

SCENIC BEAUTIES  
IN  
SOUTHWEST CHINA  
(REVISED EDITION)

西南  
攬勝

增訂再版

民國廿九年八月

CHINA TRAVEL SERVICE  
SHANGHAI CHINA

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# CONTENTS

	PAGE
Preface to the Revised Edition . . . . .	I
Preface to the Revised Edition in Chinese . . . . .	3
Introduction to the First Edition . . . . .	5
Introduction to the First Edition in Chinese . . . . .	9

## PART I

SZECHUEN . . . . .	13—124
--------------------	--------

## PART II

KWEICHOW . . . . .	125—148
--------------------	---------

## PART III

HUNAN . . . . .	149—168
-----------------	---------

## PART IV

KWANGSI . . . . .	169—200
-------------------	---------

## PART V

YUNNAN . . . . .	201—276
------------------	---------

## PREFACE TO THE REVISED EDITION

The first edition of *Scenic Beauties in Southwest China* appeared in October, 1939. Orders poured in from all over China, Europe, America and Malaysia and the book was out of print in less than three months' time. • We attribute this overwhelming demand not to the intrinsic qualities of our publication, which was prepared in too great a haste to be satisfactory even to ourselves, but to the eager desire of the world at large to know a little more of that mysterious region known as Southwest China. Our excuse for putting forth this revision, therefore, has not been any feeling of self-complacency caused by the sales of the earlier edition, but has been our desire to bring the publication a little closer to satisfaction and a little more worthy of the generous support with which it has been accorded. We have endeavored, in this revision, to increase the contents, improve the selection, re-arrange the general set-up in a way which we hope will justify a second edition, and we now commend the following pages to our tolerant and encouraging readers.



August 1940



## 再版序言

西南攬勝初版，倉卒成書，未盡美備，方深媿作，乃荷中外報章，謬加推許，銷行之廣，出於預期。國內及歐美南洋諸地，訂閱均極踴躍，綜計此書問世，未及三月，即告售罄，本社獲此殊榮，良用忭慰。世人愛好此書之殷，彌覺關懷西南之切，以言貢獻，本社固未敢自詡其勞也。茲應社會需求，從事再版，於材料，編制，印刷諸端，俱重為規畫，力求改進，藉副讀者期望。書成之日，展視一過，峨嵋之秀，南嶽之雄，桂林山水之幽奇，滇池風物之清嘉，以視初編，較為完善。竊願讀者得此一書，足供欣賞，而戰事救平之日，中外游侶，聯袂蹇裳，一往研察，携此陳編，互為印證，則此書梓行之意義，似為不虛矣。此外，本書補充材料，承即靜山，詹斯吾，焦超諸先生多所協助，特附識一言於此，藉示謝忱。

中華民國廿九年八月

潘思霖



# INTRODUCTION

The history of the Chinese people is turning an important page with the stupendous westward march which has been taking place since the beginning of the Sino-Japanese hostilities. For two years, as never before, the population of coastal China have been migrating in large numbers to the vast plateau hinterland lying between the upper Yangtze and the valley of le Fleuve Rouge (the Red River). In those mountainous regions where life was comparatively undisturbed and conditions were very much the same as they had been centuries ago, there is now much hustle and bustle, and activities and prosperity are forcing themselves upon the untravelled highlands. Factories are springing up; universities and schools formerly situated in the coastal cities are transplanting themselves in the long-deserted seats of ancient learning and culture; new government offices, newspapers, broadcasting stations, banking and commercial institutions, travel facilities, modern homes and recreation houses are coming into existence. The land that for thousands of years was destined only for political exiles is today the goal of a gigantic rush, where new cities are being born and old communities reassembled en bloc.

This newly revived territory encompasses roughly the five provinces of Szechuen, Kweichow, Hunan, Kwangsi and Yunnan. Of these five provinces, Szechuen is situated on a vast plain encircled by high mountains, forming the shape of a big basin. Yunnan and Kweichow perch on the plateau, rising from 4,000 to 6,000 feet above the sea-level, while Kwangsi bordering on these two provinces is also a mountainous region. The chief means of communication for penetration into the mountainous provinces is a network of highways, which has been developed with miraculous speed, partly by connecting the fragmentary provincial roads already in existence and partly by improving the erst-while caravan and sedan routes. This network of highways has Kweiyang for its centre and spreads out in four trunk lines: to Changsha in the east, Liuchow in the south, Kunming in



the west and Chungking in the north. Special mention should also be made of the Yunnan-Burma highway, popularly known as the back-door route into China, and the recently completed line which links the Yunnan provincial capital by a short cut to Luhsien, a point slightly above Chungking on the Yangtze River. Connections among the various mountainous cities and with Hongkong and Hanoi are also maintained by regular air service.

The southwest provinces have a great abundance of natural resources hitherto untouched. It has been estimated that Szechuen, Kweichow and Yunnan hold coal deposits upwards of ten billion tons. There are also in Szechuen an enormous possession of petroleum, and rich mines of gold, silver, copper, iron, tin, tungsten, manganese, antimony, zinc, lead, etc. Szechuen and Yunnan are known to have heavy deposits of salt. Other non-metallic treasures are also widely buried throughout the five provinces.

The temperate climate and moderate rainfall render the southwest provinces rich in harvest and suitable for forestation. The agricultural products are sufficient to cater to the needs of the growing populace. Besides, Szechuen produces a large amount of yellow silk for exportation to foreign countries. Tung Oil (Wood Oil) is produced in Szechuen, Kwangsi and Yunnan, estimated at 40,000 tons every year. Medical herbs, animal hides and bristles also rank among the important exports of the Southwest.

The scenic beauties of the Southwest are well known by name, but until recently little explored. The beauty of the Yangtze Gorges in Szechuen has been sung far and wide. There are many famous hot springs, notable among them being Pei-P'ei of Chungking, which is famous for its misty scenes and quiet environment. Sailing from Chungking upward along the Kialing River, a tributary of the Yangtze, one comes across the extraordinary beauty of the curving stream amidst high cliffs known as the Smaller Gorges. Chengtu enchants the inhabitants by its all-year-round balmy spring weather and its places of historic interest. In Kwanhsien

are the remains of the conservancy works erected by Governor Li of the Chin dynasty, twenty-three centuries ago. The cliffs and precipices of Mount Tsingchen would leave lasting impressions on the tourist. Mount Omei, situated in west Szechuen, 12,000 feet above sea-level, is one of the most celebrated mountains and the most wonderful summer resorts in China. With the rapid development of means of communication, this once sacred and almost inaccessible mountain can be reached easily.

The province of Kweichow (the "Celebrated Province"), being almost entirely mountainous and little productive, and known in history as the Province of Poverty, probably owes its name to its richness in mountain scenery. The best known are Mount Chienling, Kwangyingtung (Cave of the Goddess of Mercy), Chasiulou, Monastery Sueikou, etc. Along the highway from Kweiyang to Kunming, near Tsen-Ning District, one should not miss the opportunity of visiting the Fire-Ox Cave, Swangming Cave and Huang-Kou-Shu Waterfalls, the last being the Niagara of China.

Passing from Kweichow to Hunan, one first notices the famous iron-chain bridge over the Chung-An River, a typical example of Chinese engineering feats. On Mount Heng, one of the five sacred mountains of China, are found numerous relics left by Taoist abbots. Around the western outskirts of Changsha, capital of Hunan, flows the famous Hsiang River, across which is the beautiful Mount Yueh-Lu, where many a national hero has been laid to rest. At the foot of the mountain is Hunan University, the site of an ancient literary academy where the great philosopher Chu Hsi of Sung dynasty used to lecture.

Kwangsi is known for its hills and waters. After seeing Kweilin's numerous miniature mountains of fantastic shapes and forms, one would endorse the saying, "The hills and waters of Kweilin surpass in beauty all others in the world."

Yunnan is a perpetual resort, for, aside from its temperate climate and evergreen plants, it boasts of countless scenic spots. In Kunming there are: the Tsuei-Hu (Jade Lake) Park, Ta-Kwan-Lou, the Grand

Kunming Lake and Chiung-Tso Monastery in which are enshrined many life-sized Louhans.

This collection, incomplete as it must be to portray the scenic beauties of southwest China, is an attempt to perpetuate the recollections of those who have already visited the newly opened territory and to give a sample of the attractions in store for the prospective tourists from other parts of the country or abroad.

In the compilation of this collection, we are very much indebted to Mr. Chin-San Long, a well-known amateur photographer, for his generous contributions which have greatly enhanced the contents of this volume.

E. L. PAN

Shanghai, October 1939

## 序 言

自國民政府以全力開發西南後，公路交通，四通八達，地方建設，突飛猛晉，一種蓬勃之氣象，令人驚異而興奮。凡遊西南者，莫不津津樂道，中外報章，尤迭有記載，歐美人士，咸致其樂觀之熱望，與無限之同情。

以言開發西南之區域，實以四川，貴州，雲南，湖南，廣西五省為其範圍；蓋此五省者，為中國人力物力之所寄，蘊藏之富，視東南諸省，殆無遜色。中國領土，自亞洲中部，延展於東南方，佔亞洲大陸之一大部份。全境西部倚山，東南臨海，故地勢西北高而東南低，此中國整個之地勢也。若就此西南五省之地勢論，則四川崇山圍繞，中部平窪，係為盆地，而成都市佔面積二千八百方英里，尤為盆地中之大平原；貴州雲南，多屬高原，地勢高自四千至六千尺；至廣西全省，係雲貴之遞降，乃屬山地者也。

今者，此西南全貌，已明示於吾人之前矣。為其繪者，首須說明西南公路之交通。西南公路，以貴州省會貴陽為其核心，分東南西北四線：東線至湖南省之長沙，計長一，〇〇九公里，於四日內可畢其全程；南線至廣西省之柳州，計長六三二公里，三日可達，自柳州北至桂林，東南至梧州，西南至邕甯，龍州；西線至雲南省之昆明，計長六二二公里，三日可達；北線至四川省之重慶——中國之戰時首都——計長四八八公里，行程僅二日半，此外昆明至瀘縣新建之公路，計長九一五公里，為西南交通之捷徑。

以上為西南五省往返之交通，至與國外取得聯絡之途徑，則自廣西省之柳州西南行，直通邕甯，龍州，經鎮南關而達法屬越南；其在雲南方面者，有昆明與法屬海防直通之滇越鐵路，有昆明與緬甸臘戍銜接之滇緬公路；循臘戍南行，即有鐵路直達緬甸之仰光。

至與國內外之航空交通，聯繫尤稱密切：有重慶成都昆明線，重慶經桂林以至昆明線，重慶貴陽線，以及重慶香港線，中經各重要城邑，往返迅捷。最近又新聞航線，自重慶至緬甸之仰光，而法國航空公司，自香港起飛以至安南首府之河內。故自航空交通而言，西南五省，始終與世界各地保持接觸。

吾人既明西南諸省之交通現狀，當更進一步而探求西南之富源。首言煤礦儲量，四川一省，達一百萬萬噸，雲南貴州兩省，各有十五六萬萬噸，廣西三萬萬噸，其他如湖南廣西，均有儲量。次言石油，四川石油蘊藏極富，今已在開發之中。西南各省，多為高原與山地，

前已言之，因此峯巒起伏，傾斜度頗大，境內河流交錯，水勢湍急，水力多可利用，四川有天然水力二千萬馬力，雲南有三百萬馬力，均吾人前此所未注意者。上所具述，可謂為動力之資源，近代機械工業之基礎也。

西南諸省之金屬資源，蘊藏極豐，尤以錫，鎢，錳，銻，等礦產，在世界產量上，佔重要地位，每年均有輸出。四川以金，鐵產較著，金產佔全國四分之一，鐵礦分布尤廣，儲量約在一萬萬噸以上，產量每年達二萬三千公噸。雲南之錫，多產箇舊，年產約七千噸，佔全國產額百分之八十八，值二千萬元。銅則多產於會澤，年產約四百三十噸。廣西省鎢礦產甚豐，錳之產量，每年為一萬二千噸。銻為中國著名特產之一，世界銻產，年約二萬噸，中國所產，佔一萬二千噸，而其百分之九十九，為湖南新化所產，以一九三七年統計，湖南之銻，出口價達一千一百萬元。

西南各省，地處溫熱帶之間，氣候溫和，雨量適宜，有天然之農產環境，故農產頗盛。四川所產之黃絲，運銷外省外洋，過去最盛時代，年可達千萬元以上。

四川雲南，均以產鹽著名，四川所產，年達七百萬擔，以自流井一地而論，年產可達三百五十萬擔。硫磺，土硝，鹹等，各省亦均有出產，可供重要之用途。

西南以地勢多山，宜於植林，又以地質多鹽鹼成分，故野草莠生，可利用畜牧，頗有林畜特產。川桂滇三省，為桐油主要產區，每年均有極大產量，四川年產總額二萬八千噸，廣西年產一萬二千噸，雲南年產亦達四千噸，故桐油實為西南之著名物產，每年輸出美國，數額極鉅。木材，藥材，亦為四川每年輸出之大宗。至於畜產方面，如豬，牛，羊，皮革，豬鬃，為西南輸出之大宗，合計每年有數千萬元之鉅。

綜上所述，西南諸省，在經濟，政治諸方面，實有重大之作用。茲者，我國以東南諸省之人力財力，殫精竭力，從事西南之開發，其已見諸成效者，彰彰在人耳目，甯俟贅述？

今當述西南諸省之風景矣，首言四川，中外人士，咸讚歎歌咏於三峽之美，中國古代詩人，尤多佳句，無俟贅陳。其實除三峽而外，四川風物，即以重慶而論，北碚之溫泉公園，烟雲籠袖，景物清嘉，為避暑休沐良地。自重慶上溯嘉陵江，一攬小三峽之勝，則曲折江流，山峯對立，又是一番氣概。他若成都之氣候和煦，四時花木長春，灌縣之治水跡象，青城山之幽邃險峻，皆為世人所嚮往而不易探尋者。峨眉山挺拔於四川西部，為中國名山之一，高約一萬二千尺，雄偉

秀麗，泉石清新，寺宇古跡，異草奇花，俱為平日遊蹤罕至之處，今則飛機公路，計程可達矣。

貴州多山，素稱貧瘠，然自政府西遷後，貴省顯成重要。貴陽街道，前甚狹隘，今則竭力建設，已迥非昔比。貴陽四面環山，附近名勝，美不勝收。舉其最著者，有黔靈山，觀音洞，甲秀樓，水口寺等，而貴陽至昆明途中之鎮甯縣，又有火牛洞，雙明洞及黃巢樹大瀑布之勝。黃巢樹瀑布之雄偉浩瀚，雖不逮美洲之 Niagara Falls，然瀑形肥壯，在中國可稱為第一，公路汽車，行過其地，十餘里外，即聞水聲，彌稱壯麗，瀑凡三折，第一折約六七丈之高。

自貴陽至湖南之名勝，則重安江之鐵索橋，工程壯偉，為中國之偉大建築。湖南衡山，博大雄奇，亦中國名山之一，高僧遺跡，當可尋訪，至長沙則為湖南之省城，湘江映帶，形勢重要，嶽麓山，風物美妙，有革命偉人之墓道，山麓湖南大學，舊為書院，係宋儒朱熹講學之處。湘西山勢，幽奇蒼翠，尤足資欣賞。

廣西素以山水之勝，馳名中國，諺有所謂「桂林山水甲天下」之句，而陽朔山水，尤勝桂林。自貴陽循公路南行，以至柳州，桂林，梧州等處，山光水色，無不幽奇，如在圖畫中行。西南公路沿線之美，殆以廣西為最。

雲南省以氣候和煦，花木常春，馳譽國內。昆明一地之名勝，若翠湖公園，大觀樓，滇池等其最著者，而筇竹寺之羅漢塑像，尤栩栩如生。昆明一市，為西南各省最繁盛之城邑，中外人士自各地赴渝者，莫不於此駐足。

西南諸省，在一切條件之下，視東南一帶，殊無遜色，而蘊藏之豐富，人民之勤苦耐勞，尤為中國各地之冠。吾人若再以此五省之面積論，則可知中國之前途，大可樂觀。此五省者，四川有一五五，八四三平方哩，雲南一五三，八九二平方哩，廣西八四，八九五平方哩，湖南八三，一八八平方哩，貴州六八，一三九平方哩，合計之共得五四五，九五七平方哩。

上項數字，以中國土地之大，似無所用其驚奇，然吾人取歐洲全能國之土地論，則此五省者，實大於歐洲二三國家，重以蘊藏於地下者，若是之富庶，流露於外表者，如此之優秀，加之民風誠樸，刻苦耐勞，尤非中國各地之人民，或竟言全世界之人民，所能與之比擬者也。

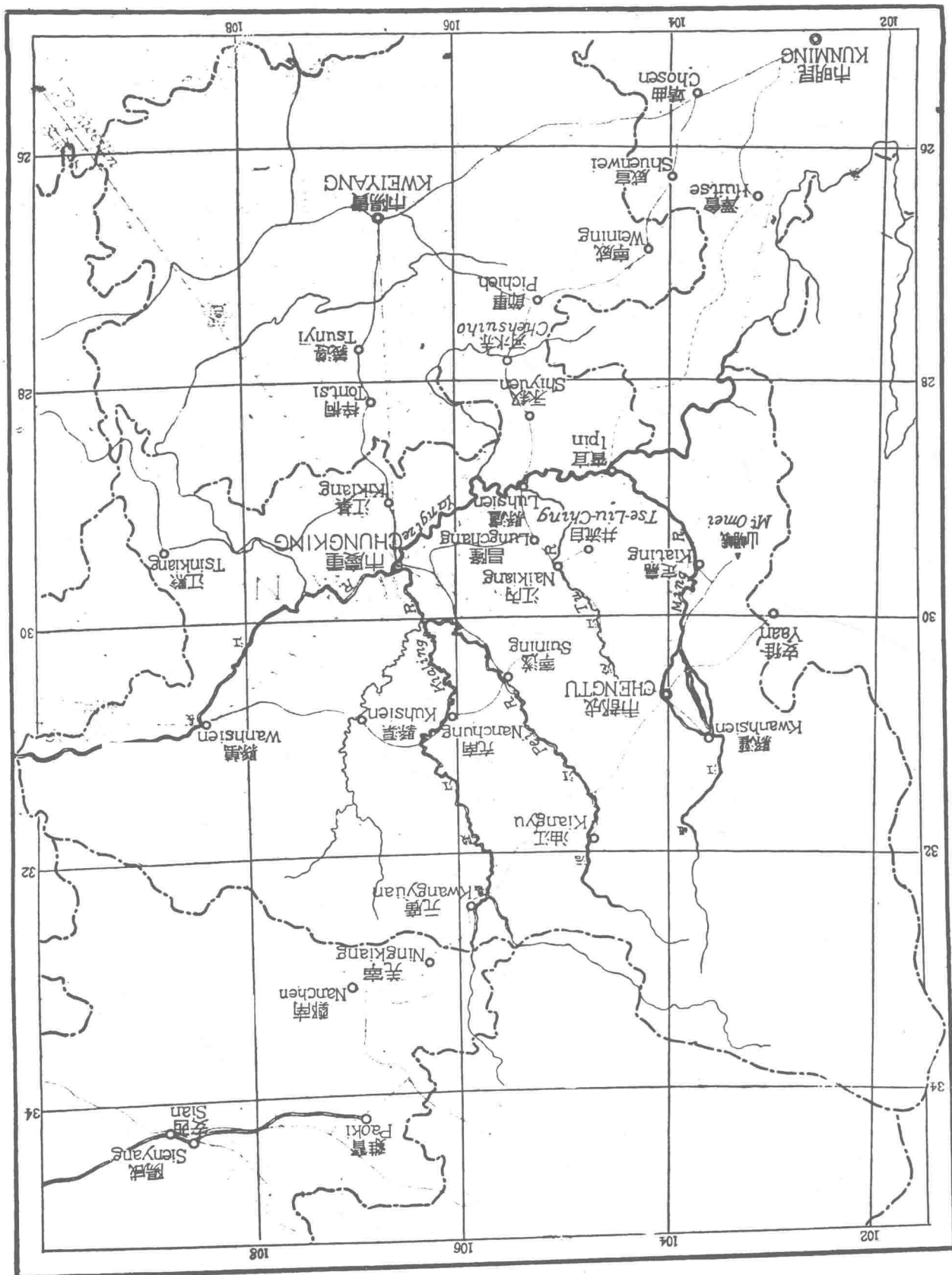
綜上所述，西南五省，幅員廣大，物產富庶，交通便利，山水秀美，民風優良，已言之鑿鑿矣，然而將何以證明其非徒自誇大耶？本社乃搜集有關西南之照片，印成斯冊，以西南諸省之本來面目，介紹

於讀者之前，使國內外人士之已知西南之重要優秀，而尚未能親歷其境者，或竟未知西南諸省之情形究竟如何者，一覽此書，而能洞悉無遺，從斯即入腦際，發揚蹈厲。尤以海外僑胞，與同情中國之人士，遠隔重洋，藉此小冊，得覽西南富藏之區有如此者，其衷心之快慰，定非任何事實所能及於萬一者也。

本書四川照片，均由郎靜山先生供給，於感謝之餘，特贊一言，藉留鴻爪。

中華民國廿八年十月

潘恩霖識





# 四川省

四川簡稱蜀省，地跨大江上流，面積四十萬四千餘方公里，人口四千三百十三萬餘人。

全省為盆地，周繞峻嶺；南武陵，婁山，烏蒙諸山，大巴山；西邛崃，大涼山。河

以長江為主，支流在南岸者，橫江，敘永河，合江，烏江；北岸者岷江，沱江，嘉陵江。

四川物產富饒，屬農業者白蠟，蔗糖，銀耳，藥材，豬鬃等；屬礦業者，井鹽，金，銅等，皆聲名遠著。

交通省內外，長二千三百餘公里；水道長江自樂山起，東下三峽嘉陵江，自重慶至合川均行汽船；航空發達，重慶，成都，樂山，宜賓，瀘縣均有航站，郵機通西南西北各省及港，越，緬，蘇聯等處。

重慶為行都，成都為省會，此外萬縣，宜賓，均為貿易中心，自流井，隄為鹽場所在，均稱大郡。

蜀號天府之國，物資無限，人力無窮。遊四川可觀中國之大，至若峨嵋秀麗，三峽雄奇，則又攬勝者所不可不臨者。

## SZECHUEN

Area—404,000 square kilometres

Population—43,130,000

Provincial Capital—Chengtu

Szechuen, crowning the upper reaches of the Yangtze, is a vast basin surrounded by mountain ranges, the Wuling, Lou Shan and Wumong ranges to the south, the Ming Shan and the Tapa Shan to the north and the Chuinlai and the Taliang to the west. The Yangtze is the principal stream, with the Heng, the Suyung, the Ho and the Wu from the south and the Ming, the Tu and the Kialing from the north as its tributaries.

Szechuen abounds in natural products. Vegetable wax, cane sugar, "Silver Fungi," bristle and medical herbs are the main agricultural yields, and gold, copper and well-salt are the chief mineral exploitations.

Fine broad highways have replaced the dangerous passes of the old. Chengtu is the centre of more than 2,300 km. of highways leading to surrounding provinces. The waterways navigable by steamers are from Lo Shan to the Three Gorges on the Yangtze and from Chungking to Hochuen on the Kialing. Chungking, Chengtu, Lo Shan, Iping and Lu Hsien are air-route stations and have lines connected with northwest and southwest provinces and with Hongkong, Indo-China, Burma, Soviet Russia and other parts of the world.

Chungking is the war-time capital. Wan Hsien, Iping and Lu Hsien are commercial towns and Tse-Liu-Ching and Chienwei are the largest salt centres.

Szechuen is nicknamed "the Paradise of China," with inexhaustible natural resources and man-power. The beauty of Omei and the grandeur of the Three Gorges are coveted treasures of scenery lovers.