

OLD SHANGHAI

A PHOTOGRAPHIC ALBUM



老 上 海 影 集

上海人民美術出版社
SHANGHAI PEOPLE'S FINE ARTS PUBLISHING HOUSE

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前言

汤伟康

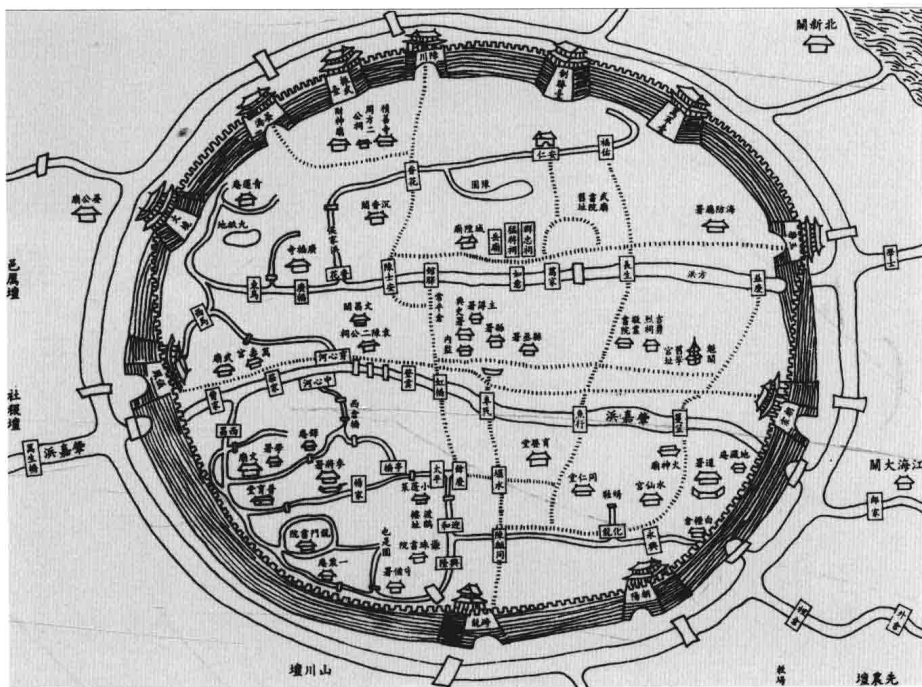
老上海，这座城市的传奇过于复杂：十里洋场、冒险家的乐园、远东第一大埠、风云际会的政治大舞台……众说纷纭，莫衷一是。从20世纪初，随着上海在中国沿海城市现代化进程中扮演着愈来愈重要角色的同时，她也被包括历史学者在内的世人瞩目、研究和解读。百年后的今天，怀旧和追溯老上海风物成为时尚。这些看似支离破碎、关联不大的老照片，分门别类，加注释文，编成一本老上海影集，恰恰可以满足读者熟悉上海滩昔日风貌、探究这座城市现代化进程的需求，从而领略和认知今日上海日新月异的变迁。

西方学者总喜欢把上海说成是“从小渔村突然发展成一个大都市”。其实，上海宋代设镇，早在南宋咸淳三年（公元1207年）之前，位于黄浦江西岸的上海镇就曾设市舶司（船运、贸易税收机构），管理对外贸易。上海元代设县，除盐业和海运继续发展，同时也是棉花种植和棉纺织手工业的先进地区，为明代江南地区棉纺织业的繁荣作出了贡献。明代中晚期，我国商品经济发展，促进了资本主义萌芽的产生。上海地区交通发达、经济繁荣、文化活跃，日益发展成为国内外贸易的重要地区。乾隆年间，上海恢复了航海运输，又取得了“南吴壮县”“江海通津”的地位。上海县城内河上有桥，浜里有船；水是活水，城是青城，一派田园城市风光。

鸦片战争的炮火与中英《南京条约》的签订，把一个主权独立的中国逐步变为半封建半殖民地的国家。1843年11月，上海被迫对外开埠，

英、法、美等国先后在上海开辟租界，并不断向界外蚕食扩张，至20世纪20年代，已初步形成了英美联合的公共租界和法租界并存的城市格局，俨然成为一个“国中之国”。

开埠以后，上海原有的自我封闭的经济格局被打破，外国商人蜂拥而至，各国洋行纷纷设立，上海市场开始与国际市场联系起来。近代上海的金融典当、钱庄、银号、票号、银行，以及信托公司、金融性交易所、保险公司等，运用各种经营方式以适应不同的业务



清同治年間上海縣城圖 Map of Shanghai at Years of Tongzhi, Qing Dynasty

需要，从而推动着上海发展成国际金融中心。显著的表征是外滩成了“中国的华尔街”。中外金融帝国坐落于此，连带许多城市功能汇集于此，怡和洋行等公司众多码头设立于此，黄浦江上各国货轮云集。在外滩，看得见万国国旗。外国商人在这里有自己的俱乐部，其中最早和最具标志性的是1864年英国商人在外滩成立的上海总会。毗邻且与外滩平行的江西路，串起了香港路、宁波路、北京路、天津路、南京路，九江路、汉口路、福州路、广东路，也在近百年里迅猛发展。这里不但聚集多家外资银行，还集中了近百家国内银行总部。外滩一带变成了当时欧洲以外最欧洲化的街区。这里的建筑缺乏整体规划，是暴发户们一掷千金的产物，由此被欧洲老贵族讥讽为“万国建筑博览会”。

《老上海影集》跨页展示若干帧外滩长卷，真实写照外滩从19世纪80年代至20世纪三四十年代的整体变迁，避免读者被外滩林林总总的其他历史图影带入只见树木不见森林的误区。外滩的重要，必然使之充满了政治性。租界的重要仪式都在这里举行，各式各样的人都曾经希望用自己的历史观来讲述关于外滩的故事，以至外滩的纪念碑、塑像不断地被矗立、推倒。外滩又是富有象征意义的地方，各国领事馆大多设立在这里，向人们显示对这座城市的影响。20世纪中西混杂的近代上海历史源于外滩。

与外滩相望的是上海的母亲河“苏州河”，上海滩是从哪里生长出来的，有人说是黄浦江，其实不然，苏州河（吴淞江）才是孕育上海的母亲河。苏州河除了河口发育和生长年代先于黄浦江，重要因素还在于她是联通富庶江南地区和上海贸易的孔道。许多上海市民原是从江南鱼米之乡经苏州河进入上海，转为近代城市市民的。苏州河上还有以外白渡桥为代表的座座桥梁，展现各异风景，又同城市发展构成复杂的关系。岸边拥有众多市政设施和工厂、码头的苏州河，是上海城市的主动脉。

上海开埠通商，租界兴起，人口剧增，不但刺激了城市商业的极大繁荣，而且加剧了她的资本主义化进程。20世纪20年代始，上海已成为万商云集的国际都会。从此时起，以南京路为代表的商业街取代了广东路、福州路，成为名副其实的“大马路”。当时上海售卖环球

百货的“四大公司”全部都坐落在南京路上，南京路执上海乃至全中国商业之牛耳，被中外旅游者认为是中国商业精神的代表，现代生活方式的窗口。

上海开埠以后，市政建设突飞猛进，交通工具的更迭日新月异，交通运输和西式通讯设备推陈出新。早在1850年代，上海马路上就开始行驶的西式亨斯美马车，取代了传统的人力轿子。1870年代，上海又从日本引入人力车（黄包车）。20世纪初，上海英租界开始出现有轨电车，法租界和华界跟进与仿效。此后，无轨电车、公共汽车先后面世，私家轿车、出租车，脚踏人力车（三轮车）和自行车如雨后春笋般涌入街头，新旧交通工具你方唱罢我登场，成为独特的城市景观，以西方市政管理模式为标准的新型交通规则应运而生，拉近了人与人之间的距离，也加快了社会的开化和风尚的转移。

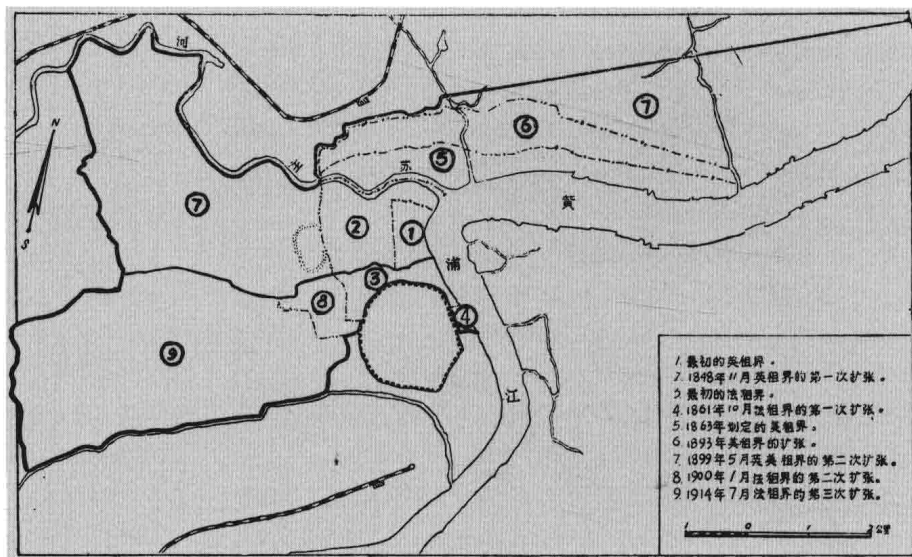
随着上海都市化进程的加快，作为太平洋西岸的环球贸易中心，上海愈来愈赢得欧美人的青睐。外侨移居上海的持续不断，给上海增添了异彩。随之，上海居民外出方式呈现快速更新、都市性日趋鲜明的特色。在“欧风美雨”的飘打下，上海的社会风俗发生了令人瞩目的变化，上海本地风俗以及各地移民带来的风俗在上海都市的时空中日益嬗蜕，并形成新的都市习俗。

近代上海不仅是中国最大的工商都市，而且是中国最重要的政治舞台。一代又一代的仁人志士，用自己的鲜血和生命换来了上海的今天。1949年5月12~27日，在上海市民的有力配合下，上海终于解放，汉口路上的上海市政府大楼顶上升起了第一面五星红旗。

历史图影能传真丰沛的历史生活情景。《老上海影集》贮存着上海这座城市里的一幢幢建筑、一条条马路、一个个人物、一组组群体、一种表情……人文气息浓厚、生活细节真切，这样的图册，完全能让读者在阅读中解开老上海城市谜团，领略这座如万花筒般的城市风物、风情和风貌。

Foreword

Tang Weikang



上海租界扩张示意图 Maps on the expansion of concessions in Shanghai

The old Shanghai was a legendary city with its unique sophistication. In people's memory, Shanghai was the wonderland of adventurers, the largest seaport over the Far East and the miracle stage of politicians. Since the beginning of the 20th century, Shanghai has been playing an increasingly important role in the modernization of Chinese coastal cities, and has been constantly studied and interpreted by scholars all over the world. Nowadays, people's reminiscence over old Shanghai has already become a trend. Many photos recording the past of Shanghai, though seem fragmented at a first glance, once compiled, organized and footnoted, can be well served in introducing the history and scenery of old Shanghai. Through the book *Old Shanghai: A Photographic Album*, people can have a better understanding of the modernization of Shanghai thus be able to appreciate the incessant change of the metropolis.

Scholars of the West always regard Shanghai as "a metropolis developed from a fishing village". In fact, the origin of Shanghai was much more than a fishing village. Shanghai Town was established in Song Dynasty. As early as 1207 A.D, a shipping tax bureau was set up in order to administrate foreign trade. In Yuan Dynasty, Shanghai County was established and its salt industry and shipping continue to develop. During

this period, cotton production and textile industry in Shanghai had contributed a lot in booming the textile production of regions south of Yangtze River. In the middle and late period of Ming Dynasty, China's commodity economy began to prosper and capitalism started to sprout. Thanks to its convenient transportation, vibrant economy and dynamic culture, Shanghai became a key area of domestic and foreign trade. During Qianlong period(1736-1795), Shanghai resumed its shipping transportation and gained the reputation of "Wealthy Watertown in South Wu area". The city of Shanghai was all connected by the creeks, bridges and boats.

The outbreak of Opium War and the signing of *Treaty of Nanking* turned China into half-colonial half-feudal. In November 1843, Shanghai was forced to opened its seaport to foreign powers. Britain, France and America successively established and expanded their foreign settlements in Shanghai. In 1920s, Shanghai was turned into a "state within a state" where British-American Public Settlement and French Settlement stood side by side in the city.

After opening its seaport to outside world, the original closed economic pattern of Shanghai was broken. Foreign businessmen rushed into the city; foreign firms began to emerge; Shanghai's market was opened to the

International market. Banks, financing corporations and insurance companies continued to drive Shanghai into a global financial center. A notable representation of all these trends was the Bund, known as the “China Wall Street”, where financing giants, foreign companies, docks and cargo ships gathered. Different national flags fluttered on top of the buildings. Clubs owned by foreign businessmen were also constructed here. Among these clubs, the earliest and largest one is the Shanghai Club constructed by British businessmen in 1864. Jiangxi Road, paralleled to the Bund and connected Hong Kong Road, Ningbo Road, Nanjing Road and several other key roads of Shanghai, was also highly developed in the past century. Both foreign banks and domestic banks gathered in this area. Overnight millionaires from the West spent huge sum of money to construct European style buildings, thus making the Bund the most Europeanized block outside Europe. Thus the Bund was ridiculed by traditional European aristocrats as the “exhibition of the world’s architecture” for its lack of serious planning.

Old Shanghai: A Photographic Album contains many panoramic photos of the Bund from 1980s to 1940s, which help readers to understand the overall transformation of the Bund, rather than only catching a few fragments in the whole history. The importance of the Bund owes a lot to its political nature: important ceremonies in the settlements were all held in here. All kinds of important figures at that time wanted to tell the story of the Bund with their own historical perspective. Thus many monuments were constructed and torn down over and over again. The Bund is also a symbolic place where consulates of different countries were established to demonstrate their influences in Shanghai. In a word, the hybrid modern history of Shanghai was rooted in the Bund.

Suzhou Creek, connected with the Bund and Huangpu River, is the “mother river” of Shanghai. Some people regard Huangpu River as the origin of Shanghai. Actually Suzhou Creek is the one that breed Shanghai. Besides the earlier estuary development, more important factor is that as the channel connecting Shanghai with other rich South region of China, Suzhou Creek created opportunities for trade and helped numerous people from those wealthy regions flowed into Shanghai. The famous Garden Bridge and other different styles of bridges connect the whole city and contribute to its fast development. Factories, facilities and docks are located near Suzhou Creek, making it the artery of Shanghai.

The opening of the seaport and the establishment of foreign settlements

in Shanghai boosted its population and stimulated its economy. Shanghai had become a metropolis with innumerable business firms. Nanjing Road, which later became the largest commercial street in Shanghai, took its shape under that situation. The “Big Four Department Stores” were all located here. Nanjing Road was leading in business throughout China and was regarded as the representative of Chinese entrepreneurial spirit and modern lifestyle.

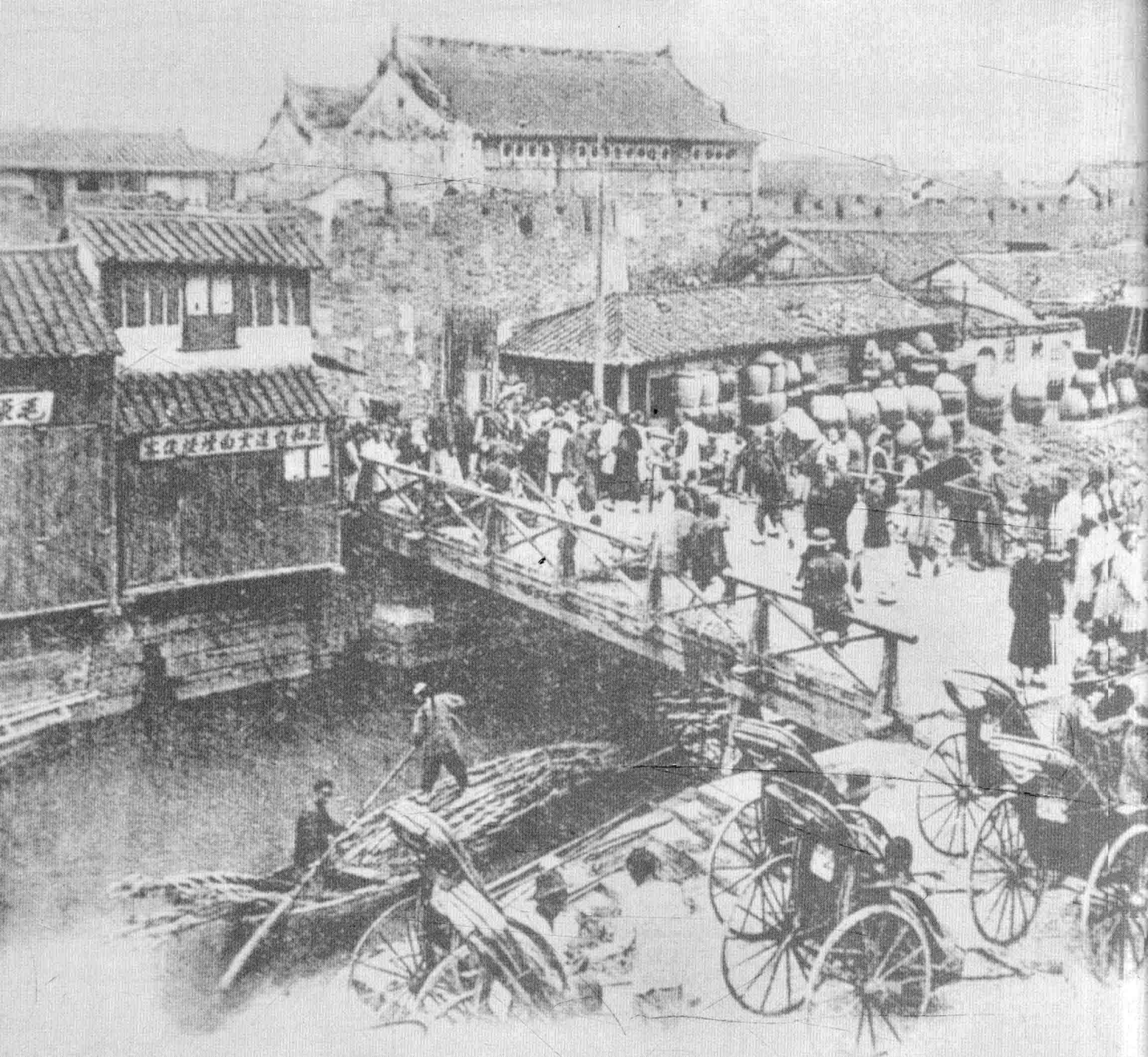
Shanghai’s urban construction had been advanced rapidly since the opening of the seaport. Means of transportation and communication progressed dramatically. As early as 1850s, western carriages had replaced sedan chairs on the street of Shanghai; in 1870s, Japanese rickshaw was introduced; in 1900s, streetcars began to appear in British Settlements, French Settlements and Chinese Residential Area. After that, wireless streetcars, buses, private cars, taxis, tricycles and bicycles all sprung up like bamboo shoots. New traffic rules under Western administration system brought people closer together and accelerated the transformation of social customs.

As the trading center in Asia-Pacific regions, Shanghai gained huge popularity among Westerners, thanks to its fast urbanization. An increasing amount of foreigners came to Shanghai and injected new energy into the city. Shanghai became more dynamic and diversified. Under the European and American fashion trend, the local custom and different cultures of the foreigners mixed together and became a brand new urban culture.

Modern Shanghai was not only the largest industrial and commercial city in China, but also the most important political stage. Generations of people with lofty ideals sacrificed their own blood and lives for the today’s new Shanghai. From May 15th to 27th, 1947, under the strong cooperation of Shanghai citizens, Shanghai finally achieved liberation and the first Five-Star Red Flag was finally raised on top of the building of the municipal government of Shanghai.

Historical images can deliver of Shanghai’s history and life style. *Old Shanghai: A Photographic Album* has collected numerous buildings, road, individuals, groups and facial expressions that can help people decoding the mystery of Old Shanghai. Filled with rich cultural flavor and vivid details, this book, like a kaleidoscope, will present you the sceneries, features and customs of a brilliant Old Shanghai.

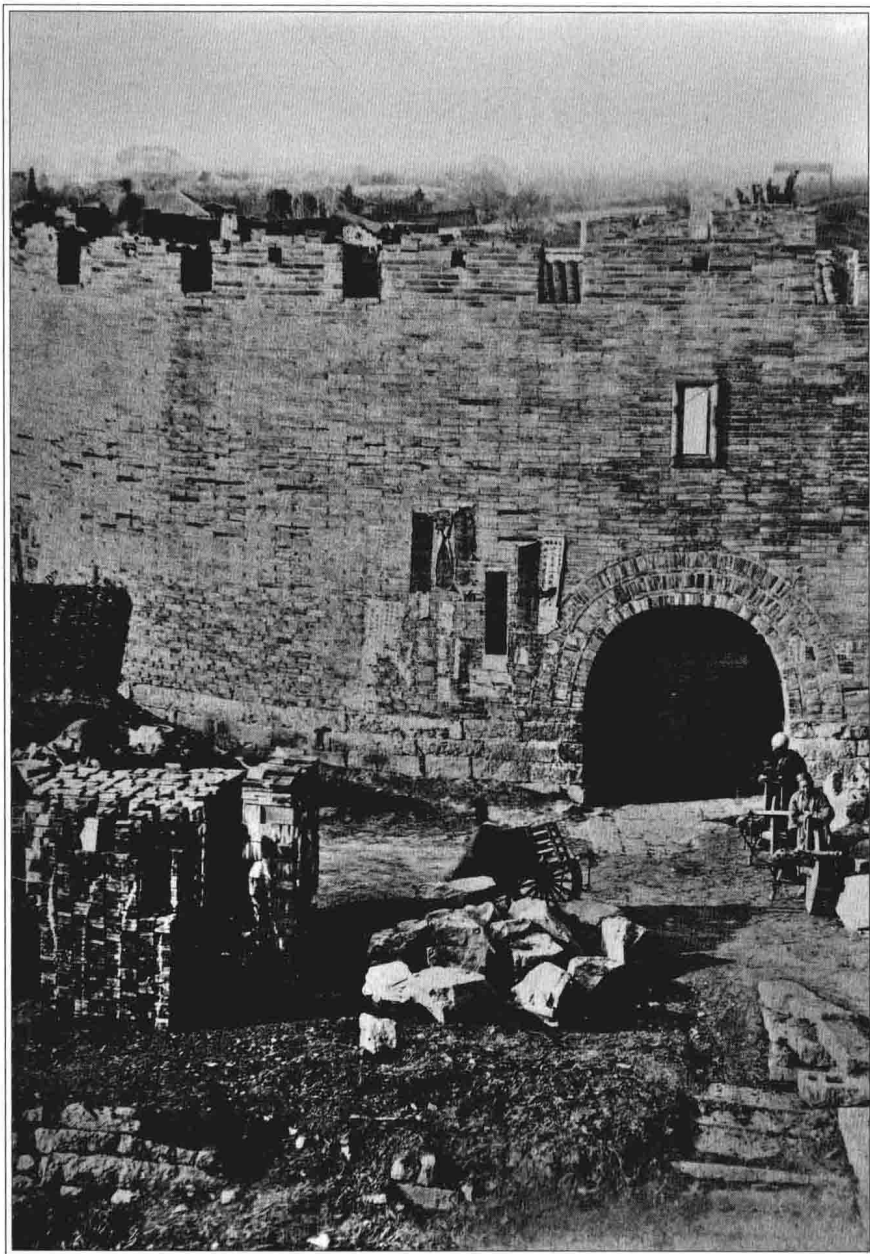
[Written in Champs-Elysees Apartment, spring of 2014]



老城厢

OLD CITY TOWN

老上海影集 OLD SHANGHAI: A PHOTOGRAPHIC ALBUM



1850年代的上海县城墙。上海建县于元至元二十八年（1291年），明嘉靖三十二年（1553年）为抵御倭寇侵扰，修筑城墙。城周长九里，高二丈四尺，城墙外有六丈宽的护城河，设六处城门和三处水门。

The city wall of Shanghai county in the 1850s. Shanghai county was established in 1291. In 1553, the city wall, built to defend the Japanese pirates, had a circumference of 4.5 kilometers, a height of 7.2 meters with a moat 18 meters wide. There were altogether six city gates and three water gates.



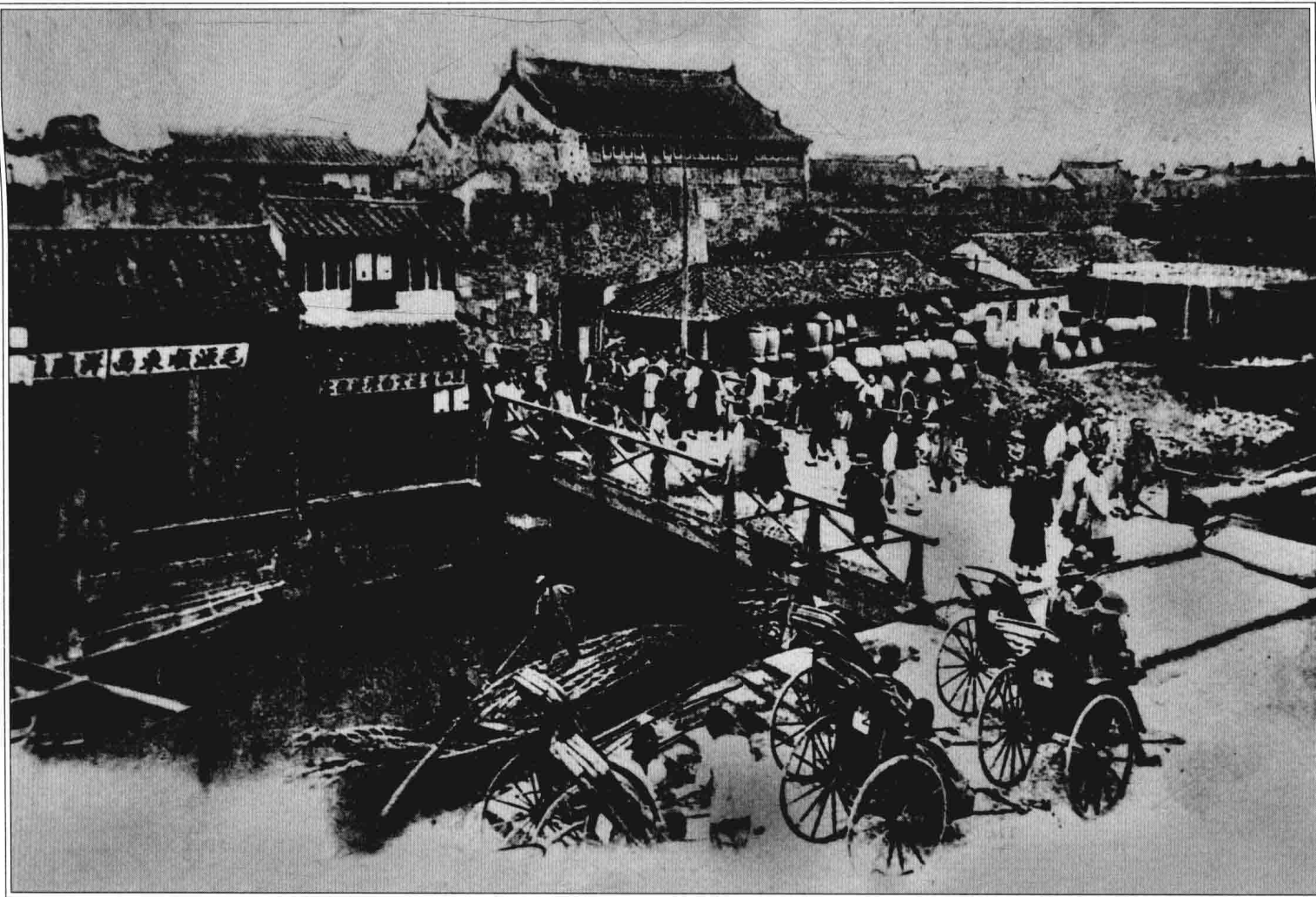
清末上海县城门下的集市。

The market under the city gate of Shanghai County in the 1850s.



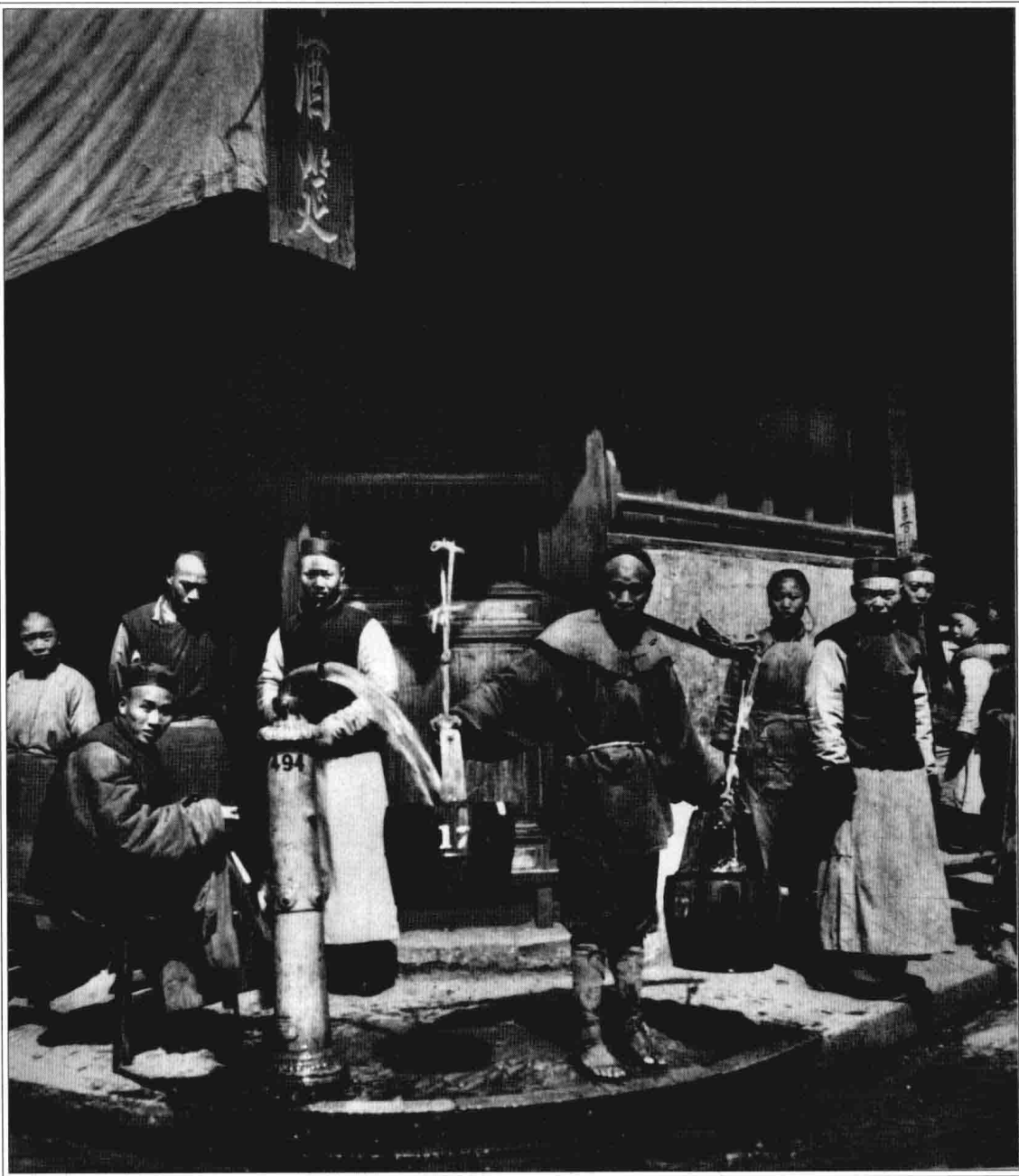
1860年代位于上海县城内的豫园湖心亭和九曲桥。

The mid-lake pavilion and the zig-zag bridge of Yuyuan Garden in the county of Shanghai in the 1860s.



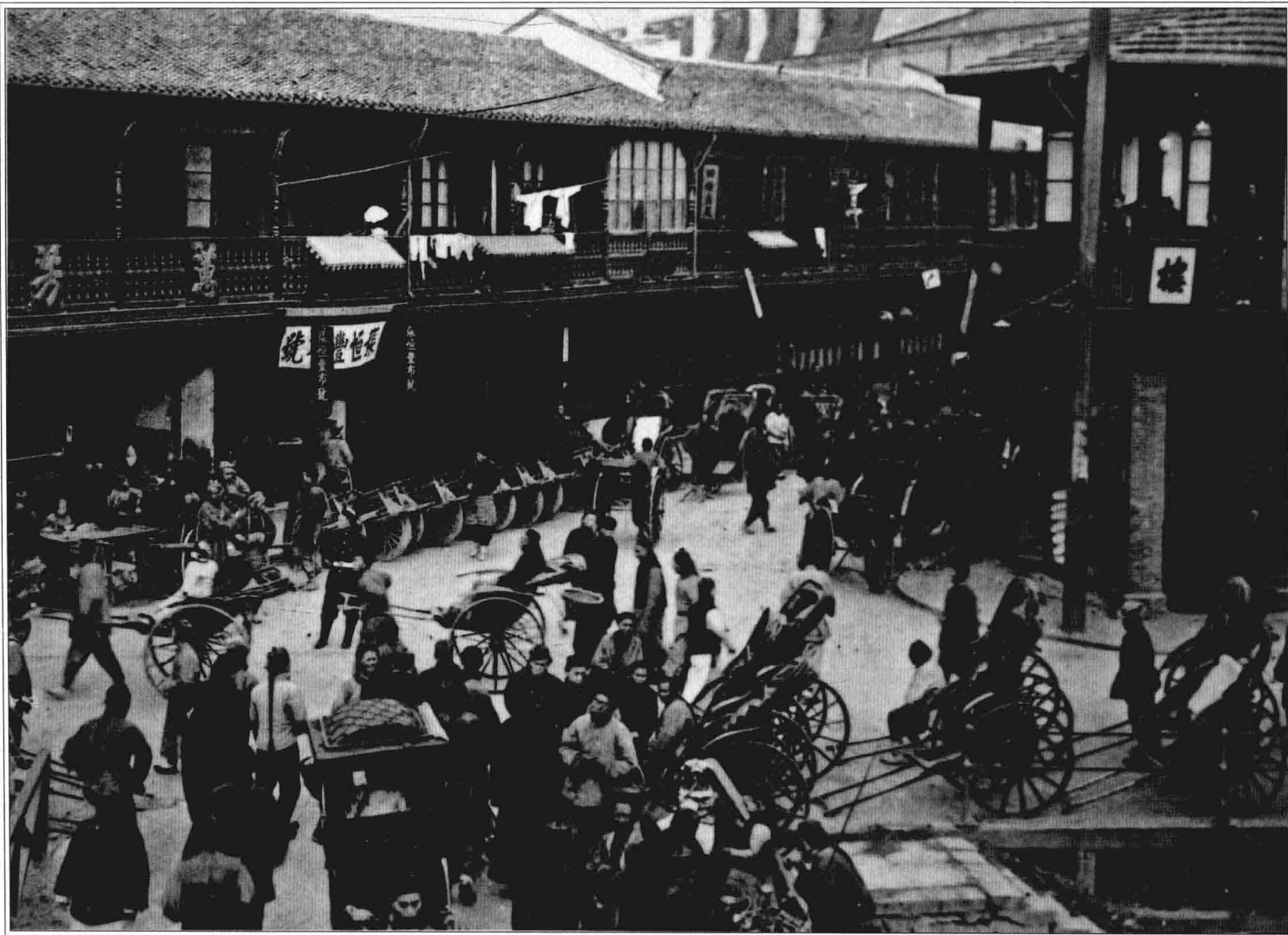
1860年代上海县城的老北门外。

The old north gate of Shanghai County in the 1860s.



1920年代上海县城内的居民用消防栓给水。

Shanghai citizens taking water from the fire cock in the 1920s.



1860年代上海县城新北门街景。

The street view of the new North Gate of Shanghai county in the 1860s.



1930年代上海县城内街景。

The view of the street inside Shanghai county in the 1930s.