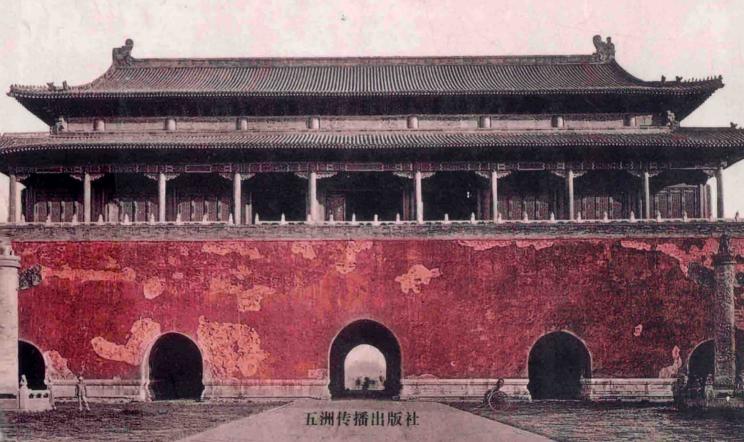
OLD POSTCARDS F PEKING

北京旧影

一老明信片记录的历史——HISTORY RECORDED BY POSTCARDS





北京1日景/

HISTORY RECORDED BY POSTCARDS

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天安门 Tian'anmen Gate



030

故宫和景山 The Imperial Palace and Jingshan Hill



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北海 North Sea



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钟楼和鼓楼 Bell Tower and Drum Tower



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天坛 Temple of Heaven



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北京日景》

HISTORY RECORDED BY POSTCARDS

OLD POSTCARDS ©F PEKING





一生最爱北京。在这里,我度过了一生最美好的时光。在这里,我也遭 受过一生最大的苦难。

离开北京去海外,非我所愿。但在那个时代,谁能掌握了自己的去向!不管身在何处,北京始终是我挥之不去的地方,难舍难忘。收藏旧明信片成了我的爱好,收藏有关北京的旧明信片更是爱好中的爱好。有空把玩时又将我带回到了过去那些熟悉的地方和美好和苦涩的回忆。

每次回到北京,发现一切都在变。旧日的北京在逐渐地消失,记忆中的 京城已经依稀难辨。希望这些旧北京明信片能给读者一点印象,至少让人们 知道北京过去是咋样的。

I harbour the deepest love for Beijing. I enjoyed the prime time of my life there. Yet I also suffered the worst hardship there.

Leaving Beijing for an alien land was never my wish. At that time though, no one knew where the boat of one's life would sail. Wherever I am, Beijing remains a place not far away from me, albeit in my mind. Postcard collecting is one of my hobbies and the old postcards about Beijing in my possession are my most cherished ones. When I appreciate them in my spare time, I travel back to those bygone, yet familiar places. My bittersweet memories are revived.

Each time when I revisit Beijing, I find everything changing; a little bit each time. The old Beijing fades away. The city in my memory could hardly match the reality. I hope that the old postcards can capture for the readers some impressions of Beijing in the past.

郑介初 Zheng Jiechu

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北京的街道与店铺 Streets and Shops in Beijing



到北京城主要建于明朝,主要分皇城(周长约18里),内城(周长约40里)及外城三个部分。外城于嘉靖三十二年(1553)增筑,原计划四面包围内城,长达60公里,后因财力不足,只修了南边,形成一"凸"字形的外城,一直保留到1949年新中国建立之初。外城的建成,形成了一条自永定门往北的北京城的中轴线。南起永定门,穿过正阳门、中华门、天安门、午门、故宫(紫禁城)、景山,止于鼓楼和钟楼、全长达8公里。

明代京城城门号称"内九外七",内九为正阳、崇文、朝阳、东直、安定、德胜、西直、阜成和宣武。"外七"为东便、广渠、左安、永 定、右安、广安、西便。当时规定,凡是男子负重,骑牲口,推车进城门均需付入门税,至1930年才取消。

中国古代营建都城必有城墙,既有利于防卫、又是城市规划的重要组成部分。城内道路系统、功能分区及建筑布局均受制于城墙。随着现代城市的发展、理应经过精密研究,以古为今用的原则加以保护和利用。可惜不能做到上述工作,而是以拆为主。现仅存正阳门前楼、德胜门前楼以及东角楼得以保存,而城墙也仅存崇文门以东及西便门附近各一段。

西便门附近重修的一段墙体高11.6米,基宽19米,顶宽15米,总长为195米,共用新制城砖13万块,于1988年完工。



The current Beijing City was built in the Ming Dynasty (1368—1644). It comprises an imperial city with a perimeter of about 9 km, an inner city with a perimeter of about 20 km and an outer city, which was added on in the 32rd year of Jlajing's reign (1522—1566). It was designed to encompass the inner city and stretch up to 60 km. Due to a shortage of funds, however, only the south section was actually completed, forming a contour of the inner city and partial outer city that resembles the Chinese character "tu" (🖰). The outer city remained like this till the beginning of the People's Republic of China.

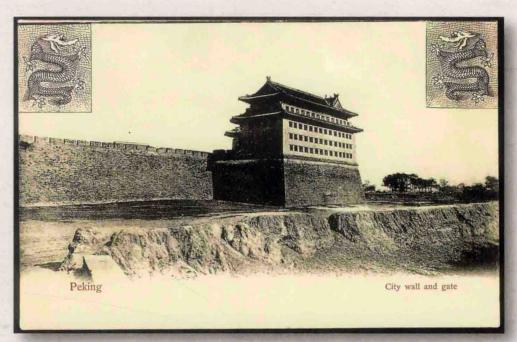
After the outer city was built, a central axis was formed in Beijing City from Yongdingmen Gate straight up to the north. This 8-km route started from Yongdingmen Gate, and passed by Zhengyangmen, Zhonghuamen, Tian' anmen and Wumen gates; the Imperial Palace (the Forbidden City); and Jingshan Hill before it ended at the Drum and Bell towers.

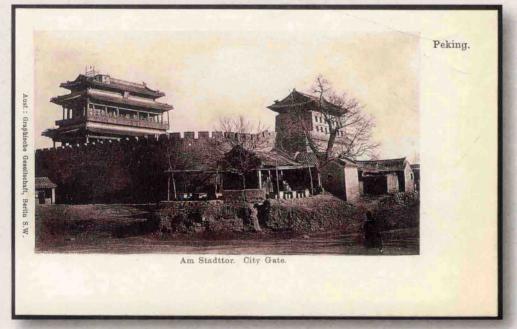
The city gates of Beijing in the Ming Dynasty were referred to collectively as "Nine Inner Gates and Seven Outer Gates". The nine inner gates were Zhengyangmen, Chongwenmen, Chaoyangmen, Dongzhimen, Andingmen, Deshengmen, Xizhimen, Fuchengmen and Xuanwumen. The outer seven gates were Dongblanmen, Guanggumen,



北京城墙。
 City wall of Beijing.

006





Zuo' anmen, Yongdingmen, You' anmen, Guang' anmen and Xibianmen.

The custom at the time was that a man who camed a heavy load, rode on the back of a draught animal, or pushed a cart and entered the city gates needed to pay an entrance tax. The tax was aborted only in 1930.

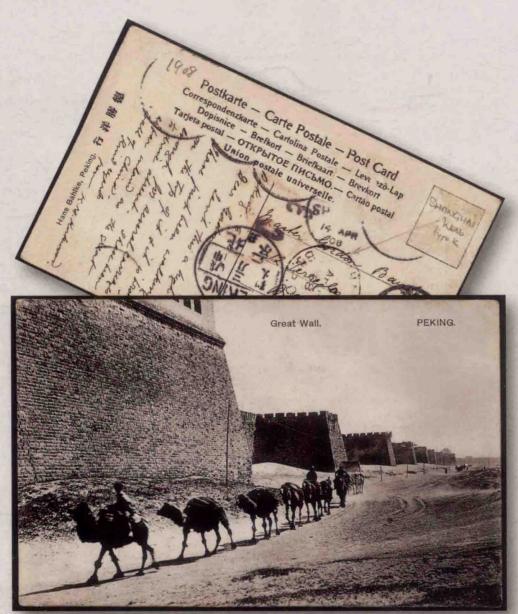
The capital cities of ancient China were all encircled by walls. These fortifications were an important part of urban planning. The road system, functional divisions and architectural layout inside the city were all restricted by the city walls. As modern cities developed, we should have done proper research on ancient city walls, and protected and utilized them like an inheritance, However, our main approach is disassembly. Currently, only the gate tower of Zhengyangmen, Deshengmen Gate and the east corner tower are preserved. In the case of city walls, only the section to the east of Chongwenmen Gate and the sections near Dongbianmen Gate and Xibianmen Gate have been kept.

The rebuilt wall near Xibianmen Gate is 11.6 m in height, 19 m wide at the base, and 15 m across at the top. The project, completed in 1988, used 130,000 newly-baked bricks to complete the 195 m length of wall.

- 北京城楼及甕城。
 Gate tower and Yong City of Beijing.
- 北京东角楼。
 Dongjiao (East Comer)
 Tower of Beijing.







 行经北京城外的骆驼队 (现二环路一带),1908 年4月自北京经上海寄苏 格兰。

Camel caravan passing by the suburb (now 2nd Ring Road). Mailed from Beijing to Scotland via Shanghai in April 1908.





骆驼队。
 Camel caravan.



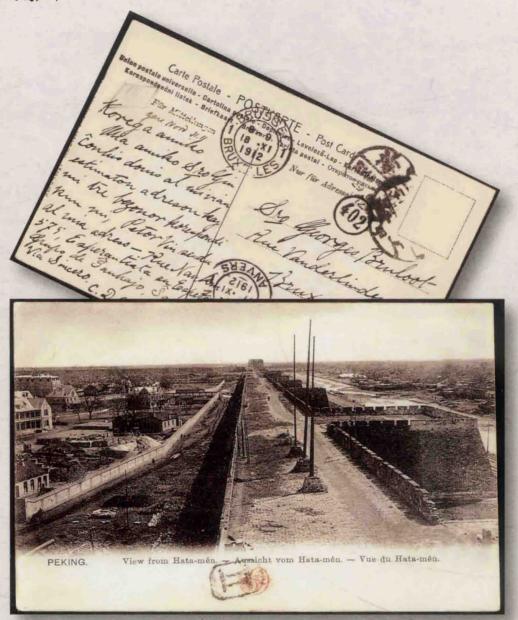
• 城墙外的骆驼运输队, 1905年8月自北京经上海 寄法国。

Camel caravan outside the city wall. Mailed from Beijing to France via Shanghai in August 1905.

• 运输队。 Cargo-carrying caravan.







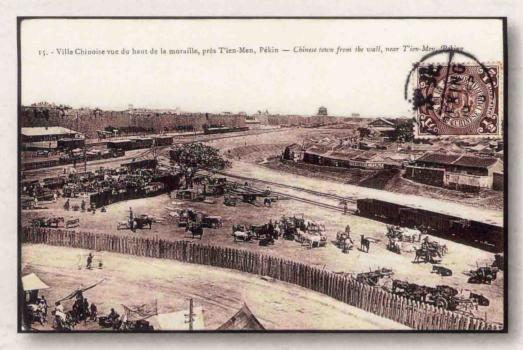
• 自哈德门城楼上往北望城内。

A view into the city to the north on Hademen (now Chongwenmen) Gate.





北望城内。
 A view into the city to the north.



• 前门火车站的货运车场。 Cargo car park at the Qianmen (or Zhengyangmen) Gate Train Station.



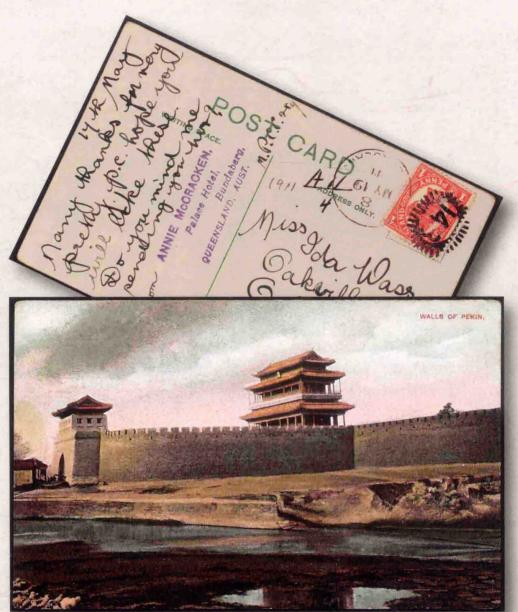
• 哈德门(崇文门)及以 西的城墙。

Hademen (or Chongwenmen) Gate and city wall to the west.

- 货运车场。
 Cargo car park.
- 崇文门及城墙。
 Cargo car park,city wall.







 北京永定门,1911年5月 14日自澳洲昆士兰寄加 拿大。

Yongdingmen of Beijing. Mailed from Queensland, Australia to Canada on 14 May 1911.





• 永定门。 Yongdingmen.