

OLD SHANGHAI NANJING ROAD OLD SHANGHAI NANJING ROAD

老 上 海
南 京 路



OLD SHANGHAI
NANJING ROAD

沈 寂 主 编

上海人民美术出版社

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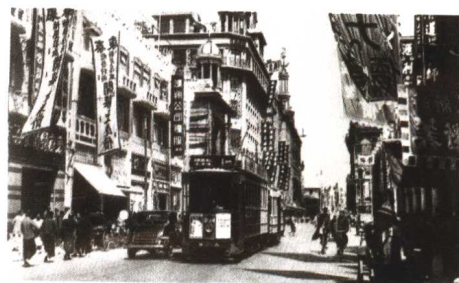
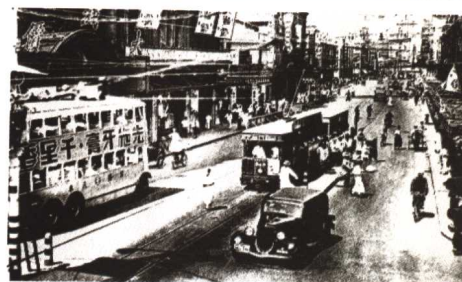
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老上海南京路

OLD SHANGHAI
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扉页图片说明

南京路街景，拍摄年代依次为：

19 世纪 80 年代
19 世纪 90 年代
1900 年
20 世纪 10 年代
20 世纪 20 年代
20 世纪 30 年代
20 世纪 40 年代

head page referral

vistas on Nanjing Road photographed respectively in

1880s

1890s

1900

1910s

1920s

1930s

1940s

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序

熊月之

1

路是人走出来的。有人就有路。自从盘古开天地，三皇五帝到如今，不说寰宇之内，就是神州大地，一共有过多少大路、小路、老路、新路、洋路、土路，有谁能够说得清楚？恒河沙数。但是，在我们说得出的那些大路、名路、洋路、老路中，极少能有像南京路那样内蕴丰富、色泽斑斓的。

南京路以繁华著称。一个半世纪以来，中国许多体现摩登、领导潮流的现代化市政设施，都从这里开始。中国之有煤气灯、电灯，从这里开始；中国之有铁艺木路、有轨电车、自动扶梯、钢筋混凝土高层建筑，从这里开始；中国之有霓虹灯、摩天楼、大型综合游乐场，也都从这进而开始。24层的国际饭店，雄踞中国高楼之首达半个世纪。高楼林立，店铺栉比，万商云集，百货杂陈，车水马龙，摩肩接踵，一切描摹繁华的字眼都加给她，还是显得那么苍白与不足。

南京路也曾以休闲出名。这条路原叫公园弄，又叫派克路，其得名便由休闲而来。中国人叫这条路为“大马路”，马路之名由此而来。那时，英国人溜在这条路上的，不是征战之马，而是休闲之马。英租界起先造的3个跑马场，都在这条路边。即使到19世纪末20世纪初，南京路作为十里洋场早已名闻遐迩，两侧休闲场所依然很多，除了大光明电影院、夏令匹克电影院、先施公司和新新公司的屋顶游乐场等都市休闲场所，还有汇中饭店、理查饭店、华懋饭店等高级宾馆，也有具有浓厚的城市山林之趣的斜桥总会、张园、愚园、哈同花园杂错其间。90年代南京东路辟为步行街，正是对其休闲传统的发扬。

南京路是凸显权力的场所。公共租界每有庆典，比如上海通商50年大庆，英国女王诞辰，接待外国元首，其游行队伍必经南京路，阅兵式必在跑马场。那时，南京路是殖民主义统治权力的象征物，没有南京路，还谈什么租界？1925年五卅惨案发生在南京路，更增强了这条路的民族主义色彩。30年代上海文人预测上海的未来，有人预料，上海在租界收回、政权易手以后，最惹人注目的改变，是跑马厅改为“人民公园”，成为人民集会的重要场所。20多年之后的历史事实，竟与预言完全吻合，连公园名字也一字不差。预言者并不是算命先生，之所以能一语中的，是因为谁都明白南京路、跑马厅的象征意义。“文化大革命”中，南京路一度被红卫兵改名“反帝路”，也是强调其政治象征意义。

南京路是名人荟萃的场所。上海名人，数以万计，少有没在南京路

序

上留下足迹的，孙中山配眼镜，爱因斯坦演说相对论，罗素演说中西文化，卓别林定制丝绸衬衫。鲁迅到华懋饭店访客，因衣着不挺，被电梯司机当作Boy，拒之门外，只好沿楼梯一格一格走到七楼。南京路走进许多名人，也走出许多名人，王开照相、吴良材眼镜、冠生园食品，人以物显，物以人名，远播四海。

南京路东起外滩，西迄静安寺，起于物欲横流的奢华之地，迄于钟磬梵呗的清静之所，由入世始而由出世终，历150年，阅尽世道沧桑，备尝人间酸辛。她有纽约曼哈顿的高，巴黎香榭丽舍的雅，伦敦牛津大街的华，北京长安街的庄，集世界许多名城名街的特点于一身，但哪条名街都没有像她这样被赋予那么多的文化内涵。她出生在多灾多难的近代中国，成长在瞬息万变的转型时期，横亘在中西交汇的黄浦江畔，历史注定她的身世就是一部大书，说不尽，道不完，还会一代又一代地演绎下去。

沈寂先生是老上海，生于斯，长于斯，熟谙掌故，勤于笔耕。先生是著名作家，写过上海滩的大亨、大班，也写过歌星、影星，有小说，有剧本，现在忽然位置一挪，由文入史，编起图册。他编过老城厢的画册，现在又编出南京路画册。此书图片相当丰赡，有不少属首次披露；释文准确，史实考订细密，可补正史之不足。一册在手，南京路的历史、风采尽收眼底。读完全书，不得不叹服先生文备多手，既能妙笔生花，写曲折动人的小说，也能钩沉索隐，编谨严细密之史册，先生之博学能文，实非一般弄文治史者可望项背。

沈寂先生是我的学术前辈，我们在研究上海历史时，常常向他请教，受益良多。《老上海南京路》成书以后，先生嘱我为序。小子何人，有什么资格对先生大作妄加评议？但先生情恳意挚，我多却不恭，只得勉力为之。好在后辈为前辈、后学为先学、资浅为资深者作序题跋代不乏人。这也算对多年来一直关心、支持上海史研究的一位学术前辈的回报吧。

Preface

by Xiong Yuezhi

Man makes the road. Wherever there is the man, there is the road. Ever since Pan Gu created the Universe as the Chinese mythology goes, how many roads there are in China, let alone the world? Who can count those roads as numerous as the sands? And among them, big or small, local or exotic, old or new, famous or commonplace, very few can rival Nanjing Road in terms of colorfulness and richness embodied.

Nanjing Road is noted for its luxury. In the last one and a half century, many of China's trend setting modern infrastructure facilities made its debut here. China's gas lamps and electricity lamps appeared here first, so did the caltrops-paved road, trolley cars, elevators, and concrete high buildings, together with neon lights, skyscrapers and large-scale amusement parks. Top of China's high buildings, 24-storeyed Park Hotel towered on Nanjing Road for half a century. Skyscrapers lining with shops row on row, thousands of merchants flocking into, department stores sprouting one after another, and incessant streams of passengers add up to a scene that makes it insufficient to grant all words on it depicting luxury.

Nanjing Road is well-known for its leisure, therefore it was originally named Park Lane and commonly known as Big Road, where the British used to walk a horse. As a cosmopolitan road, at the beginning of the 20th century, there still existed many old amusement places on the road. Apart from Grand Theatre, Olympic Cinema, roof amusement parks of Sincere and Sun Sun, there were deluxe hotels like Cathy and Palace intermingled with Xieqiao Club, Zhang Garden, Yu Garden and Hardoon Garden. To carry forward its tradition of leisure, in the 1990s, part of Nanjing Road was turned into a pedestrian street.

Nanjing Road is a place protruding power. On whatever grand occasions like the celebration commemorating the 50th anniversary of Shanghai's opening port and the birthday of the Queen as well as the reception of overseas state leaders, for instance, parades would pass through the road. Without Nanjing Road, how could we talk about the history of the concession? The May 30th Massacre in 1925 enhanced its nationalistic connotation. In the 1930s, some scholar commented that after decolonization, the most peculiar change would be that the Horserace Hall would be renamed People's Square. 20 Years later, it turned out to be reality. The reason for the exact predicting lies in that everybody was aware of the historical significance of this road. During the Cultural Revolution, it was renamed Anti-imperialist Road, highlighting its political symbol.

Preface

Nanjing Road has appealed to thousands of celebrities. In here, Dr. Sun Yat-Sen concocted spectacles; Einstein lectured on theory of relativity, while Russel on cross-cultural comparison; Chaplin ordered silk shirts; Unable to get admitted into the elevator of Cathy Hotel owing to his casual dressing, Lu Xun had to walk to the 7th floor...Countless personages kept emerging on Nanjing Road. C. H. Wong Photo Studio, Wu Liangcai spectacles, Guanshengyuan Food shop were going for on Nanjing Road, which likewise boasted of these shops with established fame.

From the Bund, Nanjing Road ended at Jing'an Temple. Stretching from opulence brimful of worldly luxury, it secured serenity in temples of Buddhism where bell rang echoed with recitation of sutra. Looking back upon the last 150 years full of vicissitudes, we saw a road that bore tribulations of poignant memories. Incorporating distinguished features of many world famous metropolises, she rivals Manhattan, New York in height, and Champ de Lyses, Paris in elegance and Oxford Boulevard, London in splendor and Chang'an Street, Beijing in severity. Historically concerned, however, she is second to none. Born in China at an abyss of suffering, she has been striving forward at a fast changing transition period, standing by Huangpu River where East and West converge. She is destined to be a magnum opus that will be evolved for generations.

Born and raised in Shanghai, Mr. Shen Ji is not only familiar with its anecdotes but also diligent in writing. His novels and plays portrayed bigwigs, taipans, formidable outlaws as well as singers and movie stars. Now he ventures upon a new undertaking to edit an illustrated history of *Old Shanghai Nanjing Road*. Lavish illustrations first ever printed, exact texts can well supplement biographically styled history books. Readers will get a panorama of the glamorous history of Nanjing Road and, cannot help marveling at Mr. Shen's virtuosity in writing both novels with a real plot and an album of history outlined meticulously. His erudition and literary talents really dwarf those mediocre history writings.

I have benefited a lot from consulting Mr. Shen on the research of the history of Shanghai. I am not sure if I am qualified to preface for his works. Nevertheless, his earnestness and especially many of my peers, prefacing for authorities encouraged me. Hopefully this preface can serve to repay a respected senior scholar who has for years cared about and supported academic research of the history of Shanghai.

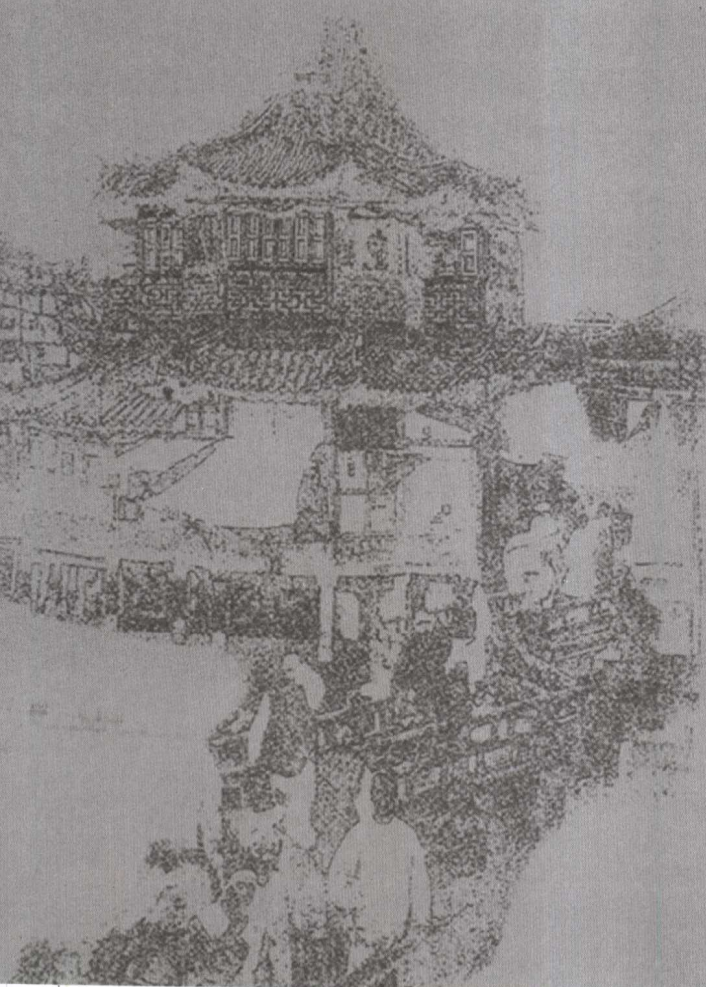
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第一章

开埠前后的上海滩

Opening the Port of Shanghai

老 上 海 南 京 路



早在19世纪50年代，自称“世界工厂”的英国，为了开辟市场、扩充新的殖民地，将目标指向幅员辽阔、资源丰富的中国。闭关锁国的清朝政府，除同意开放广州外，其余一概拒绝。

1832年，属于东印度公司的“阿美士德”号鸦片船到达上海。船员们在吴淞改乘小艇，驶进黄浦江。随船而来的林特赛和行医的传教士郭士利一起进入上海县城，刺探情报。19天之后，他们返回英国，报告政府：“对这个地区（指上海）的自由贸易对于外国人，尤其对英国人的好处是不可估计的。”他又向政府献策：“英国应该直接用武力对过去的损失取得补偿，对将来取得保障。”

林特赛等人的献策，使贪婪的英国商人野心勃发。尤其是大鸦片商查顿更为猖狂，向政府建议并提出作战计划。

1840年，英国发动鸦片战争。1842年，英军入侵上海。

Back in the 50s of the nineteenth century, Great Britain, began to turn its covetous eyes on China, seeking to tap the market and, which they hope will expand out toward a new colony.

In 1832, an opium ship owned by East Indian Company called *Amherst* came to Shanghai. H.H. Lindsay entered the county of Shanghai to spy out military secrets. Returning to Britain after a nineteen-day stay, Lindsay submitted a report to the British government, "Shanghai will be immeasurably profitable to western countries, especially to Britain".

The report stirred up the ambition of the greedy British merchants, especially W. Jardine, a notorious opium trader, who was so crazy that he worked out a plan for a campaign and submitted it to the British government.

The British launched the Opium War in 1840 and they unleashed an offensive against Shanghai in 1842.

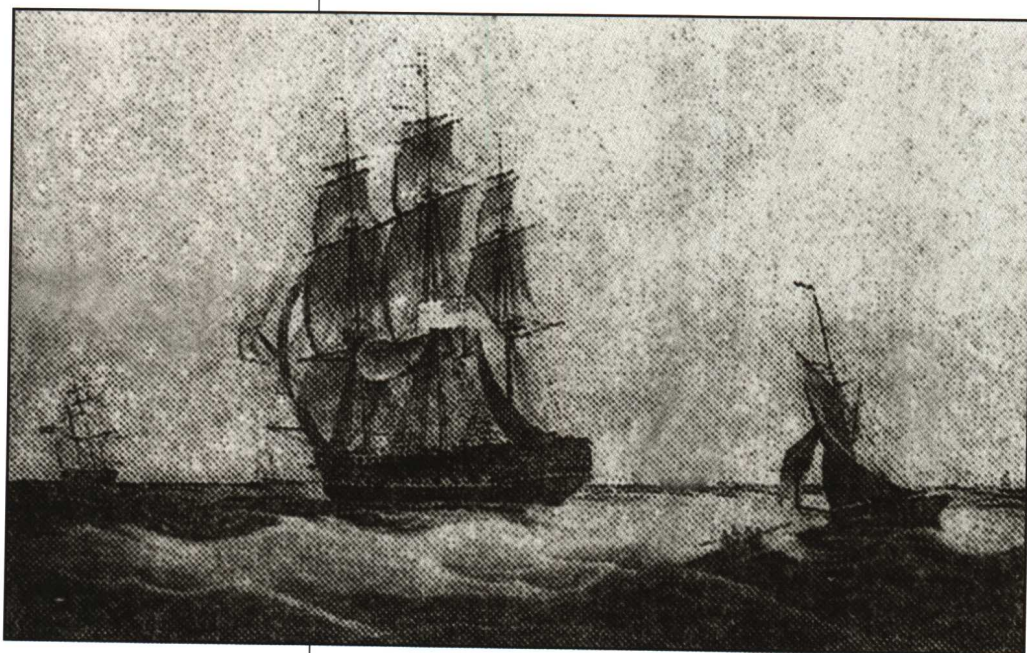


海的闯入者

林特赛 (H. H. Lindsay) 是英国政府特许对东方进行殖民事业的组织“东印度公司”的职员，他既经营航运，又是鸦片贩子，自称中国通。他冒充“阿美士德”号的船主，最早闯入上海从事间谍活动，是他认定上海是扩大对华贸易的最好的通商口岸。

Intruder into Shanghai

H.H. Lindsay was an officer with East Indian Company, an organization authorised by the British government for colonizing East. Lindsay engaged himself in both shipping business and opium trade, asserting himself as a "Chinese know-all". It is him who discovered Shanghai, the optimum port.



› 满载鸦片的东印度公司商船
East Indian Company's ship
laden with opium



› 林特赛以船主的身份，乘船
经过上海，是最早发现
上海的人
Lindsay discovered Shanghai
when shipping across it in
his own ship

炮 打吴淞

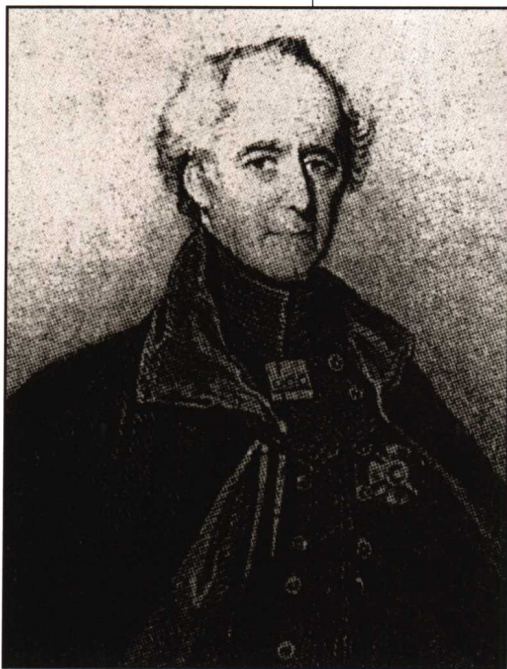
1840年，由英国海军司令巴加（W. Parker）和陆军司令郭富（H. Gough）指挥下的英国海陆军 7000 余人，分乘 30 余艘舰船，进逼上海吴淞——长江门户的桥头堡。

Bombarding Wusong

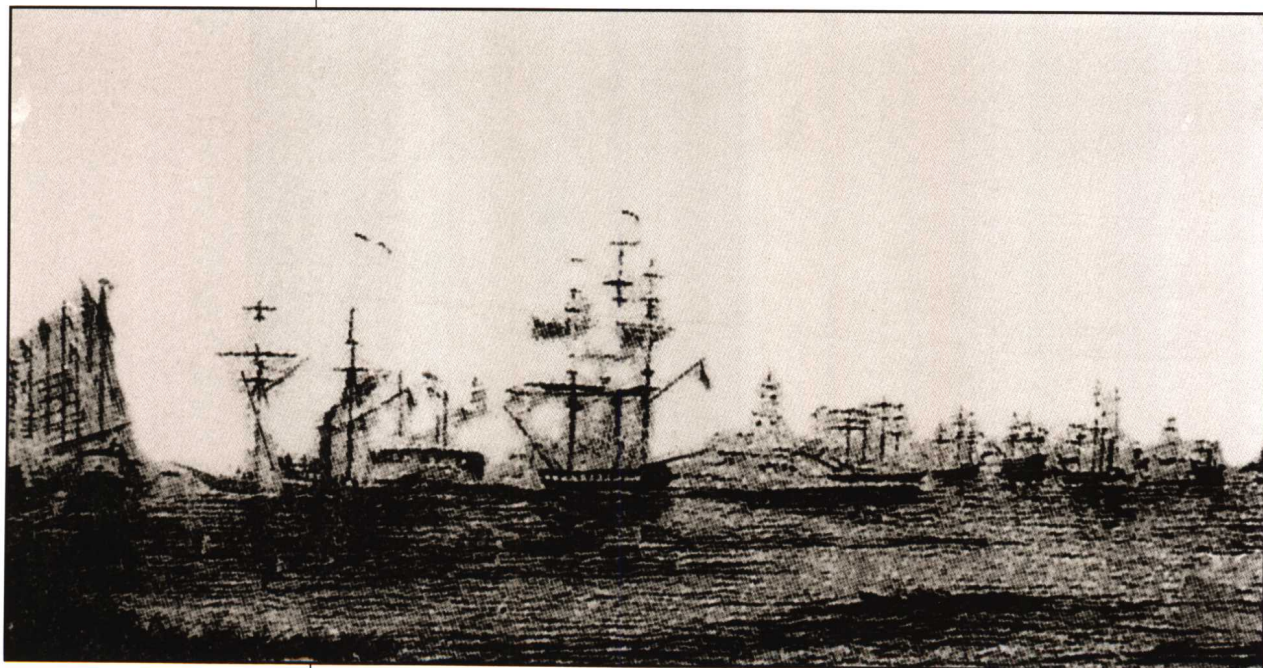
In 1840, some 7,000 troops of the British Navy and Army headed toward Wusong of Shanghai, a strongpoint at the gate of the Yangtze River.

Admiral of the British Navy, W. Parker and H. Gough, Chief Commander of the British Army launched this attack.

〉 郭富像
a portrait of H. Gough



〉 巴加像
a portrait of W. Parker



〉 英国军舰进攻上海吴淞
British warships heading toward Wusong, Shanghai