Fokien Road was a Buddhist Temple, the *Hung Miao*, that was one of the most popular Chinese temples in Shanghai visited by thousands of the faithful daily to pay respects at the shrine to *Kwan-yin (Guanyin)*, the Goddess of Mercy. The road was also home to several silk weaving mills and between Honan Road and Fokien Road were any number of made-to-measure tailors. The street became narrow at some points and was too narrow for cars but was suitable as a swift cut-through for rickshaw pullers. In the very early days of the treaty port Fokien Road had been alternatively known as Stone or Barrier Road as it bordered the Soochow Creek. There was a small bridge over the Creek, known as Taylor's Bridge, as an American missionary had built a small church there, on the French side, behind the early French Municipal Buildings.

FOKIEN ROAD NORTH—the continuation of Fokien Road across the Soochow Creek and into Hongkew.

FOOCHOW ROAD—as in the former spelling of the city now known as Fuzhou in Fujian Province. This was an early road in Shanghai and originally called Mission Road before the Municipal Council standardized those roads running off The Bund with Chinese city names. As Mission Road it had been the first road in Shanghai, in 1856, to be surfaced with granite chips—making it one of the best roads in the Settlement at the time (which, to be fair, wasn't saying much).





The road (pictured above & opposite) became one of the most interesting and varied in Shanghai and home to a great variety of Chinese restaurants. There were also many Chinese teahouses on the road and the Tien Che Theatre, one of the three largest in the city. Foochow Road was also traditionally home to bookstores (including the three biggest and most famous: Zonghua, World and Great East), restaurants, warehouses and opium dens as well as being home to the American Club, built in 1924 in American Georgian colonial style with bricks imported all the way from America by the firm of the American architect, R. A. Curry and designed by Curry's new assistant, the architect László Hudec (1893-1958) —ladies were allowed in on George Washington's birthday only. The Club was also home to the American Chamber of Commerce and the LeSalle Extension University, as well as having fifty "bachelor bedrooms" and two dining rooms for its members, a billiards room, card room, Mahjong room, writing room, library and a bowling alley in the basement.

The 1933 edition of Carl Crow's *Handbook for China* describes Foochow Road as worth visiting at night, "...when it is ablaze with electric lights in huge, fantastic signs" under which street peddlers and fortune-tellers would gather. Food was a major draw on Foochow Road which was home to the Hang Fa Lau Cantonese Restaurant at 526 (reputedly the best in Shanghai), the Da Ya Loo Peking-style Restaurant at 231, the Xinghua Lou (Apricot Blossom) Restaurant and many others spreading round onto

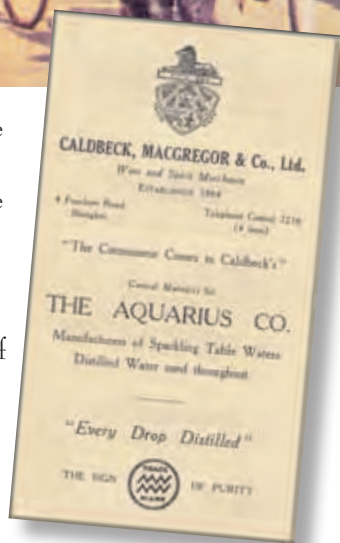


Hankow Road. There was also a popular food market (the last vestige of which still clusters determinedly at the modern day junction with Zhejiang Road). Hui Le Li (The Lane of Lingering Happiness) was located at 726 and was famous for having 151 singsong houses, which provided precisely 151 reasons for Chinese gentlemen to linger.

Foochow Road was also the administrative heart of the International Settlement with the Central Police Station, which included the offices of Special Branch (formed in 1898 and known as the “Intelligence Office” until 1925) and had first been built on the road in 1854, the headquarters of the Shanghai Volunteer Corps as well as most of the chief departments of the city government while the major administration building of the Municipal Council occupied a full block at the junction with **Honan Road**. This was also the site of the Metropole Hotel (built in the 1930s and not to be confused with the earlier Metropole on **Bubbling Well Road**) and Hamilton House, a 1930s office building.

FORD LANE—a small road out in Yangtszepoo that once spanned a small ford of two narrow creeks long covered up.

FUNING ROAD—A small road in Yangtszepoo running between Tsi Tsi Har Road and Chemulpo Road.





THE FRENCH CONCESSION

A

RUE ADINA—there is no recorded reason why this road, constructed around 1930, was given the name Adina. However, legend has it that it was rather charmingly named after a lady secretary in the real estate company who owned the major property on the road, or so the legend went.

RUE DE L'ADMINISTRATION—the road, one of the first to be formally laid out in the French Concession (around 1863), was a continuation of **Shantung Road** across **Avenue Edward VII** into Frenchtown down to the border with the Chinese city. Its name was changed to **Rue Mathieu** in 1921 (see separate entry). Originally it was named after the French municipal offices and town hall (*Hôtel Municipal*) which, before World War One, were located between Rue de l'Administration and **Rue Protet** on the corner of **Rue du Consulat**. The civic structures that gave the road its name are now all gone though were once considered among the finest public buildings in Shanghai, including an impressive flight of stairs, a *Fêtes* Hall for functions and a statue in the gardens to Admiral Protet (see **Rue Protet**). The town hall and municipal offices moved to a new site on **Avenue Joffre** in 1934. The road was controversial as, to construct it, the French authorities had had to clear a number of graves belonging to the Fokien (Fujian) Guild who were not best pleased and protested.

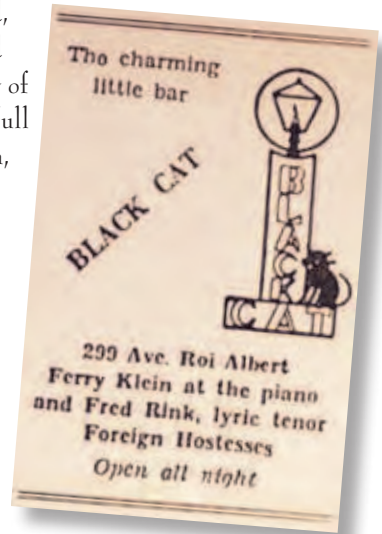
AVENUE DU ROI ALBERT—formerly known as **Avenue Paulun** (see separate entry) before being renamed in 1915 after the King of Belgium (left), Albert I (1875-1934), who was seen as a hero for having resisted German aggression in 1914 and fought with his troops at the front.





Harry, the eldest son of Mohawk Morris, the owner of the *North-China Daily News*, had a large mansion on the road, which housed his collection of antique violins and had extensive gardens that employed a small army of gardeners. The Morriss Estate, which occupied a full block in the densely populated French Concession, had been acquired by Harry as the art-deco style Morriss family compound in the 1920s.

Like their father before them, the three Morriss brothers were keen racehorse and dog owners (Harry's racehorse *Manna* was the winner of the 1925 English Derby). This interest was a bonus for the Morriss estate, which, handily, was adjacent to the French-built dog track, the Canidrome (officially the *Champs de Courses Français*) at 439 Avenue du Roi Albert, which opened in 1928 and could hold 50,000 spectators. The brothers were able to conveniently walk their racing dogs over to the Canidrome for meetings. Next door was the Shanghai Hai-alai Auditorium (*Jeu de pelote basque - Pari Mutuel*). For those in need of refreshment the Black Cat Bar was at 229 while close by at 305 was the Barcelona Restaurant. Mary's Beauty Parlour provided permanents, pedicures and manicures at 310.



At the northern end of the road was the stunning Möller Villa, completed in 1936 to resemble a European castle and constructed by Eric Möller, a wealthy businessman, for his daughter, who dreamt of owning a house like that of a princess in one of Hans Christian Andersen's fairy tales. It took seven years to finish and boasts 106 rooms.

RUE D'ARCO—the origin of the name of this road appears lost. In his study of the roads of the French Concession J. H. Hahn suggests a possible link to the Giuseppe Verdi opera *Giovanna d'Arco* (1845). This makes a certain sense as the opera concerns the life story of Joan of Arc, of course a French national heroine. As the authorities had already constructed one road celebrating Joan (**Rue Jeanne d'Arc**) but then changed its name (to **Rue Laguerre**), this was perhaps a way of rehabilitating the Maid of Orleans in Shanghai. However, Hahn also suggests that the road's name could have



been derived from the initials of the Asia Realty Company. A walk along the small road (now a lane) supports this supposition as there are several former Asia Realty buildings along the road. The Asia Realty Co. was the brainchild of Frank Jay Raven, a Californian who arrived in Shanghai in 1904, made his fortune and started the American-Oriental Finance Corporation, the American-Oriental Banking Corporation and Asia Realty. Raven served on the Municipal Council, married the daughter of a missionary and served no liquor at his extensive **Hungjao Road** estate.

**B**

RUE BARD NORTH—named after Eugène Bard, an early member and Chairman of the *Conseil Municipal* between 1897 and 1899. The road contained a number of lodging houses occupied by Chinese and Shanghaianders. Sieng Cieu An, manufacturers of the best lacquerware from Foochow (Fuzhou) maintained their showroom at 372 while at 366 was the Chung Hua Chemical Research Laboratory established by Chinese graduates of Cornell University. Science was a theme on the road—the Chinese Society of Chemical Industry was located at 381. In 1920 the Bowen Women's School (founded in 1917 in a *shikumen* property) at 389 was used to lodge the delegates to the Chinese Communist Party's First Congress with the classrooms turned into dormitories. Mao and his comrades resided there posing as a group of Peking University teachers and students on a summer excursion.

RUE BARD SOUTH—see previous entry. The South, North designations on the road appear to have been dropped in 1921 with the entire road known as simply Rue Bard.

RUE ADMIRAL BAYLE—built in 1901 and known as **Rue Omichan** until 1906, when it was renamed after the Commander-in-Chief of French Forces in the Far East between 1905 and 1906, Admiral Charles-Jesse Bayle (1842-1918). Bayle was familiar with the waters of China and the surrounding area having served in Cochin-China, Japan and Hong Kong as well as having commanded the *L'Amiral Charner* on Yangtze patrol in 1901. As well as a road in Shanghai, the esteemed Admiral had a cape in Antarctica named after him too. The road was a continuation into



Frenchtown of **Mohawk Road**. The China National Amateur Athletics Association maintained its offices on the road, which in the late 1920s doubled as the Chinese representatives on the *Comité International Olympique*. China did not participate in the 1928 Amsterdam Olympics but did make the Los Angeles Olympics in 1932 with a single athlete.

RUE PAUL BEAU—built around 1901 and named after the French Minister in Peking who negotiated the Boxer Protocols for the French in 1901-02 and then later became the *Gouverneur-général de l'Indochine Française* between 1902 and 1908. Beau (1857-1927) succeeded Paul Doumer (who also had a Shanghai road named after him) as *Gouverneur-général*. However, after Beau the tradition of naming Shanghai French Concession roads after former *Gouverneur-général* appears to have died out. Beau was considered relatively enlightened, being particularly renowned for trying to raise education standards for France's citizens in Indo-China. Part of the road (the northern end) became **Avenue Dubail** in 1904 (see separate entry). The road contained a number of boarding houses.

BLOOD ALLEY—see separate entry for **Rue Chu Pao San**. Arguably foreign Shanghai's most notorious bar street and officially **Rue Chu Pao San**. Ralph Shaw, a British soldier turned journalist perhaps described it best in his autobiography *Sin City* (1973): "Blood Alley...was a short road of **Avenue Edward VII**—a thoroughfare entirely dedicated to wine, women, song and all-night lechery. The only 'business' of Blood Alley was the easy pickings to be had from the drunks, the sailors, soldiers and cosmopolitan civilians, who lurched there in search of the joys to come from the legion of Chinese, Korean, Annamite, Russian, Eurasian, Filipino and Formosan women who worked the district. Here were the Palais Cabaret, the Frisco, Mumms, the Crystal, George's Bar, Monk's Brass Rail, the New Ritz and half a dozen others (The Fantasio was probably the most upmarket, along with the Ritz)—open in the case of the cabarets around 6pm daily and closed, depending on the staying power of the customers, any time after 8.30am the following day. Some of the bars never seemed to close." The roads sobriquet derived from the legendary and frequent knock-down-and-drag-out fist fights between foreign sailors and soldiers that regularly broke out and provided much amusement for patrons, working girls and passing curious locals.



RUE BLUNTSCHLI—built around 1902 and initially known as **Rue Hanchan** until 1906, when it was renamed after a member of the *Conseil Municipal* who served in the 1870s and 1880s, G. Bluntschli who served two terms as Vice-Chairman. Bluntschli was also a partner in the firm Cozon and Giraud which had offices on **Hankow Road** in the International Settlement.

ROUTE BOISSEZON—named after a French resident of Shanghai, Gustave de Boissezon (1891-1917), who died in the First World War in the trenches at Chaume Woods on the Meuse River, part of the Western Front at Verdun. De Boissezon was a Sergeant in the French *6^e Régiment d'Infanterie Coloniale* where he received the *Croix de Guerre* in October 1916.

RUE AUGUSTE BOPPE—originally called **Rue Longkiang** when constructed around 1901 and then **Rue Eugène Bard** (see separate entry) until 1921 when it was, once again, renamed after the French Minister to Peking between 1917 and 1921, Auguste Boppe (1862-1922). The French government had decorated him during the retreat of the Serbian Army in the First World War. He was considered one of France's foremost Orientalists and eventually died in Peking. As well as the Bowen School for Girls where Mao and his colleagues stayed during the First Congress of the Communist Party in 1921, much of the road (the low numbers) was composed of lodging houses with businesses and schools at the other end.

RUE BOURGEAT—named after a French resident of Shanghai and prominent lawyer in the French Mixed Court, Louis Alfred Bourgeat (1882-1916), who died on the Somme in the First World War while a lieutenant in the *Régiment d'Infanterie Coloniale*. Bourgeat, originally from Rhone, had been a prominent lawyer in Shanghai with a practise on **Rue du Consulat**. He was awarded the *Croix de Guerre* and when news of his death reached Shanghai the flag at the Shanghai Club on **The Bund** was flown at half mast in his honour.

Before 1921 Rue Bourgeat was the western end of **Rue Doumer** (see separate entry), which had been renamed to commemorate the assassinated French President Paul Doumer. The road was home to the glorious Cathay Mansions building (265) (right). The complex, first opened in 1929, consisted of two apartment blocks (opposite)—one a British Gothic tower of

brown brick and the other composed of a central tower that opens out to stepped art-deco wings. According to *Fortune* magazine, at the time the aim of the luxury apartment building was “to relieve *taipans* of the onus of maintaining big mansions that were heavily staffed.” The Cathay Mansions were expensive and so local businesses were upmarket too including Eugene Italian Beauty Parlour at 496 and the headquarters of the Yellow Taxicab Company of China (338), one of Shanghai’s major taxi companies.

One of the best-known buildings on the road was the Lyceum Theatre built in 1931 by the British Consul for the Amateur Dramatics Society. This was in fact the third building on the Lyceum site to be used for entertainment—the first Lyceum Theatre was wooden and destroyed by fire in 1871; the second was built in 1874 and then replaced finally in 1931. The theatre was home to the Shanghai Amateur Dramatics Society and some reputedly awful offerings from the American Players of Shanghai, which are probably best forgotten. Though the acting could be hit and miss the Amateur Dramatic Club’s “Green Room” bar was always popular. Without doubt the most famous graduate from the am-drams at the Lyceum was Margaret “Peggy” Hookham, the daughter of a British American Tobacco executive in Shanghai. She eventually left to study ballet in London and became better known as Dame Margot Fonteyne. As tastes changed the theatre installed a projector and alternated movies with stage plays.





Though one of the French Concessions flashier roads, Rue Bourgeat was also the original home of St. Tichon Children's Orphanage set up by the Orphanage's Committee for Helping the Poor (770) and the Aurora College for Women at 181.

QUAI DE LA BRÈCHE—an early road in the French Concession, the Quai was originally built in the 1860s but then rebuilt and renamed as the **Boulevard des Deux Républiques** around 1913. *Brèche* referred to the “breach” in the wall the French made in their fight against the Small Swords Triads that held the Chinese city in 1854-55 during the Taiping Rebellion. The Triads had built a small fort on French land which they refused to remove. The French, under Admiral Laguerre commanding the frigate *Colbert* (both of whom got roads named after them), bombarded the Chinese city's northern wall. A new northern wall was later built between the French Concession and the Chinese City to be called the *Hsin Pei Men* by the Chinese and *Porte de Montauban* by the French after one of their most notorious generals (who also got a road named after him)—**Rue Montauban**.

RUE DE LA BRÈCHE—(see previous entry) an early road of the French Concession marked on maps dated around 1858 close to the river and what became **Rue Montauban**. However, the road appears to have ceased to exist relatively early on—perhaps a victim of the covering over and redevelopment of the Yangjing Creek around 1917.

RUE BRENIER DE MONTMORAND—named after the French Consul in Shanghai between 1864-69, Vicomte Antoine Maxime Brenier de Montmorand. A diplomat, he served as the French Minister in Peking between 1876-79 with stints in Chile and Cairo in between. He was a scholar who's contributions included a paper *Sources thermales dans l'île de Formose* (*Thermal Springs on the Island of Formosa*) for the *Bulletin de la Société de Géographie* published in 1865. He was also known for his defense of missionaries attacked in the hinterlands of China and was the son of Antoine François Brenier de Montmorand (1767-1832), a noted French General during the First French Empire who is recognized on the *Arc de Triomphe*. The road was originally started in 1898 and known as **Rue Langchan** before the name was changed in 1906 and the road lengthened.



In 1930 massive strikes broke out across the French Concession and lasted for 54 days. Workers were angry at rising food prices and their declining standard of living. In July 1930 French riot police clashed with strikers on Rue Brenier De Montmorand which led to strikers receiving severe beatings. Paris ordered the French Concession authorities to resolve the dispute after the violence.

ROUTE BRIDOU—named after Monsieur Bridou, the General Agent for the major French shipping line *La Compagnie des Messageries Maritimes* (Marseilles to Shanghai being a major route for them) between 1910 and 1920. Bridou himself was obviously an upstanding Shanghaier. Far more interesting is Bridou's daughter, Marie-Madeleine, who was born in Marseilles in 1908 but lived the first ten years of her life in Shanghai. She eventually returned to France and lived in Paris where she became deeply involved in the resistance to the Nazi occupation and the puppet Vichy government through being a principal in the operation "Noah's Ark", which established a series of transmitters relaying information from occupied France to British intelligence. During the War she was hunted by the Nazis, spent time in Britain, parachuted back into France after the Allied landing in Normandy in June 1944, was captured by the Gestapo (for the second time!) but managed to eventually escape (also for the second time) and rejoin the Allied forces in time to liberate France.

AVENUE BRUNAT—(which after 1915 became **Avenue Joffre**, see separate entry) after Paul Brunat, a French businessman and architect working for a French trading company in Yokohama, who opened the first modern Japanese silk spinning factory at Tomioka in 1872, moved to Shanghai and was an active member of the *Conseil Municipal* between 1881 and 1906. Brunat became the Shanghai manager for the American traders Russell and Co.'s silk filatures before starting his own company. Brunat deserves special mention as, as well as being the manager of the local French newspaper *L'Echo de Chine* briefly and a keen member of the *Société Dramatique Française*, he first proposed the extension of a good-quality road into and out of the French Concession to improve access. Avenue Brunat was originally quite a countrified road when first laid out around 1901 and dominated by the *Ecole Municipale Française* founded in 1909.



PARC BRUNAT—located between the intersections of *Avenue Joffre*, *Route Alfred Magy* and *Route Boissezon* and first laid out in 1920. As the former *Avenue Brunat* had been renamed a few years earlier as *Avenue Joffre*, Brunat's name and contributions (see previous entry) were kept alive by naming the small park after him.

RUE BUISSONNET—named after Eugène Napoléon Buissonnet (1834-1902) who had arrived in Shanghai in 1854 to work for Chatron, Brisson et Cie. He was a member of the *Conseil Municipal* who happened to be placed in charge of the construction and maintenance of roads in the Concession. He was also active in forming the Concession's police force, the French Volunteer Corps and became president of the first French Municipal Council. His business dealings brought him great wealth and he later returned to France having also written a book, *De Peking à Shanghai: Souvenirs de Voyage* (1871). Buissonnet was a congested road best known for the plethora of tailors that clustered along it.



RUE CASSINI—laid out around 1926 and named after the French warship that arrived in China in 1851 at the start of the Taiping Rebellion and was, for a time, the only foreign naval presence in Shanghai.

RUE CHAPSAL—named after a General Agent of the French shipping line the *Messageries Maritimes* in the 1880s and Chairman of the *Conseil Municipal* in 1881. Originally the road ran across the boundary between the French Concession and the International Settlement becoming *Tampsui Road* (this portion no longer exists). The road is linked strongly to Chen Yingshi who was an anti-Qing officer who in the winter of

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1915 led an attack that took control of the battleship *Zhaohe* on the Whangpoo. From there they tried to take the Shanghai arsenal but the attempt failed and collapsed into chaos. The *Zhaohe* was recaptured; Chen's soldiers hunted down and Chen himself murdered by Chinese strongman Yuan Shih-kai's thugs in an apartment at 14 Rue Chapsal. The road was briefly later renamed Yingshi Street in his honour. The Chinese Municipal primary school (*École Primaire Municipale Chinoise*) was also on the road.

After the Japanese attack on Shanghai in 1937, the Japanese believed that assassinations and attacks on Japanese persons and property were being carried out by Chiang Kai-shek's infamous Blue Shirts in Shanghai led by former police chief Cai Jiangjun who had become the head of the Shanghai branch of the Moral Endeavour Society (*Lizheshe*) which was based in the Paris Mansions on the corner of Rue Chapsal and Rue Lafayette.

PLACE DU CHATEAU D'EAU—see **Quai de la Pagode**. The road was only briefly known as Place du Chateau d'Eau and so named after a 90-foot high water tower erected along the road by the waterworks company for the French Concession.

RUE CHEVALIER—laid out around 1902 and named after the Jesuit Father, Péré Stanislas Chevalier (1852-1930), who was also an astronomer, one of the pioneers of the Siccawei Observatory and for a time its director. He was involved with the observatory at Sheshan, near Shanghai, which houses an interesting earthquake monitoring device comprising a jar with dragon heads around the outside and a pendulum inside. Each dragon has a steel ball in its mouth. When an earthquake occurred the pendulum would swing, knock a dragon causing its mouth to open and a ball to drop out and thereby point out the quake's direction. Chevalier had arrived in China in 1883 and among his accomplishments was a rather thorough mapping of the Yangtze River in the 1890s. In 1921 the northern end of the road was renamed **Rue Jupin** after a Frenchman who died in World War One (see separate entry). The headquarters of the French Concession police force were at 22 and the road was also home to the French Concession jail and the Shanghai Special Court.

CHIAO TO ROAD—opposite Route Ghisi.



RUE CHU PAO SAN—or often alternatively Rue Chao Pau San. Laid out in 1922 and named after a prominent Chinese Councillor on the *Conseil Municipal*, a long-serving member of the city's Chinese Chamber of Commerce and a major Chinese philanthropist Chu Pao San (1848-1926) from Zhejiang Province, who had business interests in a range of Chinese banks, insurance companies, construction firms, newspapers and French shipping lines. He didn't quite live long enough to see his road become better known as **Blood Alley** (see separate entry) lined with bars, brothels and cabarets and frequented mostly by visiting sailors and soldiers who enjoyed regular punch-ups. This naturally meant that the road, which was only 110 yards long, was home to many lower level prostitutes, streetwalkers or "wild whores" known as "salt water sisters" (*Xianshuimei*) and "nailers" who hung around the bars such as Pop's Place at 27.

RUE DU CIMETIÈRE—(see also **Rue du Marco Polo**) the continuation of the International Settlement's **Cemetery Road** into the French Concession. The road ended at the Pabsienjao (Baxianqiao) Cemetery on **Avenue Joffre** at the junction with **Rue Vouillemont**. The cemetery, which remained in use until about 1935 with nearly 4,000 people buried there, is now gone and replaced by Huaihai Park. Among the noted Shanghailanders buried in Pabsienjao were Arthur Smith who (despite his rather non-gallic name) was the first French Inspector of Customs in Shanghai attached to the French Consulate as an interpreter and the well-known and notorious Henry Burgevine (1836-65), the hard drinking American who succeeded Frederick Townsend Ward briefly as leader of the foreign mercenary-staffed Ever Victorious Army, organized to protect Shanghai from the Taiping rebels.

RUE BRODIE CLARKE—laid out in 1900 and named in remembrance of Brodie A. Clarke (1844-1931) who died in 1931, aged 87, after living for 68 years in China. Clarke was an original member of the Shanghai St. Andrew's Society as well as commanding the Shanghai Volunteer Corps in the worrisome year of 1900. He had started as a clerk with Jardine's before setting up on his own and becoming wealthy with a fine residence on the **Bubbling Well Road**. Clarke was a Scotsman who spoke no French but still somehow managed to become a member of the *Conseil Municipal*. Clarke was a noted habitué of the race club, the paper hunt, rowing and golf as well as being a volunteer fireman and a leading freemason (holding the post of



Preceptor of the Celestial Preceptory of the Knights Templar).

As with many roads in the vicinity of Rue Brodie Clarke and the Great World Amusement Palace—**Rue de la Sœur-Allègre**, **Kraetzer**, **Wagner** and **Marco Polo** among them—the road contained a number of *Yeji* houses where Chinese prostitutes charged clients based on time spent in their company.

ROUTE COHEN—named after a French resident of Shanghai, André Samuel Cohen, who died in the First World War. Cohen is thought to have run the Star Garage specializing in rickshaws in Shanghai before the War. The Brazilian Consulate was at 359 and the road contained many fine examples of art-deco apartments and villas.

RUE COLBERT—an early (1850s) but small road that runs from the **Quai de France** to **Boulevard des Deux Républiques** and the border with the Chinese City. Though running parallel to **Rue du Consulat**, Rue Colbert was less grand and composed mostly of commercial buildings and the French Hospital (founded 1864), later to be renamed the General Hospital (on the corner with the **Quai de France**), which never got out of debt and was always on the brink of closure. The road was named after the French warship that had accompanied the *Cassini* up the Whangpoo River to bombard the occupied Chinese City during the Taiping Rebellion.

ROUTE DE L'AMIRAL COURBET—named after Anatole Amédée Prosper Courbet (1827-85), a French admiral who won a series of important land and naval victories during the Tonkin Campaign (1883-86) and the Sino-French War (1884-85). He was for a time Commander of France's Far East Squadron and was awarded a state funeral on his death. For many years the Czech Consulate was at 50. By way of contrast during the Second World War, French gangsters ran a lively casino at 43.





RUE DU CONSULAT—one of the earliest roads in the French Concession laid out in the 1850s and then extended westwards in the 1860s as far as the

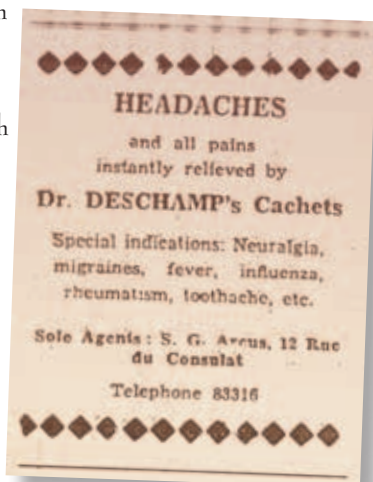


approach road to the Pabsienjao Cemetery (**Rue du Cimetière**), magnificently arcaded and largely lined with shops, hotels and other businesses. The road gained its name from the French Consulate building (pictured left) at No. 2. Additionally The Dutch Consulate was at 25. The St. Ann Building stood at 25 with Crown Ties on

the ground floor in office 33. The most imposing building was the multi-storey Mallet Police Station with Mallet Square in front and a statue of Admiral Protet (who had died during the Taiping Rebellion and got a road named after him too—**Rue Protet**). There was also the well-known and popular *Hotel des Colonies* on the corner with **Rue Montauban**. (see picture on page 214)

The Catholic Circle established its headquarters at 99 as early as 1882, though it was to move around the city to other locations frequently over the decades. Presumably the members of the Catholic Circle rarely ventured into the famous cluster of massage parlours, such as Bains Turc Massage, which offered “Medical Baths, Sulfuric Baths, Vapour Baths and Water Massage” as well as, we can safely assume, somewhat more intimate services.

On the corner with **Boulevard de Montigny** was the Huangjin Theatre that opened first as a cinema and then (as cinemas proliferated in Shanghai) a *Jingju* (or Peking) opera theatre.





As the Chinese knew **Nanking Road** as *Dah Ma Lo* (Great Horse Road) so they knew Rue du Consulat as *Fanlanhsi Dah Ma Lo* (French Great Horse Road)

RUE CONTY—laid out in 1912 and named after a French Minister to China between 1912-17, Alexandre Conty (1864-1947), who was noted largely for his extreme arrogance and blunt rudeness to the Chinese. Conty was reputed to be a serial table thumper. His outbursts eventually made him *persona non grata* with the Chinese government and he was finally replaced, to the delight of the Chinese (and many of his embarrassed compatriots too), in September 1917. The road was home to the rather modern-looking French Public School.

RUE CORDIER—after New Orleans-born French Sinologist Henri Cordier (1849-1925), who, among other things, was the long-standing Honorary Librarian of the North China Branch of the Royal Asiatic Society in Shanghai. He had arrived in 1869 following his father who ran the French *Comptoir d'Escompte* bank though at heart he seems to have wanted to be a writer. He was a prolific freelancer for both the English and French press in Shanghai though his most important contribution to Sinology came after he had returned to France and compiled the definitive *Bibliotheca Sinica* (1878) while he was a Professor at the *École des Langues Orientales Vivantes* in Paris.

RUE CORNEILLE—laid out in 1914 and named after the seventeenth century French author and dramatist Pierre Corneille (1606-84), regarded by some as the founder of French tragedy and perhaps best known for *Le Cid* (1636). The road was one of three in the French Concession named after French artists—the other two being **Rue Molière** and **Rue Massenet**. The St. Nicholas Russian Orthodox Military Church built in 1934 was located at 18. The church was constructed in honour of the “martyred” (as the White Russian community would doubtless have argued) Emperor Tsar Nicholas II. The tree-lined road ran down to **French Park**. No. 32 was the home of the Cantonese Residents Association of Shanghai.

ROUTE CULTY—a quiet road laid out shortly after World War One and named after a French resident of Shanghai, the Japanese-born Charles Culty (1890-1915), who died in the First Battle of the Marne.



THE AUTHOR

Paul French has lived and worked in Shanghai for many years as a founder and the Chief China Representative of the research company Access Asia. He is a widely published analyst, writer and commentator on China. He has previously written a number of books on China's modern history including a biography of the legendary Shanghai adman, journalist and adventurer *Carl Crow – A Tough Old China Hand: The Life, Times and Adventures of an American in Shanghai*, described by the *Financial Times* as a 'captivating narrative', and *Through the Looking Glass: China's Foreign Journalists from Opium War to Mao*, described as 'fascinating' by the *Far Eastern Economic Review* and a 'rollercoaster journey through Chinese history' by *Time Out Hong Kong*. He is currently working on a book detailing the horrific and unsolved murder of a young English woman in Peking in 1937 to be published by Penguin China in 2011 as *Murder in Peking*.

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